Woolgoogla to Ballina Upgrade Pacific Highway Upgrade Project – Stage 1 Pre-operational Compliance Report.

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1 Introduction

1.1 Background

On behalf of the Australian and NSW governments, Roads and Maritime Services (Roads and Maritime) is constructing the $4.36 billion Woolgoolga to Ballina Pacific Highway upgrade (the Project). The Project will duplicate approximately 155 kilometres from about six kilometres north of Woolgoolga to about six kilometers south of Ballina. **Error! Reference source not found.** shows the location of the Project.

When complete, the project will:

- Reduce overall length from 180 kilometres to about 167 kilometres, saving about 13 kilometres in travel distance
- Allow for a higher posted speed limit of up to 110 km/h
- Reduce travel time from 130 minutes to about 105 minutes, saving 25 minutes
- Reduce crash rates by an expected 27 per cent due to divided carriageways
- Improve travel reliability through better flood immunity, fewer incidents and more readily available alternative routes.

Key features of the upgrade include:

- Duplication of 155 kilometres of the Pacific Highway to a motorway standard (Class M) or arterial road (Class A), with two lanes in each direction and room to add a third lane if required in the future
- Split-level (grade-separated) interchanges at Range Road, Glenugie, Tyndale, Maclean, Yamba / Harwood, Woombah (Iluka Road), Woodburn, Broadwater and Wardell
- Bypasses of South Grafton, Ulmarra, Woodburn, Broadwater and Wardell
- About 40 bridges over rivers, creeks and floodplains, including major bridges crossing the Clarence and Richmond rivers
- About fifty-five underpasses and bridges over and under the highway to maintain access to local roads that crossing the highway
- Access roads to maintain connections to existing local roads and properties
- Structures designed to encourage animals over and under the upgraded highway where it crosses key animal habitat or wildlife corridors
- Rest areas located at about 50 kilometre intervals at Arrawarra, Pine Brush (Tyndale), north of Mororo Road and north of the Richmond River
- A heavy vehicle checking station near Halfway Creek and north of the Richmond River.

The Woolgoolga to Ballina upgrade does not include the completed Devils Pulpit and Glenugie upgrade projects.

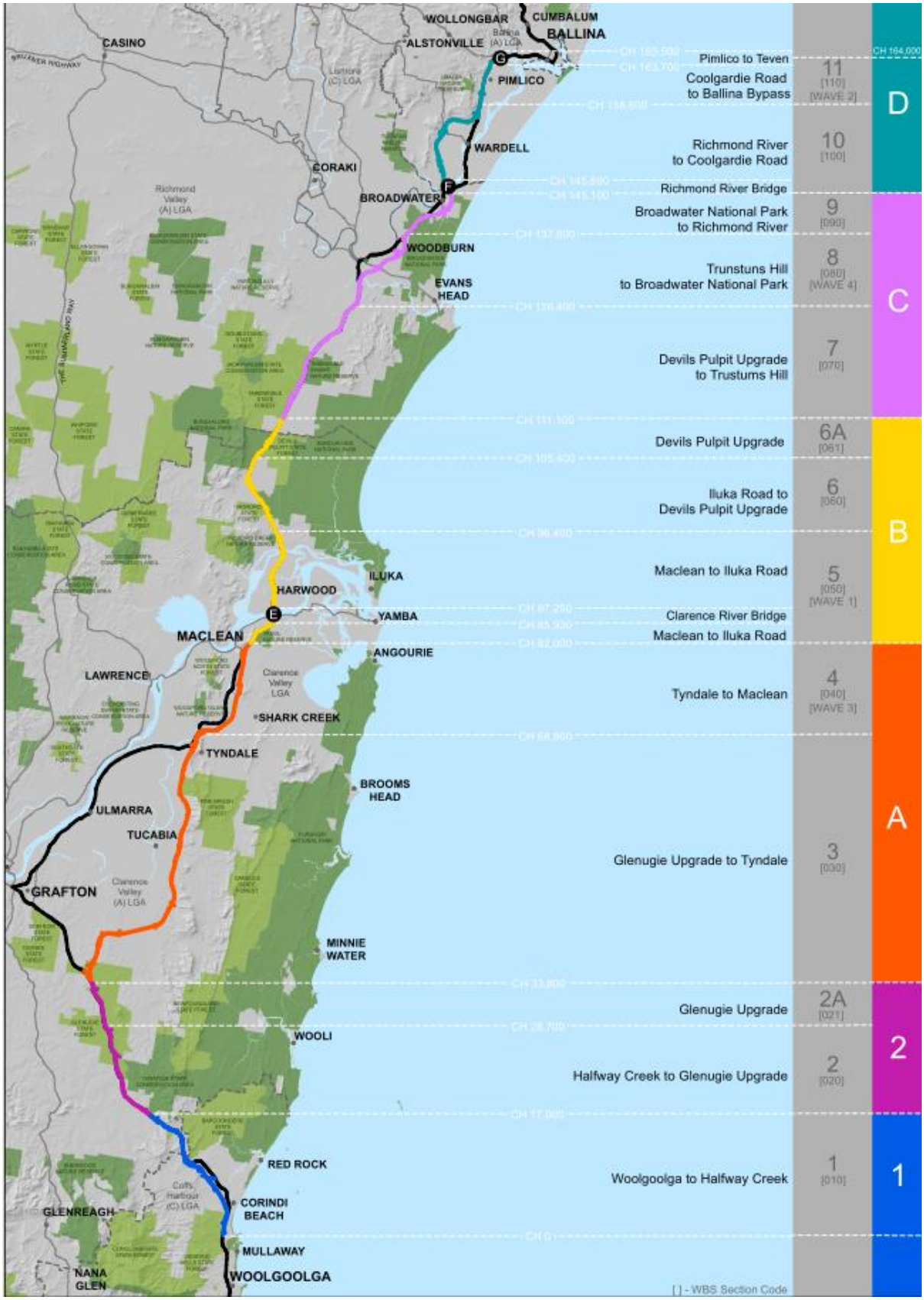

Figure 1-1 Woolgoolga to Ballina Pacific Highway upgrade

Roads and Maritime will construct and open the Project in stages. The staging report has been prepared and submitted to the Department of Planning and Infrastructure in accordance with MCoA A7. The stages of the Project are:

- **Stage 1** (as outlined in W2B Staging Report Version 1, March 2015) includes preconstruction activities, selected utility relocations, archaeological salvage works, construction of sections 1 & 2 (Woolgoolga to Glenugie) and soft soil early works (Waves 1,2 and 3).
- **Stage 2** will be for construction (sections 3-11), between Glenugie and Ballina. With regards for the need to balance available funding with the completion of a dual separated carriageway, the intent of Stage 2 is to upgrade the section between Glenugie and Ballina to combination of M and A Class. EIS Sections 3 and 4 will be upgraded to the final M Class. Sections 5 and 6 will be a combination of A and M class. Sections 7, 8 and 9 will be a combination of A and M Class. Sections 10 and 11 will be constructed to the final M Class.
- Stage 2 of the upgrade includes two options to achieve the 2020 objective. Stage 2 Option A represents the construction of the full combination of the A and M class. Stage 2 Option B represents the potential combination of reused sections of the Pacific Highway.
- **Stage 3** progressive rehabilitation of pavement reuse areas along the project length. This will see the reused sections upgraded to A or M class as funding becomes available.
- **Stage 4** the upgrade of the remaining sections of the highway to the ultimate M-Class configuration.

1.2 Stage 1 traffic staging

For the purpose of this pre-operational compliance report, Stage 1 incorporates Section 1 of the Woolgoolga to Ballina Upgrade (Woolgoolga to Halfway Creek) and Section 2 of the Woolgoolga to Ballina Upgrade (Halfway Creek to Glenugie). Section 1 and Section 2 will progressively open to traffic in four stages.

Stage I (current stage) – Grays Road to Franklins Road

In the coming weeks all highway traffic will be divided with southbound motorists traveling on the new southbound carriageway for about 12 kilometres with a temporary speed limit of 100 kilometres/hour. As part of this first stage (implemented in late 2016) northbound motorists are temporarily travelling on about six kilometres of new northbound carriageway with a temporary speed limit of 100 kilometres/hour, between just north of Rediger Close and just south of the bridge at Wells Crossing. Traveling north from Wells Crossing Creek motorists will temporarily use the existing northbound carriageway and existing bridge over Wells Crossing Creek. This temporary arrangement has a reduced speed limit of 80 kilometres/hour, to approach and cross the bridge, with the speed limit increasing to 100 kilometres/hour near Parkers Road. This arrangement will be in place until the northbound carriageway is improved as part of the Glenugie to Ballina Pacific Highway upgrade in 2018 and 2019.

Stage II – Arrawarra Interchange to Range Road

The second stage involves moving all highway traffic onto about 10 kilometres of new four lane divided road with a speed limit of 110 kilometres/hour. This is expected to occur in late 2017, weather permitting. This traffic staging arrangement will connect the Woolgoolga to Halfway Creek upgrade with the existing 25 kilometre Sapphire to Woolgoolga upgrade at the Arrawarra Interchanges and connects about 35 kilometres of upgraded four lane divided road north of Coffs Harbour, with a speed limit of 110 kilometres/hour, north of Coffs Harbour. As part of this stage the existing Pacific Highway between Corindi Beach and Dirty Creek will become a local service road and change name to Solitary Islands Way. This involves connecting Eggins Drive with the existing Pacific Highway south of Tasman Street. This new section of Solitary Islands Way connects the local service road between Sapphire Beach and Dirty Creek.

Stage III – Range Road to Grays Road

All highway traffic was moved onto about four kilometres of new northbound carriageway north of Range Road in a temporary contraflow arrangement in April 2017. This temporary arrangement allows the new southbound carriageway to be built and has a speed limit of 80 kilometres/hour and allows the new southbound carriageway to be built and the third stage of four lane divided road to be completed. Once this work is complete all highway traffic will be divided onto the new carriageways and the speed limit will be increased to 110 kilometres/hour. We expect this will occur in early 2018, weather permitting. The new interchange at Range Road will progressively open to traffic as finishing work on the on and off ramps is completed. It will become fully operational once the new wouthbound carriageway is open to traffic.

Stage IV – Wells Crossing to Franklins Road

The final stage involves improving the northbound carriageway between Wells Crossing and Franklins Road as part of the Glenugie to Ballina Pacific Highway upgrade in 2018 and 2019.

1.2 Statutory context

The Woolgoolga to Ballina Pacific Highway upgrade is approved as State Significant Infrastructure under Part 5.1 of the New South Wales *Environmental Planning and Assessment Act 197*9 (SSI-4963, approval dated 24 June 2014). NSW Condition of Approval (MCoA) A7 states:

> *The Applicant may elect to construct and/or operate the SSI in stages. Where staging is proposed, the Applicant shall submit a Staging Report to the Secretary prior to the commencement of each proposed stage. The Staging Report shall provide details of:*
>
> *(a) how the SSI would be staged, including general details of work activities associated with each stage and the general timing of when each stage would commence; and*
>
> *(b)details of the relevant conditions of approval, which would apply to each stage and how these shall be complied with across and between the stages of the SSI.*
>
> *Where staging of the SSI 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).*

The project is also approved under the Commonwealth *Environment Protection and Biodiversity Act 1999* (012/6394 approval dated 14/08/14).

> *The Staging Report as required by NSW approval condition A7 must be submitted to the Minister prior to the commencement of each of the proposed stage(s). In accordance with NSW approval condition A7 the Staging Report must outline how the proposal will be staged. The Staging Report must also outline the threatened species and communities, and migratory species impact in each stage.*

1.3 Purpose of this report

This report has been prepared to address MCoA D27(c) of the planning approval (MCoA) that deals primarily with compliance matters. Under MCoA D27(c) a report outlining the status of compliance must be provided to the Secretary prior to the commencement of operation of each stage of the Project. Weather permitting, it is anticipated that Stage 1 of the Project will open to traffic in late August 2017.

In accordance with the requirements of MCoA D27(c), this pre-operational compliance report addresses the status of compliance with:

- The Minister Conditions of Approval.
- Documents listed under MCoA 1A, including the revised Environmental Mitigation Measures.

This report addresses requirements that are relevant to Stage 1 (Section 1 and 2) of the W2B Project. Subsequent pre-operational compliance reports will be prepared and submitted to the Secretary prior to the commencement of operation on other Sections of the W2B Project.

Appendix A lists the MCoA requirements and the Environmental Mitigation Measures.

Against each approval requirement or commitment, the report details:

- The status of compliance against the requirement.
- The effective close out for the requirement where relevant to Stage 1.

Some approval requirements or commitments are either not relevant, or extend beyond Stage 1 of the Project. Where this is the case, a note to that affect is provided.

Terms and acronyms

Term	Meaning
CEMP	Construction environmental management plan
Director General	Director General of the NSW Department of Planning and Environment (or delegate)
DoE	The Department of the Environment (now Department of the Environment and Energy)
DP&E	The Department of Planning and Environment
DPI (Fishing and Aquaculture)	The Department of Primary Industry (Fishing and Aquaculture)
EEC	Endangered Ecological Community
EIS	Environmental Impact Statement
EMS	Environmental management system
EPA	Environmental Protection Authority
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPBC	Environment Protection and Biodiversity Conservation Act 1999
EPL	Environment Protection Licence
ER	Environmental Representative
ERG	Environment Review Group
ESCP	Erosion and Sediment Control Plan
FFMP	Flora and Fauna Management Plan
GBF	Giant barred frog
GTF	Green thighed frog
HC2G	Halfway Creek to Glenugie Pacific Highway Upgrade
MCoA	The Department of Planning and Environment Ministers Condition of Approval
Minister, the	Minister for Planning and Environment
NOW	The NSW Office of Water
NVMP	Noise and Vibration Management Plan
OEH	Office of Environment and Heritage
POEO	Protection of the Environment Operations Act 1997
Project, the	Woolgoolga to Ballina Pacific Highway Upgrade
Roads and Maritime	Roads and Maritime Services
EMM	Environmental Mitigation Measure
SSI	State Significant Infrastructure
SWMP	Soil and Water Management Plan

Appendix A
CoA & EMM Compliance Table

COMPLIANCE TRACKING - CONDITIONS OF APPROVAL PART A
Woolgoolga to Ballina SSI-4963

Ministers Condition Of Approval	Requirement	Status / Reference	Close out
A1	In addition to meeting the specific performance criteria established under this approval, the Applicant shall implement all feasible and reasonable measures to prevent and/or minimise any harm to the environment that may result from the construction or operation of the SSI.	This is addressed within the contract documents eg. CEMP/sub plans, design drawings specifications, Roads and Maritime's existing operational management systems etc.	Open. To be closed when all requirements of this approval have been fulfilled. See later comments.
A2	The Applicant shall carry out the SSI generally in accordance with the: (a) State significant infrastructure application SSI-4963; (b) Pacific Highway Upgrade Woolgoolga to Ballina Environmental Impact Statement Volumes 1A, 1B, 2, 3, 4A, 4B, 5, 6A, 6B, 6C, 7A, 7B and 8, prepared by Roads and Maritime Services, dated December 2012; (c) Pacific Highway Upgrade Woolgoolga to Ballina Submissions/Preferred Infrastructure Report Main Volume and Appendices, prepared by Roads and Maritime Services, dated November 2013; (d) Ancillary facility sites listed in Woolgoolga to Ballina Pacific Highway Upgrade - Ancillary descriptions and impact assessment, prepared by Roads and Maritime Services, dated 13 December 2013; (e) Connectivity structures listed in Woolgoolga to Ballina Alliance Update 20 Feb 2014 Structures Inventory (except Sections 1 and 2) and Woolgoolga to Glenugie Fauna Connectivity Tracking Register 11/02/2014, prepared by Roads and Maritime Services, and email correspondence from Roads and Maritime Services dated 14 March 2013; (f) Pacific Highway Upgrade Woolgoolga to Ballina: Utilities impact native vegetation (D00395_0102_Utilities Clearing Vegetation_v9), prepared by Roads and Maritime Services, dated 21 May 2014, (g) Modification request and letter dated 17 November 2014 to modify the definition of construction under subclause f in relation to section 4 utility adjustments and replacement of all references to OEH with EPA; (h)Modification request and letter dated 24 September 2015 to modify the approval to capture additional works outside the project boundary that may impact on heritage items to require archaeological investigations; and (i) conditions of this approval.	Roads and Maritime has identified relevant commitments, obligations, undertakings and requirements (COURs) in the environmental assessment and approval documentation for the Stage 1 Projects. A COURs database has been developed; the database will assist Roads and Maritime to manage compliance and contractual risk. Further confirmation has been provided through the compliance reporting developed in response to condition D27. Ongoing operational requirements as they relate to Stage 1, subject to this condition, will be incorporated into Roads and Maritime's existing operational management systems. It is anticipated that Stage 1 will open to traffic in August/September 2017. The remainder of the Project will open progressively as areas are completed.	Open. To be closed when all requirements of this approval have been fulfilled. See later comments.
A3	If there is any inconsistency between the above documents, the more recent document shall prevail to the extent of the inconsistency. However, the conditions of this approval shall prevail to the extent of any inconsistency.	Noted	Open. To be closed when all requirements of this approval have been fulfilled. See later comments.
A4	The Applicant shall comply with any reasonable requirement(s) of the Secretary arising from the Department of Planning and Environment's assessment of: (a) any strategies, plans, programs, reviews, audits. reports or correspondence that are submitted in accordance with this approval; and (b) the implementation of any actions or measures contained in these documents.	Noted	Open. To be closed when all requirements of this approval have been fulfilled. See later comments.
A5	This approval shall lapse 10 years after the date on which it is granted, unless the works the subject of this SSI approval are physically commenced on or before that date.	The project has physically commenced.	Closed
A6	The Applicant shall ensure that all licences, permits and approvals are obtained as required by law and maintained as required throughout the life of the SSI. No condition of this approval removes the obligation for the Applicant to obtain, renew or comply with such licences, permits or approvals.	Roads and Maritime, and its construction partner, have obtained all necessary licenses and approvals relevant to Stage 1 of the Project.	Open To be closed following opening of the entire Project in 2020/21 and following the surrender of licenses (eg EPA licence) and permits in effect at that time.
A7	The Applicant may elect to construct and/or operate the SSI in stages. Where staging is proposed, the Applicant shall submit a Staging Report to the Secretary prior to the commencement of each proposed stage. The Staging Report shall provide details of: (a) how the SSI would be staged, including general details of work activities associated with each stage and the general timing of when each stage would commence; and (b) details of the relevant conditions of approval, which would apply to each stage and how these shall be complied with across and between the stages of the SSI. Where staging of the SSI 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).	The Stage 1 Staging report was acknowledged by the Secretary on 30/04/2015. Version 6 of the Stage 2 reports was submitted to the Secretary on the 29/11/16.	Open To be closed following opening of the entire Project in 2020/21

Ministers Condition Of Approval	Requirement	Status / Reference	Close out
A8	The Applicant shall ensure that any strategy, plan, program or other document required by the conditions of this approval and relevant to each stage (as identified in the Staging Report) is submitted to the Secretary no later than one month prior to the commencement of the relevant stage(s), unless otherwise agreed by the Secretary. Notes: • While any strategy, plan or program may be submitted on a progressive basis, the Applicant will need to ensure that the existing operations on site are covered by suitable strategies, plans or programs at all times; and • If the submission of any strategy, plan or program is to be staged, then the relevant strategy, plan or program shall clearly describe the specific stage to which the strategy, plan or program applies, the relationship of this stage to any future stages, and the trigger for updating the strategy, plan or program.	Noted.	Open To be closed following opening of the entire Project in 2020/21
A9	The Applicant shall ensure that employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities.	This is addressed within the contract documents eg. CEMP, Comprehensive project induction, design drawings, Specifications, contractors training /awareness packages etc.	Open. To be closed when all requirements of this approval have been fulfilled. See later comments.
A10	The Applicant shall be responsible for environmental impacts resulting from the actions of all persons that it invites onto the site, including contractors, sub-contractors and visitors.	This is addressed within the contract documents eg. CEMP/sub plans, EWMS, ESCPlans, specifications, contractors training /inductions toolboxes, daily prestarts, etc.	Open. To be closed when all requirements of this approval have been fulfilled. See later comments.
A11	In the event of a dispute between the Applicant and a public authority, in relation to an applicable requirement in this approval or relevant matter relating to the SSI, either party may refer the matter to the Secretary for resolution. The Secretary's determination of any such dispute shall be final and binding on the parties.	Noted	Open. To be closed when all requirements of this approval have been fulfilled. See later comments.
A12	The Applicant shall notify the Secretary and relevant public authorities of any incident with actual or potential significant off-site impacts on people or the biophysical environment within 24 hours of becoming aware of the incident. The Applicant shall provide full written details of the incident to the Secretary within seven days of the date on which the incident occurred. Note: • Where an incident also requires reporting to the EPA and/or OEH, the incident report prepared for the purposes of notifying the EPA and/or OEH would meet this requirement.	This is addressed in RMS Specification G36 Clause 3.10, 4.14 Also addressed in the contractors CEMP and RMS environmental incident classification and reporting procedure.	Open. To be closed when all requirements of this approval have been fulfilled. See later comments.
A13	The Applicant shall meet the requirements of the Secretary or relevant public authority (as determined by the Secretary) to address the cause or impact of any incident, as it relates to this approval, reported in accordance with condition A12, within such period as the Secretary may require.	Noted.	Open. To be closed when all requirements of this approval have been fulfilled. See later comments.

COMPLIANCE TRACKING - CONDITIONS OF APPROVAL PART B
Woolgoolga to Ballina SSI-4963

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
B1	The clearing of native vegetation shall be minimised with the objective of reducing impacts to any threatened species or EECs where feasible and reasonable, consistent with the following: (a) clearing of native vegetation shall be limited to a total area of 931.7 hectares, within the SSI boundary defined in the document referred to in condition A2(c), subject to condition B1(b); (b) clearing of native vegetation for ancillary facilities specified in the document referred to in condition A2(d) and outside the SSI boundary defined in the document referred to in condition A2(c) shall be limited to 4.75 hectares; (c) clearing of threatened ecological communities shall be limited to the areas specified in Table 6-1 (under the column titled: Revised—direct impact (hectares)) of Appendix J of the document referred to in condition A2(c), subject to condition B1(d); (d) clearing of the Littoral Rainforest in the New South Wales North Coast, Sydney Basin and South East Corner Bioregions shall be limited to a total area of 0.5 hectares; and (e) clearing of Koala (Phascolarctos cinereus) primary and secondary habitat shall be limited to a total area of 375 hectares.	RMS and Contractors have ensured compliance with the approved clearing limits under the Planning Approval. Clearing of native vegetation was minimised with a detailed design objective being to reduce impacts to any threatened species or EECs. Clearing limits were clearly shown on relevant construction drawings and closely tracked throughout the project, with compliance to the specified clearing areas maintained. Clearing was reduced in some parts of the project from the clearing limit as per detailed design .	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B2	Where feasible and reasonable, remnant vegetation shall be retained between the SSI boundary and the SSI footprint.	Vegetation clearing limits were defined during detailed design. Roads and Maritime is satisfied that this condition has been met. Clearing has been closely monitored throughout construction.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B3	Native vegetation shall be established in or adjacent to disturbed areas within the SSI boundary to provide habitat for wildlife following the completion of construction in the vicinity of the disturbed area, consistent with the Urban Design and Landscape Plan required under condition D20.	Measures for native vegetation are included in the UDLP, and have been implemented progressively throughout construction as areas become available for vegetation establishment. Progressive rehabilitation / stabilisation has been effective, as demonstrated with minimal erosion and slumping issues for rehabilitated batters. Landscape planting has progressed across the project, with targeted early planting at Wells Crossing to stabilise beneath new bridges achieved in consultation with the Environmental Review Group.	Open. To be closed when all requirements of this approval have been fulfilled. See later comments.
B4	Light spill from the SSI shall be avoided on Pink Underwing Moth and Atlas Rainforest Ground Beetle habitat, where feasible and reasonable.	Stage 2	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B5	Prior to construction, pre clearing surveys and inspections for endangered and threatened species shall be undertaken. The surveys and inspections, and any subsequent relocation of species, shall be undertaken under the guidance of a suitably qualified ecologist and shall be in accordance with the methodology incorporated into the approved Construction Flora and Fauna Management Plan. All clearing of Koala habitat trees shall be undertaken in the presence of a Koala spotter.	Suitably Qualified Ecologists were engaged by the Contractors and was present prior to commencement of all clearing in any area to complete inspections and complete checklist and also during clearing of any habitat trees in accordance with the Construction Flora and Fauna Management Plan. The qualified project ecologists were on site during all clearing activities including pre-clearing inspections in each area immediately prior to clearing. Post clearing reports have been prepared and forwarded to EPA (biodiversity).	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B6	Incidental or unanticipated threatened flora and fauna finds shall be immediately reported and clearing work stopped in the vicinity of the find to allow for an evaluation of an appropriate response in accordance with the Construction Flora and Fauna Management Plan.	Stage 1 projects have complied with this Condition of Approval. Specifics regarding unexpected finds for Stage 1 are available in the previous 6 monthly Compliance Tracking Reports.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B7	High risk construction activities in known Oxleyan Pygmy Perch habitat shall not be undertaken during the Oxleyan Pygmy Perch spawning period, or on days when the relevant Bureau of Meteorology site predicts a 90% chance of 10mm of rain or more, unless otherwise agreed by DPI (Fisheries).	Stage 2	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B8	Temporary bridge or arch structures in known Oxleyan Pygmy Perch habitat shall be used if the crossing is intended to be in place for more than 3 months.	Stage 2	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B9	Where temporary crossings in known Oxleyan Pygmy Perch habitat are proposed with culverts or pipes, the Applicant shall, in consultation with DPI (Fisheries): (a) determine the size of the culverts or pipes to facilitate fish passage; and (b) identify the minimum size of clean rock to be used to ensure that rock material will not wash into the waterway in periods of high flows. Temporary culvert or pipe crossings shall be removed prior to the start of the Oxleyan Pygmy Perch spawning period.	Stage 2	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B10	Subject to conditions B11 and B12, the Applicant shall revise the Connectivity Strategy identified in the documents listed in condition A2(e), based on the outcomes of the Mitigation Framework required by condition D1. Note: • The requirements for the Connectivity Strategy are contained in condition D2.	Connectivity Strategy for Sections 1 & 2 was approved by DP&E on **11/5/15**	Closed on 11 May 2015

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
B11	As part of detailed design, the Applicant shall further investigate design refinements for fauna crossings and associated exclusionary measures, between station 41.500 and station 80.000 to improve connectivity for the Coastal Emu, and in the proximity of station 96.000 and between station 137.800 and station 159.700 to improve connectivity for the Koala. Any changes to fauna crossings and exclusionary measures shall be included in the Connectivity Strategy required under condition D2.	Stage 2	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B12	Investigations into the location and design of connectivity structures, including but not limited to those identified in the documents listed under conditions A2(c) and A2(e), shall be undertaken during detailed design with the input of a suitably qualified and experienced ecologist. The investigations shall be undertaken in consultation with the OEH, DPI (Fisheries) and DoE and include workshops and on-site ground verification. The results of these investigations shall be detailed in the Connectivity Strategy required under condition D2.	Connectivity Strategy approved by DP&E on **11/5/15.**	Closed on 11 May 2015
B13	The Applicant shall minimise riparian vegetation clearing during construction and undertake a targeted rehabilitation program post construction to restore in-stream and riparian habitat to at least the pre-construction condition or better, unless otherwise agreed by DPI (Fisheries). All areas disturbed by the SSI that are in the vicinity of known Oxleyan Pygmy Perch habitat waterways shall be stabilised prior to the Oxleyan Pygmy Perch spawning period.	Clearing was reduced in several key areas of the project from the clearing limit as per detailed design. Some areas of reduced clearing include Halfway Creek and Wells Crossing, which is a positive outcome for the project, and this includes EECs and threatened species. Not applicable to known Oxleyan Pygmy Perch habitat on Sections 1 & 2.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B14	The SSI shall be constructed with the aim of achieving the construction noise management levels detailed in the Interim Construction Noise Guideline (DECC, 2009). All feasible and reasonable noise mitigation measures shall be implemented and any activities that could exceed the construction noise management levels shall be identified and managed in accordance with the Construction Noise and Vibration Management Plan. Note: • The Interim Construction Noise Guideline identifies 'particularly annoying' activities that require the addition of 5dB(A) to the predicted level before comparing to the construction Noise Management Level.	The NVMP's for the Stage 1 works were approved by DPE prior to commencement of construction, with works implemented in accordance with the approved plan.	Open To be closed following opening of the entire Project in 2020/21
B15	Construction activities associated with the SSI shall be undertaken during the following standard construction hours: (a) 7:00am to 6:00pm Monday to Friday, inclusive; and (b) 8:00am to 5:00pm Saturday; and (c) at no time on Sunday or public holidays.	These conditions have been addressed in the approved NVMP/ App D Out of Hours Work. Extended hours of work have been allowed in strategic locations and discussed with adjacent residents, EPA , the ER and the ERG. Refer to MCoA B16 below for details.	Open To be closed following opening of the entire Project in 2020/21
B16	Construction works outside the standard construction hours may be undertaken in the following circumstances: (a) construction works that generate noise that is: (I) no more than 5 dB(A) above rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009); and (ii) no more than the noise management levels specified in Table 3 of the Interim Construction Noise Guideline (DECC 2009) at other sensitive receivers; or (b) for the delivery of materials required outside the standard construction hours by the NSW Police Force or other authorities for safety reasons; or (c) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or (d) between 6.00am and 7.00am and 6.00pm and 7.00pm Monday to Friday (except public holidays) in sparsely populated areas (these construction hours may be reviewed and/or revoked by the Secretary in consultation with the EPA in the case of unresolved noise complaints); or (e) low noise impact activities and work between: (i) 6.00am and 7.00am Monday to Friday; and/or (ii) 6.00pm and 7.00pm Monday to Friday; or (f) works approved through an EPL; or (g) works approved by a Construction Environment Management Plan or Construction Noise and Vibration Management Plan for the SSI.	Addressed in the approved NVMP/ App D Out of Hours Work. Extended work hours have been approved at Section 1 and 2 in accordance with the NVMP/ App D Out of Hours Work Procedure which implements the Conditions of MCoA B16 and EPL 20599, in particular B16 (d) and (e) and EPL L5.2 and L5.3.	Open To be closed following opening of the entire Project in 2020/21
B17	Construction activities which cannot be undertaken during the standard construction hours for technical or other justifiable reasons (Out of Hours work) may be permitted outside the standard construction hours with the approval of the Environmental Representative. Out of Hours work shall be undertaken in accordance with an approved Construction Environment Management Plan or Construction Noise and Vibration Management Plan for the SSI, where that plan provides a process for the consideration of Out of Hours work. This consideration includes: (a) process for obtaining the Environmental Representative's approval for Out of Hours work; (b) details of the nature and need for activities to be conducted during the varied construction hours; (c) justifies the varied construction hours in accordance with the Interim Construction Noise Guideline (DECC, 2009); (d) provides evidence that consultation with potentially affected receivers and notification of the relevant council has been undertaken, that the issues raised have been addressed and all feasible and reasonable mitigation measures have been put in place; and (e) provides evidence of consultation with the EPA on the proposed variation in standard construction hours.	Addressed in the approved NVMP/ App D Out of Hours Work.	Open To be closed following opening of the entire Project in 2020/21

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
B18	Construction activities resulting in impulsive or tonal noise emission (such as rock breaking, rock hammering, pile driving) shall only be undertaken: (a) between the hours of 8:00am to 5:00pm Monday to Friday; (b) between the hours of 8:00am to 1:00pm Saturday; and (c) in continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block. For the purposes of this condition 'continuous' includes any period during which there is less than a one hour respite between ceasing and recommencing any of the work the subject of this condition. The works subject to this condition may be undertaken in sparsely populated areas within the standard construction hours.	Addressed in the approved NVMP/ App D Out of Hours Work. Works have been undertaken in accordance with the approved NVMP.	Open To be closed following opening of the entire Project in 2020/21
B19	The Applicant shall, where feasible and reasonable, limit high noise impact activities and work to the mid-morning and mid-afternoon periods, except in sparsely populated areas.	Addressed in the approved NVMP/ App D Out of Hours Work. Blasting was restricted to these hours as per the Blast MP. Blasting was completed in September 2016 with no complaints, exceedances or issues for the duration of the blasting program.	Open To be closed following opening of the entire Project in 2020/21
B20	The SSI shall be constructed with the aim of achieving the following construction vibration goals: (a) for structural damage to heritage structures, the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration – Part 3 Effects of vibration on structures; (b) for damage to other buildings and/or structures, the vibration limits set out in the British Standard BS 7385-1:1990 – Evaluation and measurement of vibration in buildings—Guide for measurement of vibration and evaluation of their effects on buildings (and referenced in Australian Standard 2187.2 – 2006 Explosives – Storage and use – Use of explosives); and (c) for human exposure, the acceptable vibration values set out in Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006).	Addressed in the approved NVMP. Works have been undertaken in accordance with the approved NVMP. Note that there were not any vibration related complaints for the duration of construction at Section 2.	Open To be closed following opening of the entire Project in 2020/21
B21	Blasting associated with the SSI shall only be undertaken during the following hours: (a) 9:00am to 5:00pm, Monday to Friday, inclusive; (b) 9:00am to 1:00pm on Saturday; and (c) at no time on Sunday or public holidays. Blasting outside the above hours and in accordance with the standard construction hours where: (i) no sensitive receivers in sparsely populated areas would be impacted by blasting; or (ii) an agreement has been made with receivers within 200 metres of the blast zone to permit blasting in accordance with the standard construction hours. 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.	Addressed in the approved NVMP. Also addressed in the Blast MP, which has been approved by RMS.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B22	The Applicant shall ensure that Air blast overpressure generated by blasting associated with the SSI shall not exceed the criteria specified in Table 1 when measured at the most affected residence or other sensitive receiver. Note • a sensitive site includes houses and low rise residential buildings, theatres, schools and other similar buildings occupied by people.	Addressed in the approved NVMP. Also addressed in the Blast MP, which has been approved by RMS. Blast Monitoring confirmed that Air Blast Overpressure complied with the specified limits for all blasts at the nearest residence/sensitive receiver. Monitoring results were reported at monthly ERG meetings. Blasting was completed with no complaints, exceedances or issues for the duration of the blasting program.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B23	The Applicant shall ensure that Ground vibration generated by blasting associated with the SSI shall not exceed the criteria specified in Table 2 and Table 3 when measured at the most affected residence or other sensitive receiver. Note • a sensitive site includes houses and low rise residential buildings, theatres, schools and other similar buildings occupied by people.	Addressed in approved NVMP. Also addressed in the Blast MP, which has been approved by RMS. Blast Monitoring confirmed that Ground Vibration complied with the specified limits for all blasts at the nearest residence/sensitive receiver. Monitoring results were reported at monthly ERG meetings.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B24	The blasting criteria specified in conditions B22 and/or B23 may be increased where the Applicant has obtained the written agreement of the relevant landowner to increase the criteria. In obtaining the agreement the Applicant shall make available to the landowner: (a) details of the proposed blasting program and justification for the proposed increase to blasting criteria including alternatives considered (where relevant); (b) 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; and (c) the blast management and mitigation measures, and the procedures to be implemented to monitor blasting impacts. The Applicant shall provide a copy of the written agreement to the Secretary and the EPA, including details of the consultation undertaken (with clear identification of proposed blast limits and potential property impacts) prior to commencing blasting at the increased limits. Unless otherwise agreed by the Secretary, the following exclusions apply to the application of this condition: (a) Any agreements reached may be terminated by the landowner at any time should concerns about the increased blasting limits be unresolved. Should an agreement be terminated by a landowner, the Applicant shall not exceed the criteria specified in conditions B22 and/or B23 for future blasting at that receiver. (b) The blasting limit agreed to under any agreement for an occupied residential building can at no time exceed a maximum Peak Particle Velocity vibration level of 25 mm/s or maximum Air blast Overpressure level of 125 dBL.	Addressed in approved NVMP. Also addressed in the Blast MP, which has been approved by RMS.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
B25	Wherever feasible and reasonable, piling activities shall be undertaken using quieter construction methods, such as bored piles or vibrated piles rather than impact or percussion piling methods.	Quieter piling methods were used on the Stage 1 projects.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B26	Prior to the use of the dynamic compaction construction method, the Applicant shall undertake an assessment of vibration generated by dynamic compaction on nearby sensitive receivers. Feasible and reasonable mitigation measures shall be implemented to minimise vibration impacts.	Assessment was completed and included in Section 7.3 of the CNVMP	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B27	During construction, affected educational institutions shall be consulted and reasonable steps taken to ensure that noise generating construction works in the vicinity of affected buildings are not timetabled during examination periods where practicable, unless other reasonable arrangements to the affected institutions are made at no cost to the affected institution.	Stage 2	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B28	The SSI shall be designed and operated with the objective of not exceeding the road noise criteria outlined in the NSW Road Noise Policy (DECCW, 2011).	Operational Noise Management Report (ONMR) was submitted to DP&E and approved on 2 June 2015. Acoustic treatments to properties identified in the ONMR are ongoing until completion of all identified residences in the ONMR.	Open
B29	Where feasible and reasonable, operational noise mitigation measures shall be implemented at the start of construction (or at other times during construction) to minimise construction noise impacts.	RMS has engaged a consultant to scope the 'At House Noise Treatment' for each property identified in the Operational Noise Management Report (ONMR). Acoustic treatments to properties identified in the ONMR are ongoing until completion of all identified residences in the ONMR.	Open
B30	Except as may be expressly provided by an EPL, the Applicant shall comply with section 120 of the Protection of the Environment Operations Act 1997.	This is addressed in EPL. Project works are undertaken to ensure compliance with S 120 of the POEO Act.	Open. To be closed following surrender of Section 1 and Section 2 EPLs. Compliance with the respective EPLs will be maintained in the interim.
B31	The hydrological and flooding impacts resulting from the SSI are to be assessed during detailed design against the 'Design Objectives for Flood Management' described in Section 2.1 of the EIS Working Paper – Hydrology and Flooding. This shall include assessment against the 'Flood Management Objectives' and the 'Other Flood Impact Considerations' as well as the other requirements of this section of the EIS. The hydrology assessment shall include the refinement of or development of new flood models (where required) for the 14 catchments investigated during the EIS. These models shall be operated for the same design floods considered in the EIS, as well as the 2000 year ARI and the probable maximum flood (PMF) design events.	Hydrological Mitigation Report for Corindi (Section 1) was submitted for approval to DP&E on 1/05/15 and approved by the Secretary on the 4/6/15. No mitigation report is required for Section 2.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B32	For the Corindi, Shark Creek and Farlows Flat areas, flooding and hydrological impacts resulting from existing highway infrastructure shall be assessed. As part of this assessment, flood models shall assess the impacts of recent highway upgrades in this area. Where the existing highway in these areas has resulted in adverse flooding and/or hydrological impacts, opportunities to reduce the quantum of these impacts shall be considered during the detailed design of the SSI, where feasible and reasonable.	Hydrological Mitigation Report for Corindi (Section 1) was submitted for approval to DP&E on 1/05/15 and approved by the Secretary on the 4/6/15**..** As outlined in the report, RMS is undertaking community consultation on the Blackadder Safety works mitigation. This work is proposed to be undertaken following the upgrade of Section 1.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B33	Where the objectives and considerations referred to in condition B31 cannot be complied with, the Applicant shall: (a) achieve compliance through modified embankment or drainage design. This might include new or duplicated drainage structures designed to minimise afflux and other impacts to waterways that traverse the road alignment, to the greatest extent practicable; or (b) achieve an acceptable level of mitigation of impacts through alternative design measures (e.g. raised access tracks) in consultation with the affected land-owner; or (c) reach agreement with affected landowners on impacts to property.	Hydrological Mitigation Report for Corindi (Section 1) was submitted for approval to DP&E on 1/05/15 and approved by the Secretary on the 4/6/15 Where the flood management objectives have not been achieved for Corindi, land -owner consent has either been granted (for property already acquired) or is being sought for those currently in acquisition.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B34	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 Soil and Construction Vols 2A and 2D Main Road Construction (Department of Environment and Climate Change, 2008) shall be employed during the construction of the SSI to minimise soil erosion and the discharge of sediment and other pollutants to land and/or water.	Addressed in CEMP and SWMP, regular and updated ESCPs and regular inspections by the Contractor and RMS . Inspections also undertaken during ERG's with Agencies. In addition, RMS and CMC each employed a soil conservationist to assist in soil conservation issues on HC2G.	Open To be closed following opening of the entire Project in 2020/21
B35	Where available, and of appropriate chemical and biological quality, stormwater, recycled water or other water sources shall be used, where feasible and reasonable, in preference to potable water for construction activities, including concrete mixing and dust control.	Collected runoff water from sediment basins, tannin treatment areas and other areas has been reused periodically on the project.	Open To be closed following opening of the entire Project in 2020/21
B36	All surface water and groundwater shall be adequately treated as far as is practicable, prior to entering the stormwater system to protect the receiving water source quality.	Addressed in the approved SWMP, ESCPs and EPL 20599 and EPL 20590. Discharges from sediment basins are in accordance with EPL requirements.	Open To be closed following opening of the entire Project in 2020/21

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
B37	Prior to the commencement of site preparation and excavation activities, or as otherwise agreed by the Secretary, in areas identified as having a moderate to high risk of contamination, a site audit shall be carried out by a suitably accredited contaminated site auditor. A Site Audit Report is to be prepared by the site auditor detailing the outcomes of Phase 2 contamination investigations within these areas. The Site Audit Report shall detail, where relevant, whether the land is suitable (for the intended land use) or can be made suitable through remediation. Where the investigations identify that the site is suitable for the intended operations and that there is no need for a specific remediation strategy, measures to identify, handle and manage potential contaminated soils, materials and groundwater shall be identified in the Site Audit Report and incorporated into the Construction Environmental Management Plan. Where the investigations identify that the site is suitable for the intended operations and that a remediation strategy is required, the Site Audit Report shall include a remediation strategy for addressing the site contamination, and how the environmental and human health risks will be managed during the disturbance, remediation and/or removal of contaminated soil or groundwater, and be incorporated into the Construction Environmental Management Plan. Where remediation is required, a Site Audit Statement(s) shall be prepared verifying that the site has been remediated to a standard consistent with the intended land use. Note • Terms used in this condition have the same meaning as in the Contaminated Land Management Act 1997.	Contamination investigations have not identified any moderate to high risk areas within the section 1 and 2 project areas. For Section 2, An additional area of potential contamination was investigated at 6 Mile Tick Gate by contamination specialists but no contamination was identified.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B38	Watercourse crossings shall be designed and constructed in consultation with the DPI (Fisheries), EPA, NOW and DoE, and where feasible and reasonable, be consistent with the Guidelines for Controlled Activities Watercourse Crossings (Department of Water and Energy, February 2008), Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings (Fairfull and Witheridge, 2003), Policy and Guidelines for Fish Friendly Waterway Crossings (NSW Fisheries, February 2004), and Policy and Guidelines for Fish Habitat Conservation and Management (DPI Fisheries, 2013). Where multiple cell culverts are proposed for crossings of fish habitat streams, at least one cell shall be provided for fish passage, with an invert or bed level that mimics watercourse flows.	Significant consultation with agencies has occurred during detailed design for permanent crossings, and has also been undertaken during construction phase by the contractor during ERG meetings. There are contact Specifications for the construction and maintenance of temporary waterway crossings. The contractors CEMP also has specific requirements for the construction and maintenance of temporary waterway crossings.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B39	All crossings of known Giant Barred Frog habitat or waterways with the confirmed presence of the species shall be designed and constructed with bridges. Should the Applicant construct a crossing structure other than a bridge, the Applicant shall demonstrate maintained connectivity for the Giant Barred Frog upstream and downstream of that crossing for a monitoring period of three consecutive years, or such other period agreed by the Secretary in consultation with the OEH. Demonstration of maintained habitat connectivity shall: (a) be based on baseline data that confirms the presence, nature and distribution of Giant Barred Frog population using a survey methodology that has been endorsed by the OEH, and detailed in the Mitigation Framework required in condition D1, and an assessment of the connectivity of the crossing site prior to commencement; or, if adequate baseline data is not provided to the satisfaction of the Secretary, be based on the assumption of occurrence of a population on either side of the crossing site; and (b) be based on evidence that the Giant Barred Frog has remained present upstream and downstream of the crossing site for the monitoring period, with periodic monitoring to occur at least biannually. Should the results of any instance of periodic monitoring record an absence of the Giant Barred Frog, the Applicant shall be required to demonstrate that this change is not as a result of the SSI within one month of the completion of that instance of periodic monitoring, to the satisfaction of the Secretary. Should the Secretary not be satisfied that the change is not a result of the SSI, the SSI will be deemed as the cause of the impact and the Applicant shall offset the loss of the habitat in accordance with this approval.	For section 1 and Section 2, this has been addressed in detailed design to avoid impact to known Frog habitat. Bridges at Halfway Creek are used in GBF habitat. Due to the find of a Giant Barred Frog on the downstream side of the culvert at Boney's Creek during construction, a monitoring regime will be established in accordance with the requirements of B39, which will include monitoring for 3 consecutive years post construction. It is important to note that no Giant Barred Frogs or suitable habitat has ever been confirmed upstream of the Highway crossing point of Boney's Creek. Fourteen (14) Giant Barred Frogs were recorded during a recent targeted monitoring survey (as per the Plan) upstream a nd downstream of Corindi Creek.	Open To be closed when all requirements of this approval have been fulfilled.
B40	Unless otherwise agreed by DPI (Fisheries), all crossings of Class 1 watercourses in known Oxleyan Pygmy Perch habitat shall be designed and constructed with a bridge or arch structure and, where feasible and reasonable, no supporting structures shall be installed within affected waterways.	Stage 2	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B41	Where an Oxleyan Pygmy Perch habitat waterway is realigned or its stream profile is changed, or an in-stream structure is installed in the waterway (both permanent and temporary construction structures), the Applicant shall ensure that the final design of that waterway does not result in water velocities exceeding 0.4 metres per second under normal flow conditions. The Applicant shall determine normal flow conditions to the satisfaction of DPI (Fisheries) through baseline monitoring of known Oxleyan Pygmy Perch habitat waterways.	Stage 2	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B42	The Applicant shall ensure that the SSI does not increase the afflux of waterways with known Oxleyan Pygmy Perch habitat by more than the relevant flood management objective in the documents referred to in condition A2 for flood events up to the 1 in 100 year event.	Stage 2	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B43	The Applicant shall investigate the removal of the proposed embankment at station 145.2 and its replacement with an extension of the Richmond River bridge. The investigation shall consider issues around hydrology and flooding (including meeting the flooding objectives for bridges), constructability, cost, funding arrangements and visual impacts. The investigation shall include consideration of other relevant environmental impacts (noise, heritage, biodiversity, traffic etc.) and consider any alternative options. A copy of the investigation shall be submitted to the Secretary prior to the commencement of any bridge approach or embankment works in the vicinity.	Stage 2	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.

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B44	Prior to the commencement of construction affecting PAD site WWC Dirty Creek 1 and ancillary facilities at Section 4, Site 1; Section 4, Site 3; Section 7, Site 1; Section 10, Site 1a; and Section 11, Site 1a , the Applicant shall: (a) undertake field investigation, and where required, an archaeological investigation of the site(s) using a methodology generally consistent with testing undertaken for the Environmental Impact Statement, and prepared in consultation with the OEH (Aboriginal heritage) and the Registered Aboriginal Parties; and (b) prepare a report on the results of the archaeological investigation, including recommendations (such as further archaeological work) in consultation with the OEH and to the satisfaction of the Secretary, and shall include, but not necessarily be limited to: (i) consideration of measures to avoid or minimise disturbance to Aboriginal objects where objects of moderate to high significance are found to be present; (ii) recommendations for further investigations under condition B45 where impacts cannot be avoided; and (iii) details of management and mitigation measures to ensure there are no additional impacts due to pre-construction and construction activities; and (c) submit the report to the Registered Aboriginal Parties, the OEH (Aboriginal heritage) and the Secretary.	Test excavations have been undertaken on WWC Dirty Creek 1, which was assessed as being of no archaeological potential and no archaeological significance. All PAD sites in section 1 will be cleared by the 3/7/15. Remaining ancillary sites to be undertaken by Contractor during construction. PAD sites identified in B44 do not occur in section 2.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B45	Prior to the commencement of construction activities affecting Aboriginal sites WWC39, WWC46, Tyndale 2 site, IR2W4, Site 11, E2/2, WWC37, Dubaljeen site (New Italy 1), The Gap Road 1, WX21 Site 8, Site 1, Site 2, Site 3 and Site 4 and sites recommended by condition B44 for further investigation, the Applicant shall: (a) develop a detailed salvage strategy, prepared in consultation with the OEH (Aboriginal heritage) and the Registered Aboriginal Parties. The salvage strategy shall be prepared to the satisfaction of the Secretary; and (b) undertake any further archaeological excavation works recommended by the results of the detailed salvage strategy. Within twelve months of completing the above work, unless otherwise agreed by the Secretary, the Applicant shall prepare a report containing the findings of the excavations, including artefact analysis and Aboriginal Site impacts Recording Forms (ASIR), and the identification of final storage location for all Aboriginal objects recovered (testing and salvage), in consultation with the Registered Aboriginal Parties, the OEH (Aboriginal heritage) and to the satisfaction of the Secretary. The report shall be submitted to the Registered Aboriginal Parties, the OEH (Aboriginal heritage) and the Secretary. Note: • Where archaeological testing has occurred as part of the environmental assessment and the results are included in the documents listed in condition A2, the sites tested shall be included in the final report prepared under condition B45.	Salvage strategy approved by DP&E in late August 2014. All required salvage works for Stage 1 undertaken prior to construction commencement.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B46	Identified impacts to Aboriginal heritage, shall be minimised to the greatest extent practicable through both detailed design and construction, particularly with regard to the Aboriginal sites Gittoes Jali and the Melino site, and the Aboriginal culturally significant places identified as Corindi Massacres (section 1), Burials (section 1), Halfway Creek Ceremonial Site, Birrugan and Mindi spiritual sites (sections 1, 2, 5 and 10), Pillar Valley men's and women's sites, Place H, Place I and Place J. Where impacts are unavoidable, works shall be undertaken in accordance with the strategy outlined in the Construction Heritage Management Plan.	The EA process and Detailed design has been undertaken with the objective to minimise to the greatest extent practicable impacts to Aboriginal heritage. All Aboriginal heritage investigations have been completed for Stage 1. Where impacts are unavoidable in construction, works would be undertaken in accordance with the strategy outlined in the Construction Heritage Management Plan.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B47	The Applicant shall not destroy, modify or otherwise physically affect Aboriginal sites WWC5, WWC7, WWC26, WWC92, WWC115, WWC139, Tyndale 1, Scarred/engraved Tree (section 7), C3/2/2, Saw Pit Creek / New Italy, Gittoes Jali 2, Cooks Hill, Broadwater, Law PAD, Law Scarred Tree, MST 3, C21, Melino Scarred Tree 4, MST 2, MST1, Rudgley Scarred Tree or Saezza 1.	These sites were identified within the contract documents, CEMP, design packages and sensitive area plans. Also captured within training packages and inductions for contractors. None of the identified sites were physically affected, modified or destroyed throughout construction at Section 1 or 2.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B48	Prior to the commencement of construction affecting the Convent (12-14 Rivers Street), Harwood (item 21), the Applicant shall carry out further historical research and investigate the options for relocation of the convent building, in consultation with the Department of Planning and Environment and the OEH (Heritage Division), to the satisfaction of the Secretary.	Stage 2	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B49	Prior to the commencement of construction in proximity to the following heritage items: 21; 23 (Roder's well and orchard); 26; 28; 29; and 43, the Applicant shall complete all archival recordings, including photographic recording of these heritage items, unless otherwise agreed by the Secretary. The archival recording shall be undertaken by an experienced heritage consultant, in accordance with the Guidelines issued by the Heritage Council of NSW. The areas containing these items shall be clearly identified and/or fenced until the completion of the archival recordings. Within 6 months of completing the archival recording, the Applicant shall submit a report containing the archival and photographic recordings and the historical research, where required, to the Department of Planning and Environment, the Heritage Council of NSW, and the local library and the local Historical Society in the relevant local government area(s).	Stage 2	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.

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B50	Prior to construction affecting the following heritage items: 7; 23 (Roder's well and orchard) and 28, the Applicant shall carry out further historical and physical archaeological investigations of these heritage items, in consultation with the Department of Planning and Environment and the OEH (Heritage Division), to the satisfaction of the Secretary. These investigations shall: (a) include archaeological investigations and excavation in accordance with the Heritage Council's Archaeological Assessments Guideline (1996) using a methodology prepared, in consultation with the OEH (Heritage Division), and to the satisfaction of the Secretary. The archaeological investigation shall be undertaken by an archaeological heritage consultant, whose appointment has been endorsed by the Secretary. The nomination for the Excavation Director shall demonstrate ability to comply with the Heritage Council's Criteria for the Assessment of Excavation Directors (July 2011); (b) provide for the detailed analysis of any heritage items discovered during the investigations; (c) include management options for these heritage items (including options for relocation and display); and (d) if the findings of the investigations are significant, provide for the preparation and implementation of a heritage interpretation plan. Within 12 months of completing the above work, unless otherwise agreed by the Secretary, the Applicant shall prepare a report containing the findings of the excavations, including artefact analysis, and the identification of a final repository for finds, prepared in consultation with the OEH (Heritage Division) and to the satisfaction of the Secretary. The report shall be submitted to the Department of Planning and Environment, the Heritage Council of NSW, and the local library and the local Historical Society in the relevant local government area(s). Note: • Where archaeological testing has occurred as part of the environmental impact assessment for the SSI and the results are included in the documents listed in condition A2, the sites tested shall still form part of the methodology and final report prepared for the non-Aboriginal archaeological investigation program.	For Item 7 (Service Station Complex, Halfway Creek) further investigations have been undertaken for historical and archaeological heritage items to determine if further action is required, prior to construction works in this area. Following is a brief summary of the European heritage site at Halfway Creek outside of the Matilda Service Station: • The area is thought to contain evidence of remains of the original coach way station such as post holes, footings etc. and the early coach road • Salvage excavation was required in an area immediately along the highway frontage of the existing buildings (see attached plan) to record any sub-surface remains present prior to construction commencing at this location • Salvage methodology submitted to agencies for review on 12 June 2015. • Salvage methodology was approved by the Secretary, DP&E on 8 July 2015 • Jacobs completed the archaeological excavation of historical heritage Item 7 – Service Station Complex, Halfway Creek, in accordance with the Minister's Conditions of Approval and the methodology approved by Department of Planning. • Archaeological excavation and recording of the site was undertaken by Dr Iain Stuart and Dr Karen Murphy on 14-15 July 2015. Excavation revealed several possible posthole features, a rectangular pit feature (possibly related to installation of a former tank or petrol bowser), multiple former road surfaces, and a timber feature in the southern corner of the excavation area close to the former restaurant building. The timber feature comprised two timber planks supported by a shorter cross beam. Given the lack of other features or postholes at that depth it appears unlikely this feature is related to the former coach station. It is more likely related to the former tank/petrol bowser as it was situated in line with the rectangular pit feature. No other evidence likely to be related to the coaching station was located or identified. No further archaeological excavation is required, and the site has been backfilled. • The physical investigations were completed following which construction works proceeded at the site.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B51	The Applicant shall not destroy, modify or otherwise physically affect the heritage items listed in Table 5-1, Historic (non-Aboriginal) Heritage Assessment Working Paper and Table 3-38, Submissions/Preferred Infrastructure Report (RMS, November 2013).	For section 1, management and mitigation of these items is addressed within the Construction Heritage Management Plan - for section 1 impact to be avoided on Tree stumps at Milleara/Halfway Creek Post office Lane stockyards, Corindi Beach is within the Section 1 project area.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B52	Identified impacts to heritage sites shall be minimised where feasible and reasonable through both detailed design and construction, particularly with regard to the historic site known as the North Coast Railway Branch Tramway, Glenugie. Where impacts are unavoidable, works shall be undertaken in accordance with the actions to manage heritage construction impacts required by condition D26(d) and under the guidance of an appropriately qualified heritage specialist.	Impacts to heritage sites were minimised wherever possible during the detailed design process. For section 2, management and mitigation of these sites was addressed within the Construction Heritage Management Plan	Closed
B53	This approval does not allow the Applicant to destroy, modify or otherwise physically affect human remains as part of the SSI.	Noted. Addressed in the Construction Heritage Management Plan.	Open To be closed following opening of the entire Project in 2020/21

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B54	The Applicant shall not destroy, modify or otherwise physically affect any heritage items outside the SSI footprint, unless otherwise agreed by the Secretary in accordance with condition B54A.	Noted. Addressed in the Construction Heritage Management Plan.	Open To be closed following opening of the entire Project in 2020/21
B54A	The Applicant may undertake archaeological investigations at sites outside the SSI boundary where the following works associated with the construction of the highway are proposed: i. ancillary sites that do not meet the criterion set out in condition B73; or ii. utilities or services, or iii. access and service roads and driveways; or iv. or similar works required for the project that are located within 5 metres of the SSI boundary (with the exception of drainage works in flood prone areas where such activities can be investigated within 20 metres of the SSI boundary). These investigations are permitted where this is required to assess the potential Aboriginal and non-Aboriginal archaeological impacts of the ancillary facility or other works on previously unidentified heritage sites, provided: (a) any archaeological investigations undertaken under this condition shall be consistent with the requirements in condition B44 for Aboriginal heritage and condition B50 for non-Aboriginal heritage and with the Construction Heritage Management Plan or a methodology prepared to the satisfaction of the Secretary in consultation with OEH; and (b) the results of any relevant archaeological investigations undertaken under this condition shall be consistent with the reporting requirements of condition B45 for Aboriginal heritage and condition B50 for non-Aboriginal heritage, and for ancillary sites, be described in the assessment of the ancillary facility required under conditions B74 and B75.	Noted. Addressed in the Construction Heritage Management Plan.	Open To be closed following opening of the entire Project in 2020/21
B56	The SSI shall be designed with the objective of minimising adverse changes to existing access arrangements and services for other transport modes and, where feasible and reasonable, facilitate an improved level of access and service to other transport modes comparable to or better than the existing situation.	This has been achieved and addressed during detailed design.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B57	Safe pedestrian and cyclist access through or around worksites shall be maintained during construction. In circumstances where pedestrian and cyclist access is restricted due to construction activities, a satisfactory alternate route shall be provided and signposted.	Addressed via Traffic Management Plan and traffic control plans via compliance with G10 specification.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been
B58	Construction vehicles (including staff vehicles) associated with the SSI shall be managed to: (a) minimise parking or queuing on public roads; (b) minimise idling and queuing in local residential streets where practicable; (c) minimise the use of local roads (through residential streets and town centres) to gain access to construction sites and compounds; and (d) adhere to the nominated haulage routes identified in the Construction Traffic Management Plan.	This has been achieved by providing ample parking on the construction site resulting in no parking on local roads or idling vehicles in this area. A key initiative to minimise heavy vehicles on local roads includes 500m of piping to standpipe from NOW approved water source to eliminate water cart movements on Parker Road. An access onto the new alignment was approved that improved safe access at Kungala Rd. Haulage routes are via the Pacific Highway, with movements via site haul roads maximised to limit impact to Pacific Highway Traffic and associated safety risks with merging. Programme works on section 1 have been expedited to maximise construction traffic onto the alignment reducing the interaction with the public traffic.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B59	In relation to new or modified local road, parking, pedestrian and cycle infrastructure, the SSI shall, where feasible and reasonable, be designed: (a) in consultation with the relevant council; (b) take into consideration existing and future demand, road safety and traffic network impacts; (c) to meet relevant design, engineering and safety guidelines, including Austroads Guide to Traffic Engineering Practice; and (d) be certified by an appropriately qualified person that has considered the above matters.	This has been achieved and addressed during detailed design.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B60	The Applicant shall ensure that the SSI 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.	This has been a consideration during the EA, concept design through to the detailed design and Implementation phase. The project has been able to reduce clearing at an adjacent property has assisted a local landowner.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B61	Where the viability of existing agricultural operations are identified to be impacted by the land requirements of the SSI, the Applicant shall, at the request of these landowners, employ a suitably qualified and experienced independent agricultural expert, whose appointment has been endorsed by the Secretary, to assist in identifying alternative farming opportunities for the land, including purchase of other residual land to enable existing agricultural activities to continue.	During the consultation process for the EIS/SPIR, and as required during the acquisition process, agricultural needs have been considered and addressed by design changes and/or compensation.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
B62	Unencumbered access to private property shall be maintained during construction unless otherwise agreed with the landowner in advance. A landowner's access that is physically affected by the SSI shall be reinstated to at least an equivalent standard, in consultation with the landowner.	This has been achieved throughout construction. No issues or complaints received from any residents.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B63	The Applicant shall, in consultation with relevant landowners, construct the SSI 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 landowner.	Impact to agricultural activities has been minimised as far as possible. Positive outcomes include the retention of group of trees within the acquired road reserve and approved clearing limit north of Lemon Tree Road following request from adjacent landowner. Section 1 have been proactive in ensuring landowners have continuous access throughout the project works.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B64	Any damage caused to property as a result of the SSI shall be rectified or the landowner compensated, within a reasonable timeframe, with the costs borne by the Applicant. This condition is not intended to limit any claims that the landowner may have against the Applicant.	No issues to date. Pre-construction building condition inspections have been completed for all structures within the zones specified within Specification G36, with post construction inspections to be completed following construction. Any identified damage will be rectified.	Open. To be closed when all requirements of this approval have been fulfilled.
B65	Where the SSI traverses a state forest, the Applicant shall, in consultation with the NSW Forestry Corporation, ensure that construction does not unduly disrupt existing forestry activities, access for fire fighting and access for other activities within state forests, unless otherwise agreed by the NSW Forestry Corporation.	There has been no disruption to State Forest activities. 4.5Ha of land has been approved by Forest Corporation by Forest Occupation Permit for construction of temporary sedimentation basins. These areas will be rehabilitated to satisfaction of Forestry Corporation as per lease conditions at completion of the lease. A portion of land has been approved by Forest Corporation by Forest Occupation Permit for construction of temporary sedimentation basins. These areas have been rehabilitated to the satisfaction of Forestry Corporation as per lease conditions at completion of the lease.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B66	The SSI shall be constructed in a manner that minimises dust emissions from the site, including wind-blown and traffic-generated dust and tracking of material onto public roads. All activities on the site shall be undertaken with the objective of preventing visible emissions of dust from the site. Should such visible dust emissions occur at any time, the Applicant shall identify and implement all feasible and reasonable dust mitigation measures, including cessation of relevant works, as appropriate, such that emissions of visible dust cease.	Addressed in Air Quality MP and construction mitigation measures used on site.	Open. To be closed when all requirements of this approval have been fulfilled.

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
B67	Dangerous goods, as defined by the Australian Dangerous Goods Code, shall be stored and handled strictly in accordance with: (a) all relevant Australian Standards; (b) for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume, within the bund; and (c) the Environment Protection Manual for Authorised Officers: Bunding and Spill Management, technical bulletin (Environment Protection Authority, 1997). In the event of an inconsistency between the requirements listed from (a) to (c) above, the most stringent requirement shall prevail to the extent of the inconsistency.	Addressed in Waste and Energy MP.	Open
B68	Waste generated outside the site shall not be received at the site for storage, treatment, processing, reprocessing, or disposal on the site, except as expressly permitted by a licence or waste exemption under the Protection of the Environment Operations Act 1997, if such a licence is required in relation to that waste.	No waste from outside the site has been received within HC2G premises boundary.	Open
B69	The reuse and/or recycling of waste materials generated on site shall be maximised as far as practicable, to minimise the need for treatment or disposal of those materials off site.	Addressed in Waste and Energy MP. Waste rock, concrete and asphalt material, and small quantities of spoil from the Glenugie Upgrade have been reused on Stage 1 projects.	Open
B70	All liquid and/or non-liquid waste generated on the site shall be assessed and classified in accordance with Waste Classification Guidelines (Department of Environment, Climate Change and Water, 2009).	All waste disposed of in accordance with Construction Waste and Energy Management Plan.	Open
B71	All waste materials removed from the site shall only be directed to a waste management facility or premises lawfully permitted to accept the materials.	Waste is managed in accordance with Construction Waste and Energy Management Plan. Some waste can be beneficially reused as per POEO s143 permit in accordance with G36 4.11.	Open To be closed following opening of the entire Project in 2020/21
B72	Utilities, services and other infrastructure potentially affected by construction and operation shall be identified prior to construction to determine requirements for access to, diversion, protection, and/or support. Consultation with the relevant owner and/or provider of services that are likely to be affected by the SSI shall be undertaken to make suitable arrangements for access to, diversion, protection, and/or support of the affected infrastructure as required. The cost of any such arrangements shall be borne by the Applicant.	This has been addressed during detailed design and continues to be addressed during construction.	Open To be closed following opening of the entire Project in 2020/21
B73	The sites for ancillary facilities that are associated with the construction of the SSI and that have not been identified and assessed in the documents listed in condition A2 shall: (a) be located more than 50 metres from a waterway (100 metres for a State Environmental Planning Policy No. 14 wetland or known Oxleyan Pygmy Perch habitat waterway); (b) not impact on connectivity structures or vegetation leading to a connectivity structure; (c) be located within or adjacent to the SSI boundary; (d) have ready access to the road network; (e) be located in areas of low ecological significance and require no clearing of native vegetation; (f) be located more than 50 metres from threatened species and endangered ecological communities and their habitats; (g) be located on relatively level land; (h) be separated from the nearest residences by at least 200 metres (or at least 300 metres for a temporary batching plant) and comply with construction noise management levels at sensitive receivers; (i) be above the 20 year ARI flood level unless a contingency plan to manage flooding is prepared and implemented; (j) have minor impacts on flood storage and not result in obstruction of floodplain flow or blockage of culverts and drains; (k) not unreasonably affect the land use of adjacent properties; (l) operate in accordance with the construction hours set out in conditions B15 and B16; (m) provide sufficient area for the storage of material to minimise, to the greatest extent practical, the number of deliveries required outside standard construction hours; and (n) be located in areas of low heritage conservation significance (including areas identified as being of Aboriginal cultural value) and not impact on heritage sites beyond those already impacted by the SSI. The Applicant shall undertake an assessment of the facility against the above criteria in consultation with the relevant public authority(s) and the relevant council. The assessment shall be approved by the Environmental Representative and included in the Ancillary Facilities Management Plan required under condition D21.	Ancillary Facilities are managed in accordance with this MCoA and the approved AFMP as a sub Plan to the approved CEMP's for Stage 1.	Open To be closed following opening of the entire Project in 2020/21
B74	Ancillary facilities that have not been previously identified and assessed in the documents listed in condition A2, and do not meet the criteria set out under condition B73, shall be approved by the Environmental Representative prior to its establishment. In obtaining this approval, the Applicant shall consult with the relevant public authority(s) and the relevant council, and demonstrate to the satisfaction of the Environmental Representative, how the potential environmental impacts can be mitigated and managed to acceptable standards. The outcomes of the assessment shall be documented in a report and include, but not necessarily be limited to: (a) details on the site location and access arrangements; (b) a description of the activities to be undertaken; (c) outcomes of the assessment of the site against the locational criteria set out in condition B73; (d) an assessment of the environmental impacts on the site and the surrounding environment, including, but not limited to noise, vibration, air quality, traffic and access during site establishment and operation, flora and fauna, heritage, erosion and sedimentation, water quality and light spill; (e) details of the mitigation, monitoring and management procedures specific to the ancillary facility that would be implemented to minimise environmental impacts; and (f) demonstrated overall consistency with the approved SSI (including impacts identified in the documents listed in condition A2). A copy of the report shall be included in the Ancillary Facilities Management Plan.	Ancillary Facilities are managed in accordance with this MCoA and the approved AFMP as a sub Plan to the approved CEMP's for Stage 1.	Open To be closed following opening of the entire Project in 2020/21

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
B75	Notwithstanding condition B74, ancillary facilities that that have not been previously identified and assessed in the documents listed in condition A2 and result in additional impacts to biodiversity, heritage, flooding and noise beyond those approved for the SSI, shall be approved by the Secretary prior to their establishment. In order to obtain this approval, the Applicant shall undertake an assessment of the ancillary facility in accordance with condition B74 and forward a copy of the assessment report to the Secretary, as part of the approval submission, at least one month prior to the establishment of the facility.	Ancillary Facilities are managed in accordance with this MCoA and the approved AFMP as a sub Plan to the approved CEMP's for Stage 1.	Open To be closed following opening of the entire Project in 2020/21
B76	The land on which ancillary facilities are located shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner.	Shall be undertaken following completion of use of the sites in consultation with RMS / Landowner.	Open
B77	Where changes are made to the boundary or use of an ancillary facility, including facilities identified in the documents listed in condition A2, the Applicant shall assess the facility against the criteria set out in condition B73. If the ancillary facility site: (a) does not meet the criteria set out under condition B73 the Applicant shall seek the approval of the Environmental Representative in accordance with condition B74; or (b) results in impacts to biodiversity, heritage, flooding and noise beyond those approved for the SSI, the Applicant shall seek the approval of the Secretary in accordance with condition B75. The relevant approval shall be obtained prior to the establishment of the ancillary facility.	Not applicable to current or proposed Ancillary Facility sites.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B79	The Applicant shall ensure that material extracted from the borrow sites established for the SSI, is only used for the construction of the SSI subject to this approval, and no other sections of the Pacific Highway or other works.	Not applicable to Stage 1	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
B80	The Applicant shall ensure that all plant and equipment used at the site is: (a) maintained in a proper and efficient condition; and (b) operated in a proper and efficient manner.	This has been achieved in accordance with commitments within the CNVMP.	Open To be closed following opening of the entire Project in 2020/21

COMPLIANCE TRACKING - CONDITIONS OF APPROVAL PART C
Woolgoolga to Ballina SSI-4963

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
C1	Prior to the commencement of construction or as otherwise agreed by the Secretary, the Applicant shall prepare and implement a Community Communication Strategy to the satisfaction of the Secretary. The Strategy shall provide mechanisms to facilitate communication between the Applicant (and its contractor(s)), the Environmental Representative (see condition D22), the relevant council and community stakeholders (particularly adjoining landowners) on the construction environmental management of the SSI. The Strategy shall include, but not be limited to: (a) identification of stakeholders to be consulted as part of the Strategy, including affected and adjoining landowners; (b) procedures and mechanisms for the regular distribution of information to community stakeholders on construction progress and matters associated with environmental management; (c) the formation of community-based focus groups for key environmental management issues for the SSI. The Strategy shall provide detail on the structure, scope, objectives and frequency of the community-based focus groups; (d) procedures and mechanisms through which the community stakeholders can discuss or provide feedback to the Applicant and/or Environmental Representative in relation to the environmental management and delivery of the SSI; (e) procedures and mechanisms through which the Applicant can respond to enquiries or feedback from the community stakeholders in relation to the environmental management and delivery of the SSI; and (f) 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 SSI. This may include the use of an appropriately qualified and experienced independent mediator. Issues that shall be addressed through the Community Communication Strategy include (but are not necessarily limited to): (i) traffic management (including property access, pedestrian access); (ii) heritage matters; (iii) landscaping and urban design matters; (iv) construction staging, hours and activities; (v) noise and vibration mitigation and management; (vi) air quality and dust; (vii) water quality, hydrology and flooding matters; and (viii) biodiversity matters. The Applicant shall maintain and implement the Strategy throughout construction of the SSI.	An overarching Woolgoolga to Ballina Woolgoolga to Ballina Communication and Stakeholder Engagement Strategy has been prepared by Roads and Maritime Services. Strategy approved by DoEP 12 May 2015. Community Action Plan for section 2 was approved by Roads and Maritime on 29 April 2015	Open To be closed following opening of the entire Project in 2020/21
C2	Prior to the commencement of pre-construction and construction, or as otherwise agreed by the Secretary, the Applicant shall ensure that the following are available for community enquiries and complaints for the duration of construction: (a) a 24 hour telephone number(s) on which complaints and enquiries about the SSI may be registered; (b) a postal address to which written complaints and enquires may be sent; (c) an email address to which electronic complaints and enquiries may be transmitted; and (d) a mediation system for complaints unable to be resolved. The telephone number, the postal address and the email address shall be published in newspaper(s) circulating in the local area prior to the commencement of construction and prior to the commencement of operation. This information shall also be provided on the website (or dedicated pages) required by this approval.	24 hour number established - 1800 778 900, and email address W2B@rms.nsw.gov.au postal address advertised and available on website http://www.rms.nsw.gov.au/projects/northern-nsw/woolgoolga-to-ballina/index.html Roads and Maritime has created a page for HC2G under the main Woolgoolga to Ballina website. Email, post and phone details are provided on this page. Please refer to Woolgoolga to Ballina Communication and Stakeholder Engagement Strategy	Open To be closed following opening of the entire Project in 2020/21
C3	Prior to the commencement of pre-construction and construction, or as otherwise agreed by the Secretary, the Applicant shall prepare and implement a Construction Complaints Management System consistent with AS 4269: Complaints Handling and maintain the System for the duration of construction and up to 12 months following completion of the SSI. Information on all complaints received, including the means by which they were addressed and whether resolution was reached, with or without mediation, shall be maintained in a complaints register and included in the construction compliance reports required by this approval. The information contained within the System shall be made available to the Secretary on request.	Roads and Maritime has developed an overarching Woolgoolga to Ballina Construction Complaints Management System. Please refer to Woolgoolga to Ballina Communication and Stakeholder Engagement Strategy . The Complaint procedure is addressed in Section 6.3.2 of the CEMP. Refer to the approved Community Action Management Plan for HC2G for the complaints management procedure for the project.	Open To be closed following opening of the entire Project in 2020/21
C4	Prior to the commencement of pre-construction and construction, or as otherwise agreed by the Secretary, the Applicant shall establish and maintain a new website, or dedicated pages within an existing website, for the provision of electronic information associated with the SSI, for the duration of construction and for 12 months following completion of the SSI. The Applicant shall, subject to confidentiality, publish and maintain up-to-date information on the website or dedicated pages including, but not necessarily limited to: (a) information on the current implementation status of the SSI; (b) a copy of the documents listed in condition A2, and any documentation supporting modifications to this approval that may be granted from time to time; (c) a copy of this approval and any future modification to this approval; (d) a copy of each relevant environmental approval, licence or permit required and obtained in relation to the SSI; (e) a copy of each current strategy, plan, program or other document required under this approval; (f) the outcomes of compliance tracking in accordance with condition D27 of this approval; and (g) details of contact point(s) to which community complaints and enquiries may be directed, including a telephone number, a postal address and an email address.	An overarching web site addressing all active project stages has been developed. http://www.rms.nsw.gov.au/projects/northern-nsw/woolgoolga-to-ballina/index.html Copies of the project approvals, plans and licenses are available on the W2B Project Web site. This web site is regularly updated to include latest approved project documents.	Open To be closed following opening of the entire Project in 2020/21

COMPLIANCE TRACKING - CONDITIONS OF APPROVAL PART D
Woolgoolga to Ballina SSI-4963

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
D1	The Applicant shall develop a framework for finalising mitigation measures for threatened species. This Mitigation Framework shall be developed by a suitably qualified and experienced ecologist in consultation with DPI (Fisheries), OEH and DoE, and submitted to the satisfaction of the Secretary prior to commencement of detailed design of the relevant stage, unless otherwise agreed by the Secretary. The Mitigation Framework shall detail the process for finalising the biodiversity strategies, plans and programs required under this approval. The Mitigation Framework shall include: (a) a description of the methodology of all proposed pre-construction species and habitat surveys, including surveys undertaken in the 2013-2014 spring and summer seasons and as otherwise required under this project approval, and with reference where relevant to compliance with relevant NSW and Commonwealth field survey methods and guidelines; (b) a summary of potential changes to the avoidance, mitigation and/or offset measures specified in the documents listed in condition A2, as justified by the results of surveys described in condition D1(a); (c) a summary of the potential avoidance, mitigation and/or offset measures for all species for which the proposed level of impact or mitigation required differs from that assessed in the documents listed in condition A2, including evidence that those measures would achieve the same or an improved biodiversity outcome; (d) provision for updating the relevant Threatened Species Management Plans required under condition D8; and (e) a schedule for submission of all biodiversity strategies, plans and programs required under this approval in accordance with the requirements for submission in the conditions below.	The Mitigation Framework for Sections 1 & 2 was approved by the Department of Planning & Environment on the **8/5/15.** This document forms part of the approved FFMP for Sections 1 & 2.	Closed 8 May 2015
D2 (a)-(g)	The Applicant shall prepare and implement a Connectivity Strategy, to be submitted and approved by the Secretary prior to the commencement of construction. The strategy shall describe the rationale for, and final design and location of, fauna connectivity structures for the SSI and shall demonstrate the effectiveness of connectivity measures for the species targeted for the crossing. The Strategy shall be developed from the draft Connectivity Strategy in the documents listed in condition A2 in consultation with the OEH, DPI (Fisheries) and DoE, to the satisfaction of the Secretary. The Strategy shall include: (a) details of all crossings for terrestrial and aquatic fauna, including but not limited to land bridges, bridge, arch and culvert crossings, and crossings for arboreal fauna; (b) justification for the location and design, and spacing of the connectivity structures, with reference to relevant State and Commonwealth threatened species guidelines and the results of on-ground surveys as required by D2(d); (c) demonstration of the effectiveness of the connectivity structures (including exclusionary fencing) in terms of location, design and number of connectivity structures to mitigate impacts to the relevant threatened species, and that the crossings: (i) maintain or improve connectivity and movement pathways; (ii) reduce the risk of mortality for threatened species; (iii) are located at locations, at sufficient frequency along the alignment, based on the ecological requirements of the targeted species, including but not limited to home range size, movement patterns, and habitat use; (d) the results of surveys undertaken to determine the habitat, species movement patterns, distribution of species to confirm the design and location; (e) consideration of connectivity under the existing highway, service roads and local roads (servicing over 100 vehicles per day); (f) commitment that pathways to connectivity structures are not to be impeded by ancillary facilities, rest areas or service roads, or local roads (servicing over 100 vehicles per day) that are realigned as part of the SSI or experience an increase in traffic volumes during operation of the SSI; (g) commitment to implement the landscaping of vegetation leading to connectivity structures;	The Connectivity Strategy for Sections 1 & 2 was approved by the Department of Planning & Environment on the 11/5/15. This document forms part of the approved FFMP for Sections 1 & 2. Monitoring of connectivity structures will be occurring as per the specific Threatened Species Management Plans.	Open. To be closed when all requirements of this approval have been fulfilled.
D2 (h)-(m)	(h) a fencing strategy, describing the location, design and length of fencing, which must extend beyond the edges of habitat for threatened species; (i) the maintenance of connectivity measures and fencing for the life of the impact of the action, including the timing and frequency; (j) an assessment of the flooding risk for proposed structures, and measures to confirm and provide for flood immunity of those structures in light of this assessment. The agreement of the OEH on flood immunity levels shall be obtained prior to the commencement of construction of the relevant stage; (k) commitment that all bridges in identified wildlife corridors, or adjacent to threatened species habitat, or are likely to provide connectivity for threatened species based on surveys undertaken in accordance with the Mitigation Framework required in condition D1, shall provide a minimum three metre wide dry passage from toe of the scour protection to the top of the bank, with natural substrate and refuge features. Where this criteria cannot be achieved and with the agreement of the OEH, consideration shall be given to the use of suitable materials in, and the final form of, the scour protection to provide for the safe and effective passage of fauna; (l) detailed consideration of the effects of connectivity structures on the maintenance or improvement of population viability and gene flow; and (m) incorporate the outcomes of the Mitigation Framework required under condition D1. Unless connectivity measures can be demonstrated to be effective at successfully mitigating the barrier and fragmentation impact to relevant species, in accordance with the requirements of the construction flora and fauna management plan required under condition D26(e), and threatened species management plans required under conditions D8 and D9, the residual impact to connectivity shall be offset. Where the location and/or design of connectivity structures has changed from that identified in the documents listed under conditions A2(c) and A2(e), the Strategy shall demonstrate how the new location and/or design would result in an improved biodiversity outcome. The Strategy shall clearly identify how the connectivity structures will work in conjunction with other biodiversity measures, such as complementary fauna exclusion fencing measures and the regeneration/replanting of native vegetation, to be implemented for the SSI. The Applicant shall demonstrate to the satisfaction of the Secretary how public authority comments on the Strategy have been addressed. The Strategy may be submitted in stages to suit the staging of the SSI.	The Connectivity Strategy for Sections 1 & 2 was approved by the Department of Planning & Environment on the 11/5/15. This document is part of the FFMP and requirements as per this approved plan are being addressed during the construction phase. Monitoring of connectivity structures will be occurring as per the specific Threatened Species Management Plans.	Open. To be closed when all requirements of this approval have been fulfilled.

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
D3	The Applicant shall prepare and implement a Biodiversity Offset Strategy to outline how the ecological values lost as a result of the SSI will be offset in perpetuity. The Strategy shall be developed from the draft Biodiversity Offset Strategy in the documents listed in condition A2, in consultation with the OEH, DPI (Fisheries) and DoE, to the satisfaction of the Secretary. Unless otherwise agreed to by the OEH, DPI (Fisheries) and DoE, offsets shall be provided on a like-for-like basis and at a minimum ratio of 4:1 for native vegetation (including salt marsh) impacted by the SSI or as required by the Environment Protection and Biodiversity Conservation Act 1999 Environmental Offsets Policy (Commonwealth of Australia 2012) and Offsets Assessment Guide (Commonwealth of Australia 2012), whichever is the greater. The Strategy shall include, but not necessarily be limited to: (a) the objectives and outcomes that would be sought through a biodiversity offset package, including to achieve a neutral or net beneficial outcome for all threatened species and endangered ecological communities likely to be impacted directly or indirectly during both the construction and operation of the SSI; (b) confirmation of the vegetation type/habitat (in hectares) to be cleared and their condition, and the size of offsets required (in hectares); (c) details of the available offset measures that have been selected to compensate for the loss of existing native vegetation (including mangroves, salt marsh and riparian vegetation), threatened and vulnerable species and Endangered Ecological Communities and their habitats, and identification of potential offset sites; (d) consideration of contingency measures for offsets to address potential changes to impacted areas as a result of detailed design changes; (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 SSI in documents listed under condition A2), including: (i) changes to the SSI footprint due to detailed design; (ii) changes to predicted impacts as a result of changes to mitigation measures; (iii) the identification of additional species/habitat through pre-clearance surveys and construction; and (iv) additional impact associated with the establishment of ancillary facilities; (f) the decision-making framework that would be used to select the final suite of offset measures to achieve the objectives and outcomes established within the Strategy, including the ranking of offset measures; and (g) options for securing and management of biodiversity offsets in perpetuity. The Applicant 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 bioregion. Any such strategy, including an agreement made with OEH and DoE, shall be approved by the Secretary within a timeframe agreed to by the Secretary. The Biodiversity Offset Strategy shall be submitted to, and approved by, the Secretary prior to the commencement of construction work that would result in the disturbance of the relevant existing ecological communities, threatened species, or their habitat, unless otherwise agreed by the Secretary.	Department of Planning and Environment and Department of the Environment approved a variation for the submission of the Biodiversity Offset Strategy and Offset Status Report within 3 months of commencement of sections 1 and 2 and approval of the Biodiversity Offset Strategy and Offset Status Report prior to commencement of Stage 2 works. The Biodiversity Offset Strategy and Offset Status Report (D4) were both submitted as per the variation timeline. The Biodiversity Offset Strategy was approved by the Department of Planning & Environment on the 6/1/16 The Biodiversity Offset Strategy was approved by the Department of the Environment on the 7/1/16	Open. To be closed when all requirements of this approval have been fulfilled.
D4	Prior to the commencement of construction work that would result in the disturbance of the relevant existing ecological communities, threatened species, or their habitat, unless otherwise agreed by the Secretary, the Applicant shall submit for the approval of the Secretary, the offset sites for the species listed under condition D4(a). The selection of the offset sites should be undertaken in consultation with the OEH, DPI (Fisheries) and DoE. Submission of the offset sites for approval shall be accompanied by: (a) details of offset sites to compensate the impacts on: (i) Koala populations in Coolgardie/Bagotville, Broadwater and Woombah/Iluka; (ii) Moonee Quassia (Quassia sp. Moonee Creek); (iii) Sandstone Rough–Barked Apple (Angophora robur); (iv) Singleton Mint Bush (Prostanthera cineolifera); and (v) Lowland Rainforest in Sub-tropical Australia; (b) a map that defines the locations and boundaries of the sites; (c) demonstration, through ground truthing survey or an alternative method(s), the adequacy of the site(s), in terms of habitat suitability and presence of the relevant species, to offset the impacts of the SSI; (d) consideration of how the offsets achieve the outcomes required by the Environment Protection and Biodiversity Conservation Act 1999 Environmental Offsets Policy to the satisfaction of DoE; and (e) details of how the offset sites would be secured and managed in perpetuity.	Department of Planning and Environment and Department of the Environment approved a variation for the submission of the Biodiversity Offset Status Report within 3 months of commencement of sections 1 and 2 and approval of the Biodiversity Offset Status Report prior to commencement of Stage 2 works. The Biodiversity Offset Status Report (D4) was submitted as per the variation timeline. Update 2 (covering Sections 1 and 2 and early stage works) was approved in January 2016 with the Biodivesity Offset Strategy. Update 3, to cover all other sections, was approved by the Department of Planning and Environment on 30/6/16 and the Department of the Environment and Energy on 18/716. In June 2017 an addendum to the Biodiversity Offset Status Report was developed to add a new site for the Broadwater koala population. This was approved by the Department of Planning and Environment on 19/6/17 and the Department of the Environment and Energy on 13/7/17.	Open. To be closed when all requirements of this approval have been fulfilled.
D5 (a)-(g)	The Applicant shall prepare and implement (following approval) a Biodiversity Offset Package, within twenty-four months of approval of the Biodiversity Offset Strategy, or as otherwise agreed by the Secretary. The package shall detail how the ecological values lost as a result of the SSI will be offset. The Biodiversity Offset Package shall be prepared in consultation with the OEH, DPI (Fisheries) and DoE, for the approval of the Secretary, and shall (unless otherwise agreed by the Secretary) include, but not necessarily be limited to: (a) the identification of the extent and types of habitat that would be lost or degraded as a result of the final design of the SSI; (b) the objectives and biodiversity outcomes to be achieved; (c) details of the final suite of the biodiversity offset measures selected and secured in accordance with the Biodiversity Offset Strategy including the identification of all offset sites, including, offset attributes, shapefiles, textual descriptions and maps that clearly define the location, boundaries of the offset areas; (d) an assessment demonstrating how the offset area(s) achieve the outcomes required by the Environment Protection and Biodiversity Conservation Act 1999 Environmental Offsets Policy and user guide to the written satisfaction of DoE; (e) the management and monitoring requirements for compensatory habitat works and other biodiversity offset measures proposed to ensure the outcomes of the package are achieved, including: (i) the monitoring of the condition of species and ecological communities at offset locations; (ii) the methodology for the monitoring program(s), including the number and location of offset monitoring sites, and the sampling frequency at these sites; (iii) provisions for the annual reporting of the monitoring results for a set period of time as determined in consultation with the OEH, DPI (Fisheries) and DoE; and (iv) the monitoring and reporting on the effectiveness of these measures, and progress against the performance and completion criteria; (f) the results of targeted field surveys within the offset sites (undertaken at any ecologically appropriate time of the year) to assess and describe habitat suitability, presence/absence of threatened species and ecological communities and an assessment of the baseline population; (g) a description of the current quality (prior to any management activities) of the offset area(s);	Department of Planning and Environment and Department of the Environment approved a variation for the submission of the Biodiversity Offset Strategy and Offset Status Report within 3 months of commencement of sections 1 and 2 and approval of the Biodiversity Offset Strategy and Offset Status Report prior to commencement of Stage 2 works. The Biodiversity Offset Strategy and Offset Status Report (D4) were both submitted as per the variation timeline. The Biodiversity Offset Strategy was approved by the Department of Planning & Environment on the 6/1/16 The Biodiversity Offset Strategy was approved by the Department of the Environment the 7/1/16 RMS will prepare and implement (following approval) a Biodiversity Offset Package, within twenty-four months of approval of the Biodiversity Offset Strategy, or as otherwise agreed by the Secretary.	Open. To be closed when all requirements of this approval have been fulfilled.

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
D5(h)-(m)	(h) targeted management actions, regeneration and/or revegetation strategies to be undertaken on the offset area(s) to improve the ecological quality of these areas for the relevant species and communities; (i) clear performance objectives for management actions that will enable maintenance and enhancement of habitat within the offset area, as well as contribute to the better protection of individuals and/or populations of the relevant species; (j) performance and completion criteria for evaluating the management of the offset area, including contingency actions, criteria for triggering contingency actions and a commitment to the implementation of these actions in the event that performance objectives are not met; a program to monitor and report on the effectiveness of these measures, and progress against the performance and completion criteria; (k) timing and responsibilities for the implementation of the provisions of the Biodiversity Offset Package and achieving performance objectives; (l) details of who would be responsible for monitoring, reviewing, and implementing the Biodiversity Offset Package; and (m) a description of funding arrangements or agreements including work programs and responsible entities. Land offsets shall be consistent with the Principles for the use of Biodiversity Offsets in NSW. Any land offset shall be enduring and be secured by a conservation mechanism which protects and manages the land in perpetuity. Where land offsets cannot solely achieve compensation for the loss of habitat, additional measures shall be provided to collectively deliver an improved or maintained biodiversity outcome for the region. The Biodiversity Offset Package shall include details of the offset sites approved under condition D4, and timeframe for the delivery of the offset sites. Where monitoring required under conditions D8 and/or D9 indicates that biodiversity outcomes are not being achieved, remedial actions. as approved by the Secretary, shall be undertaken to ensure that the objectives of the Biodiversity Offset Package are achieved. The requirements of the Biodiversity Offset Package shall be implemented by the responsible parties according to the timeframes set out in the Biodiversity Offset Package, unless otherwise agreed by the Secretary. Note: • If an offset site proposed as a part of the Biodiversity Offset Strategy or Biodiversity Offset Package is already required to be protected as a result of a separate approval, only the management actions which can be demonstrated to be additional to those required for the separate approval, can be considered as an offset for this project in accordance with the EPBC Act Environmental Offsets Policy 2012 (or subsequent published revisions).	Department of Planning and Environment and Department of the Environment approved a variation for the submission of the Biodiversity Offset Strategy and Offset Status Report within 3 months of commencement of sections 1 and 2 and approval of the Biodiversity Offset Strategy and Offset Status Report prior to commencement of Stage 2 works. The Biodiversity Offset Strategy and Offset Status Report (D4) were both submitted as per the variation timeline. The Biodiversity Offset Strategy was approved by the Department of Planning & Environment on the 6/1/16 The Biodiversity Offset Strategy was approved by the Department of the Environment the 7/1/16 RMS will prepare and implement (following approval) a Biodiversity Offset Package, within twenty-four months of approval of the Biodiversity Offset Strategy, or as otherwise agreed by the Secretary.	Open. To be closed when all requirements of this approval have been fulfilled.
D6	Prior to the commencement of construction of the relevant stage that would result in the disturbance of native vegetation (or as otherwise agreed by the Secretary), the Applicant shall prepare and implement a Nest Box Plan to provide replacement hollows for displaced fauna. The Plan shall be prepared in consultation with the OEH and to the satisfaction of the Secretary. The Plan shall be prepared by a suitably qualified and experienced ecologist and detail the number and type of nest boxes to be installed, which shall be justified based on the number and type of hollows removed (based on pre clearing surveys), the density of hollows in the area to be cleared and in adjacent areas, 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.	The Nest Box Plan for Stage 1 W2B was approved by the Department of Planning & Environment on the **17/2/15.** This document is part of the FFMP. 70 % of the required nest boxes on Section 2 were installed pre construction, with the remaining 30% installed in September 2016 in consultation with EPA. Nest box installation at Section 1 & 2 is now 100% complete, with nest box monitoring being undertaken as per the approved plan.	Open. To be closed when all requirements of this approval have been fulfilled.
D7	The Applicant shall prepare and implement a Flora Translocation Strategy to determine the feasibility and potential efficacy of translocation measures (as identified in the threatened species management plans required under condition D8), prior to the commencement of construction work that would result in the disturbance of threatened flora species for which translocation is proposed. The Strategy shall be prepared by a suitably qualified and experienced ecologist, in consultation with the OEH and DoE, and to the satisfaction of the Secretary. The Strategy shall include: (a) a feasibility assessment of timeframe and staging requirements, availability of expertise, risk effectiveness analysis and availability/suitability of translocation sites; (b) detail of species specific information on the proposed methods of, and discussion of results of past recorded responses to, translocations; (c) a framework for the translocation process applicable to each affected species; and (d) consideration of appropriate compensatory habitat in the Biodiversity Offsets Package required under condition D5 where translocation is not reasonable or feasible.	The Flora Translocation Strategy for Sections 1 & 2 was approved by the Department of Planning & Environment on the **12/5/15.** This document is part of the FFMP. In addition to the requriemetns of the TFlora Managment Plan, a number of a non threatened species Lepidopsperma were collected from the southern side of Wells Crossing and these are growing in a north coast nursery. Threatened flora has been translocated or in nurseries for translocation, for Sections 1 and 2. Insitu and translocated flora are being monitored in accordance with the TFlora MPLan.	Open. To be closed when all requirements of this approval have been fulfilled.
D8 (a)-(h)	The Applicant shall prepare and implement Threatened Species Management Plans to detail how impacts of the SSI will be minimised and managed specifically for each species identified as significantly impacted in the documents listed in condition A2 or in accordance with condition D1. The Plans shall be developed from the draft Threatened Species Management Plans included in the documents listed in condition A2(c) (subject to condition D9), in consultation with OEH, DPI (Fisheries) and DoE, and to the satisfaction of the Secretary, and shall include but not necessarily be limited to: (a) demonstration that adequate surveys have been undertaken to assess the impacts of the SSI with reference to the Mitigation Framework developed under condition D1, including baseline data collected from surveys, undertaken by a suitably qualified and experienced ecologist on threatened species and ecological communities within all habitat areas to be cleared of vegetation for the SSI, that are likely to contain these species and that are likely to be adversely impacted by the SSI (as determined by a suitably qualified expert). The data shall address the densities, distribution, habitat use and movement patterns of these species; (b) identification of potential impacts on each species; (c) details of and demonstrated effectiveness of the proposed avoidance and mitigation and management measures to be implemented for each threatened species including measures to at least maintain habitat values of habitat areas compared to baseline data and maintain connectivity for the relevant species; (d) an adaptive monitoring program to assess the use of the mitigation measures identified in conditions B10 and D2. The monitoring program shall nominate appropriate and justified monitoring periods, performance parameters and criteria against which effectiveness of the mitigation measures will be measured and include operational road kill and fauna crossing surveys to assess the use of fauna crossings and exclusion fencing implemented as part of the SSI; (e) monitoring methodology for threatened flora and fauna adjacent to the SSI footprint, (f) goals and performance indicators to measure the success of mitigation measures, which shall be specific, measurable, achievable, realistic and timely (SMART), and be compared against baseline data; (g) methodology for the ongoing monitoring of road kill, the species densities, distribution, habitat use and movement patterns, and the use of fauna crossings during construction and operation of the SSI, including the proposed timing, and duration of that monitoring; (h) provision for the assessment of monitoring data to identify changes to habitat usage and whether this can be attributed to the SSI;	The Threatened Flora Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **5/5/15.** The Threatened Mammal Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **12/5/15.** The Threatened Frog Management Plan was approved by the Department of Planning & Environment on the **7/5/15.** The Threatened Glider Management Plan was approved by the Department of Planning & Environment on the **5/5/15.** The Threatened Bat Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **29/9/14.** The Koala Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **11/5/15.** These documents are part of the FFMP. Monitoring and reporting of threatened species is being undertaken in accordance with the approved Threatened Species Plans	Open. To be closed when all requirements of this approval have been fulfilled.

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
D8 (i)-(l)	(i) details of contingency measures that would be implemented in the event of changes to habitat usage patterns, entities, distribution, and movement patterns attributable to the construction or operation of the SSI, based on adequate baseline data; (j) mechanisms for the monitoring, review and amendment of these plans; (k) provision for ongoing monitoring during operation of the SSI (for operation/ongoing impacts) until such time as the use and effectiveness of mitigation measures can be demonstrated to have been achieved over a minimum of three successive monitoring periods, unless otherwise agreed by the Secretary in consultation with the OEH, DPI (Fisheries) and DoE; and (l) provision for annual reporting of monitoring results to the Secretary and the OEH, DPI (Fisheries) and DoE, or as otherwise agreed by those agencies. In developing the Plans, the Applicant shall demonstrate to the satisfaction of the Secretary and DoE, how the public authorities and expert reviewer recommendations provided for each draft plan in the documents listed in condition A2(c) have been addressed, including detailed justification of any variance from the recommendations of the expert reviewer of the management plans, including analysis of potential risk to the threatened species. The Plans must be submitted and approved by the Secretary prior to commencement of construction of the relevant stages of the action, and implemented prior to commencement of construction of the relevant stages, unless otherwise agreed by the Secretary.	The Threatened Flora Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **5/5/15.** The Threatened Mammal Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **12/5/15.** The Threatened Frog Management Plan was approved by the Department of Planning & Environment on the **7/5/15.** The Threatened Glider Management Plan was approved by the Department of Planning & Environment on the **5/5/15.** The Threatened Bat Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **29/9/14.** The Koala Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **11/5/15.**These documents are part of the FFMP. Monitoring and reporting of threatened species is being undertaken in accordance with the approved Threatened Species Plans	Open. To be closed when all requirements of this approval have been fulfilled.
D9 (a)-(c)	As part of the Threatened Species Management Plans required under condition D8, the Applicant shall prepare and implement a Koala Management Plan to demonstrate the ongoing survival of the Koala populations at Coolgardie/Bagotville, Broadwater and Woombah/Iluka. The Plan shall be prepared by a suitably qualified and experienced species expert and shall include, but not necessarily be limited to: (a) results of detailed surveys to determine: (i) the population status of the Coolgardie/Bagotville, Broadwater and Woombah/Iluka Koala populations; (ii) habitat use and movement patterns of Koala populations within five kilometres of the proposed upgrade, or such area as determined by the independent ecologist; and (iii) habitat areas likely to be fragmented by the SSI; including the results of SPOT assessment and radio tracking. The results and adequacy of surveys shall be verified by an independent suitably qualified and experienced ecologist with appropriate qualifications and experience in Koala and road ecology. Where appropriate, the Applicant may vary the required area of survey specified under condition D9(a)(ii) to the satisfaction of the independent ecologist; (b) a detailed assessment of the impacts to the Koala populations based on the survey results required by condition D9(a), including population impacts and the identification of habitat likely to be fragmented and/or isolated as a result of the SSI; (c) a detailed description, including the location and design, of all proposed avoidance and mitigation measures;	Stage 2	Open. To be closed when all requirements of this approval have been fulfilled.
D9 (d)	(d) justification that the location and design of mitigation measures: (i) have been designed with the objective of no Koala road kill from the commencement of construction of the SSI. In the event that a Koala is injured or killed during construction or operation, this shall be reported on the Applicant's website within 24 hours of this occurring, and the record shall remain available for a period of at least five years, unless otherwise agreed by the Secretary; (ii) include permanent fencing of the entire SSI for the length of the distribution of the Coolgardie/Bagotville, Broadwater and Woombah/Iluka populations and for two kilometres beyond the distribution of the Coolgardie/Bagotville, Broadwater and Woombah/Iluka population, following the highway or to the nearest natural barrier to Koala movement (e.g. river), after baseline surveys are complete in accordance with condition D9(a) and prior to operation; (iii) result in the complete, safe crossing of fauna crossings by the Koala. Fauna crossings shall be provided at a sufficient frequency to ensure that habitat connectivity is maintained or improved from pre-construction conditions, as determined by the independent ecologist and agreed by OEH; (iv) provide sufficient opportunities for species dispersal and re-colonisation as determined by the independent ecologist and OEH; (v) are in areas that, and are at a sufficient frequency to, achieve (i) - (iv), based on site specific information contained in the survey results required by condition D9(a) and the ecological requirements of the Koala, including but not limited to home range size, local movement patterns and habitat use, in accordance with the advice of the independent ecologist and OEH; (vi) all koala underpass structures shall have a minimum height and width of 2.4 metres and a maximum length of 40 metres, or a minimum height and width of 3 metres and a maximum length of 50 metres. The underpass/culvert entrance shall be located at ground level, and no higher in the fill. Structures that provide passage over the road shall have a minimum width of 30 metres and shall be treated with contiguous habitat features; (vii) provide passage for Koalas under or over the existing highway (where the existing highway forms part of the SSI) and service roads or local roads (servicing over 100 vehicles per day); (viii) effectively minimise the risk of predation from dogs in both dedicated and combined crossings; (ix) provide dry passage for dedicated fauna crossings and for combined fauna crossings to the satisfaction of OEH and DoE, at a flood immunity level determined in accordance with condition D2(c)(j); (x) provide habitat linkages to crossing structures from adjacent Koala habitat; and (xi) ensures that pathways to connectivity structures are not impeded by ancillary facilities, rest areas, service roads or local roads;	Stage 2	Open. To be closed when all requirements of this approval have been fulfilled.

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
D9 (e)-(i)	(e) if the mitigation measures discussed in condition D9(d) cannot be demonstrated to be effective to the satisfaction of the Secretary, in consultation with OEH and DoE, provision for the Plan to be revised to include the design and construction of a minimum of one dedicated underpass or land bridge every 500 metres. Underpass structures shall have a minimum height and width of three metres and a maximum length of 50 metres. (f) provision for the installation and vegetation planting of fauna overpasses prior to the commencement of construction; (g) a revegetation strategy to be implemented to increase connectivity adjacent to the SSI and leading to crossing locations, and the provision of vegetation planting on land bridges, to ensure the establishment of the vegetation prior to the commencement of construction; (h) details of the proposed monitoring methodology to ensure the effectiveness of the mitigation measures and the ongoing survival of the Coolgardie/Bagotville, Broadwater and Woombah/Iluka Koala populations. Monitoring shall: (i) include goals that demonstrate the mitigation measures are effective, including clear objectives, milestones, performance measures, corrective actions, and thresholds for corrective actions, and timeframes for completion; (ii) occur until such time as the mitigation measures are demonstrated to be effective for three consecutive monitoring periods, or as agreed by the Secretary, to the satisfaction of the independent ecologist and OEH; and (iii) for the purposes of the Coolgardie/Bagotville population, consider the results of the surveys undertaken in the Koala habitat and population assessment: Ballina Shire Council LGA (Biolink Ecological Consultants Pty Ltd, November 2013) in determining the baseline population; (i) where the results of monitoring undertaken in accordance with condition D9(h) suggests that the mitigation measures are ineffective or changes to the population have occurred, the Applicant shall provide the Secretary, within one month of recording the changes, the corrective actions that have been implemented or proposed to be implemented, or a procedure for demonstrating that this change is not a result of the SSI. Should the Applicant be unable to demonstrate to the satisfaction of the Secretary that any change to the population is not attributable to the SSI, the SSI shall be deemed as the cause of the impact and the Applicant shall, within one month of these findings, provide, to the satisfaction of the Secretary, in consultation with the OEH and DoE, the proposed corrective actions to address the impacts of the SSI. Any required corrective actions shall include, but not necessarily be limited to: (i) installation of further crossings or modifications to existing crossings and the provision of evidence of the complete, safe crossing of these fauna crossings by the Koala. Any additional crossings shall be provided at a sufficient frequency to ensure that habitat connectivity is maintained or improved from pre-construction conditions, within two years of their installation; and (ii) reassessment of all revegetation areas and frequent reporting and maintenance including addressing failures;	Stage 2	Open. To be closed when all requirements of this approval have been fulfilled.

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
D9 (j)-(k)	(j) if the measures in condition D9(i) cannot be demonstrated to be successful within one year of their implementation, procedure for the submission of further offsets in accordance with conditions D5 and D6(j), to be provided within one year of these findings. Further offsets may include: (i) the legal protection and conservation management of additional areas of existing habitat that actively regenerated and secured into conservation management; and/or (ii) strategic revegetation of cleared areas to improve connectivity; and/or (iii) development of a supplementary feeding program and/or breeding program; and/or (iv) development of a long term predator control program; and (k) evidence of consultation with species experts, OEH and DoE in addressing the requirements of this condition, and demonstration of how comments provided by the species experts, OEH and DoE, as a result of this consultation, have been addressed. The Koala Management Plan shall be submitted and approved by the Secretary prior to the commencement of construction of the relevant stages of the SSI. The approved Koala Management Plan shall be implemented prior to the commencement of construction of the relevant stages.	Stage 2	Open. To be closed when all requirements of this approval have been fulfilled.
D10	Prior to the commencement of construction, the Applicant shall undertake a land use survey to identify areas that are sensitive to construction vibration and construction ground-borne noise impacts. The results of the survey shall be incorporated into the Construction Noise and Vibration Management Plan.	A survey has been undertaken for Sections 1 & 2 to identify areas that are sensitive to construction vibration and construction ground-borne noise impacts. The results of these survey have be incorporated into the Construction Noise and Vibration Management Plans for Sections 1 & 2.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
D11	The Applicant shall prepare a review of the operational noise mitigation measures proposed to be implemented for the SSI, within six months of commencing construction, unless otherwise agreed by the Secretary. The review shall be prepared in consultation with the EPA, to the satisfaction of the Secretary. The review may be submitted in stages to suit the staged construction of the SSI and shall: (a) confirm the operational noise predictions of the SSI 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); (b) review the suitability of the operational noise mitigation measures identified in the documents listed in condition A2. The review shall take into account the detailed design of the SSI and, where feasible and reasonable, and where necessary, refine the proposed measures with the objective of meeting the criteria outlined in the NSW Road Noise Policy (Department of Environment, Climate Change and Water, 2011), based on the operational noise performance of the SSI predicted under (a) above; and (c) where necessary, investigate additional feasible and reasonable noise mitigation measures to achieve the criteria outlined in the NSW Road Noise Policy (DECCW, 2011).	The Operation Noise Management Report (ONMR) was approved by the Secretary on the 2nd June 2015. Low noise pavement has been designed for the first 1.8km of section 1 as required by the ONMR. Changes due to detailed design has seen 17 previously identified houses withinthe EIS no longer requiring treatment, and 5 others now eligible. The total to receive treatment is 41 residences. RMS has engaged a consultant to scope the 'At House Noise Treatment' for each property identified in the Operational Noise Management Report (ONMR). Acoustic treatments to properties are ongoing until completion of all identified residences in the ONMR.	Open. To be closed when all requirements of this approval have been fulfilled.
D12	The Applicant shall prepare and implement a Water Quality Monitoring Program, to monitor the construction and operation impacts of the SSI on surface and groundwater quality and resources and wetlands, prior to construction. The Program shall be prepared in consultation with the OEH, EPA, DPI (Fisheries), NOW, DoE and Rous Water (in relation to the Woodburn borefields), to the satisfaction of the Secretary, and shall include but not necessarily be limited to: (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 SSI; (b) the results of any groundwater modelling undertaken; (c) identification of works and activities during construction and operation of the SSI, including emergencies and spill events, that have the potential to impact on surface water quality of potentially affected waterways and known Oxleyan Pygmy Perch habitat; (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) or relevant baseline data; (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 Secretary; (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); (g) contingency and ameliorative measures in the event that adverse impacts to water quality are identified; and (h) reporting of the monitoring results to Department of Planning and Environment, OEH, EPA, DPI (Fisheries), NOW, DoE and Rous Water (in relation to the Woodburn borefields).	The Water Quality Monitoring Program for Sections 1 & 2 was approved by the Department of Planning & Environment on the **8/5/15.** **C**ontractors for Section 1 & 2 are undertaking surface water quality monitoring in accordance with the approved program. RMS is continuing to monitor groundwater levels and water quality during Construction. Annual water quality monitorign reports are being developed in accordance with the approved Water Quality Monitoring Program.	Open. To be closed when all requirements of this approval have been fulfilled.
D13	The Applicant shall prepare and implement a Hydrological Mitigation Report for properties where flooding and/or hydrological impacts are predicted to exceed the relevant flood management objective in the documents listed in condition A2 as a result of the SSI. The Report shall be prepared by a suitably qualified expert and be based on detailed surveys (e.g. floor levels) and associated assessment of potentially flood affected properties in the Corindi, Clarence and Richmond river floodplains. The Report shall: (a) identify properties in those areas likely to have an increased/exacerbated impact and detail the predicted impact; The types of impacts to be considered include all those examined in the EIS including but not limited to changes in flood levels and velocities, alteration to drainage, reduction in flood evacuation access or capability, impacts on infrastructure, impacts on stock and agriculture, and impacts to the environment; (b) identify mitigation measures to be implemented to address these impacts; (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 SSI and cause localised soil erosion and/or pasture damage; (d) be developed in consultation with the relevant council, NSW State Emergency Service and directly-affected landowners; (e) identify operational and maintenance responsibilities for items (a) to (c) inclusive; and (f) refer to the assessments described in conditions B31 and B32. The report may be submitted in stages to suit the staged construction of the SSI. Construction shall not commence within those areas likely to have altered flood conditions until such time as works identified in the hydrological mitigation report have been completed, unless otherwise agreed by the Secretary.	The Hydrological Mitigation Report for Corindi was submitted for approval to DP&E on 1/05/15 and approved by the Secretary on the 4/6/15. Although soft soil works are located in the Clarence and Richmond river floodplains, flood modelling conducted during the detailed design indicates that hydrological impacts due to the construction of embankments in these areas are not predicted to exceed the relevant flood management objective.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
D14	Based on the mitigation measures identified in condition D13, the Applicant shall prepare and implement a final schedule of feasible and reasonable flood mitigation measures proposed at each directly-affected property in consultation with the landowner. The schedule shall be provided to the relevant landowner(s) prior to the implementation/construction of the mitigation works, unless otherwise agreed by the Secretary. A copy of each schedule of flood mitigation measures shall be provided to the Department of Planning and Environment and the relevant council prior to the implementation/construction of the mitigation measures on the property.	The Hydrological Mitigation Report for Corindi was submitted for approval to DP&E on 1/05/15 and approved by the Secretary on the 4/6/15. As outlined in the report, RMS is undertaking community consultation on the Blackadder Safety works mitigation. This work is proposed to be undertaken following the upgrade of Section 1.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
D15	The Applicant shall employ a suitably qualified and experienced independent hydrological expert, whose appointment has been endorsed by the Secretary, to deal with all hydrological matters and assist landowners in negotiating feasible and reasonable mitigation measures.	WMAWater Pty Ltd has been appointed as Independent Hydrological Expert for the Woolgoolga to Ballina Project to comply the requirements of Condition D15 on 30 April 2015.	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
D16	The Applicant shall provide feasible and reasonable 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 SSI.	Noted, and will be undertaken as required. For Corindi, ongoing consultation will occur regarding the Blackadder Ck safety works. Coffs Harbour City Council, in collaboration with the SES, are installing 2 flood gauges on the Corindi Ck system.	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
D17	The Applicant shall prepare and implement a Signage Policy to addresses the impact of towns (South Grafton, Ulmarra, Tyndale, Woodburn, Broadwater and Wardell) which are bypassed by the SSI, at least six months prior to operation, unless otherwise agreed by the Secretary. The Policy shall be prepared in consultation with the relevant council and to the satisfaction of the Secretary. The Policy shall be consistent with the Guide: Signposting (RTA July 2007), Tourist Signposting guide (RMS and Destination NSW 2012) and provide for signage that: (a) provides information on the range of services available within the bypassed towns of South Grafton. Ulmarra, Tyndale, Woodburn, Broadwater and Wardell; and (b) informs motorists of routes through the bypassed towns that may be taken as an alternative to the highway. The Policy may be submitted in stages to suit the staged construction of the SSI.	Stage 2	Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
D18	The Applicant shall prepare and implement a Business Access Strategy to address changes to access to businesses along the highway, at least six months prior to operation. The Strategy shall be prepared in consultation with the relevant council, business owners and the New Italy Museum and to the satisfaction of the Secretary. Note • The Applicant may incorporate the requirements of this condition into the Signage Policy for the SSI under condition D17.	Consultation with relevant businesses has been undertaken and strategies implemented following consultation to address changes to access.	Closed for Stage 1 Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
D19	Upon determining the haulage route(s) for construction vehicles associated with the SSI, and prior to construction, an independent and qualified expert shall prepare a Road Dilapidation Report. The Report shall assess the current condition of the road and describe mechanisms to restore any damage that may result due to its use by traffic and transport related to the construction of the SSI. The Report shall be submitted to the relevant council for review prior to the commencement of haulage. Following completion of construction, a subsequent Report shall be prepared to assess any damage to the road that may have resulted from the construction of the SSI. Measures undertaken to restore or reinstate roads affected by the SSI shall be undertaken in a timely manner, in accordance with the reasonable requirements of the relevant council, and at the full expense of the Applicant. Note: • Nothing in this condition restricts the Applicant commencing adjustments and minor upgrades to the existing road network to cater for construction traffic and installation of temporary project signage prior to the commencement of construction.	In accordance with RMS Specification G10, each contractor is required to undertake this survey prior to commencing works on the site. All road dilapidation surveys for the local roads around Section 1 & the Pacific Highway [in the area of Section 1] have been completed. The road dilapidation report for Section 2 has been completed by CMC and forwarded to RMS and Council.	Closed for Stage 1. Stage 2 Open. To be closed when all requirements of this approval have been fulfilled.
D20 (a)-(d)	The Applicant shall prepare and implement an Urban Design and Landscape Plan prior to the commencement of permanent built works and/or landscaping, unless otherwise agreed by the Secretary, to present an integrated landscape and design for the SSI. The Plan shall be prepared in accordance with the Roads and Maritime Services urban design and visual guidelines, the design principles outlined in the EIS, and the revegetation principles outlined in the EIS Working Paper—Biodiversity. The Plan shall be prepared by an appropriately qualified expert in consultation with the relevant council and community, to the satisfaction of the Secretary. The Plan shall include, but not necessarily be limited to: (a) identification of design principles and standards based on: (i) local environmental values, (ii) heritage values; (iii) urban design context; (iv) sustainable design and maintenance; (v) community amenity and privacy; (vi) relevant design standards and guidelines; and (vii) the urban design objectives outlined in Section 4.2 of the EIS Working Paper—Urban Design Landscape Character and Visual Impact; (b) the location of existing vegetation and proposed landscaping (including use of indigenous and endemic species where possible). Details of species to be replanted/revegetated shall be provided, including their appropriateness to the area and habitat for threatened species; (c) a description of locations along the corridor directly or indirectly impacted by the construction of the SSI (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; (d) take into account appropriate roadside plantings and landscaping in the vicinity of heritage items and ensure no additional heritage impacts;	For sections 1 & 2, an Urban Design and Landscape Plan that addresses this condition has been submitted and approved by the Department of Planning & Environment on the **8/5/15.** Innovations in regards to capture of 50 mm of A 1 horizon topsoil to the side of the works and storage of A 2 horizon topsoil beside the larger mulch stockpiles for later remixing and reuse has been developed on the project in consultation with RMS and the Contractor. This innovation has been well received by RMS and agencies.	Open To be closed following opening of the entire Project in 2020/21
D20 (e)-(k)	(e) a description of disturbed areas (including borrow sites) and details of the strategies to progressively rehabilitate, regenerate and/or revegetate these areas, including clear objectives and timeframes for rehabilitation works, procedures for monitoring success of regeneration or revegetation, and corrective actions should regeneration or revegetation not conform to the objectives adopted; (f) 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, materials and signs; (g) an assessment of the visual screening effects of existing vegetation and the proposed landscaping and built elements. Where properties have been identified as likely to experience high visual impact as a result of the SSI and high residual impacts are likely to remain, the Applicant shall, in consultation with affected landowners, identify opportunities for providing at-property landscaping to further screen views of the SSI. Where agreed with the landowner, these measures shall be implemented during the construction of the SSI; (h) graphics such as sections, perspective views and sketches for key elements of the SSI, including, but not limited to built elements of the SSI; (i) strategies for progressive landscaping and other environmental controls such as erosion and sedimentation controls, drainage and noise mitigation; (j) 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; and (k) evidence of consultation with the relevant council and community on the proposed urban design and landscape measures prior to its finalisation. The Plan may be submitted in stages to suit the staged construction program of the SSI.	For sections 1 & 2, An Urban Design and Landscape Plan that addresses this condition has been submitted and approved by the Department of Planning & Environment on the **8/5/15**	Open To be closed following opening of the entire Project in 2020/21

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
D21	The Applicant shall prepare and implement an Ancillary Facilities Management Plan to detail the management of ancillary facilities associated with the SSI. The Plan shall be prepared in consultation with the EPA, OEH, DPI (Fisheries), DoE, and the relevant council, and to the satisfaction of the Environmental Representative, and shall include, but not necessarily be limited to: (a) a description of the ancillary facility (including a site layout plan), its components and details of the existing environment on and in the vicinity of the site; (b) details of the activities to be carried out at the facility, including the hours of operation, staging of operation and predicted date of commissioning; (c) a description of the plant, equipment and materials to be used and/or stored on the site, including dangerous and hazardous goods; (d) details of the light and heavy construction vehicle movements to and from each facility, including site access and route(s) to be used during the establishment and operation of the facility, and an assessment of potential construction traffic impacts on the local road network and access tracks; (e) a summary of the potential environmental impacts associated with the construction and operation of the facility; (f) demonstrate compliance with the locational and environmental criteria in condition B73(a)—B73(n); (g) details of the mitigation, monitoring and management procedures specific to the facility that would be implemented to minimise environmental and amenity impacts or, where this is not possible, feasible and reasonable measures to offset these impacts; (h) a description of how the management and mitigation measures set out in the documents listed in condition A2 will be implemented on the site, and if not, justification for such decisions particularly on those sites assessed as having a high risk of flood impacts; (i) an assessment of alternative site layouts where either noise management levels are predicted to be exceeded and acoustic treatment of residences is not proposed, or where such treatment is proposed (consequent to the operational impacts of the SSI) but will not be provided prior to establishment of an ancillary facility; (j) a cumulative noise impact statement for the ancillary facility addressing the worst-case cumulative noise impacts resulting from the concurrent operation of the site (including construction traffic movements to and from the site), nearby construction works within the SSI corridor and any other nearby construction activities associated with other road upgrade projects; (k) identification of the timing for the completion of activities at the facility and how the site will be decommissioned (including any necessary rehabilitation); and (l) mechanisms for the monitoring, review and amendment of this plan. The plan shall be approved by the Environmental Representative prior to the establishment of the ancillary facilities described therein. In considering the approval of the plan, the Environmental Representative shall take into account the Applicant's response to public authority and council comments on the plan. The Applicant may prepare a separate plan for the facility or include multiple sites within a single or multiple management plans.	An Ancillary Facilities Management Plan that addresses this condition has been prepared for each package of works under Stage 1. These documents have been prepared in consultation with EPA, OEH, DPI (Fisheries), DoE, and the relevant council, and to the satisfaction of the Environmental Representative The overarching Ancillary MP for Sections 1 & 2 were approved by the ER , with each subsequent ancillary facility comprising a separate sub plan to the overarching approved document with approval attained from the ER.	Open To be closed following opening of the entire Project in 2020/21
D22	The Applicant shall prepare and implement a Borrow Sites Management Plan, to manage the construction, operation and rehabilitation of the borrow sites used to source construction material for the SSI, prior to the commencement of construction at the borrow sites, or as otherwise agreed by the Secretary. The Plan shall be prepared in consultation with the EPA, OEH and DPI (Fisheries) and to the satisfaction of the Secretary, and shall include, but not necessarily be limited to: (a) details of construction/extraction methods and activities carried out at the borrow site; (b) management and mitigation measures to be used to minimise surface and groundwater impacts, Aboriginal and non-Aboriginal heritage, air quality, noise and vibration, biodiversity and visual impacts; (c) consultation with sensitive receivers; and (d) details of the rehabilitation of the borrow site, including future landform and use of the borrow site, landscaping and revegetation, and measures that would be implemented to minimise or manage the ongoing environmental effects of the site. The Plan shall demonstrate that the construction and operation of the Lang Hill borrow site has no adverse impact on the known Oxleyan Pygmy Perch habitat waterway.	Stage 2	Open To be closed following opening of the entire Project in 2020/21
D23	Prior to the commencement of construction of the SSI, or as otherwise agreed by the Secretary, the Applicant shall nominate for the approval of the Secretary a suitably qualified and experienced Environmental Representative(s) that is independent of the design and construction personnel. The Applicant shall employ the Environmental Representative(s) for the duration of construction, or as otherwise agreed by the Secretary. The Environment Representative(s) shall: (a) be the principal point of advice in relation to the environmental performance of the SSI; (b) monitor the implementation of environmental management plans and monitoring programs required under this approval and advise the Applicant upon the achievement of these plans/programs; (c) have responsibility for considering and advising the Applicant on matters specified in the conditions of this approval, and other licences and approvals related to the environmental performance and impacts of the SSI; (d) ensure that environmental auditing is undertaken in accordance with the Applicant's Environmental Management System(s); (e) 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; (f) be given the authority to approve/reject Out of Hours Works in accordance with condition B17. These works shall be conducted in accordance with the Out of Hours Works Protocol (OOHW Protocol) required in accordance with condition D26(vi); (g) be given the authority to approve/reject ancillary facilities in accordance with conditions B73 and B74 and the Ancillary Facilities Management Plans under condition D21; (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; and (i) be consulted in responding to the community concerning the environmental performance of the SSI where the resolution of points of conflict between the Applicant and the community is required	Daniel Saunders from SMEC is the Environmental Representatives that has been appointed for Stage 1 W2B. Back up ER's have also been approved by the Department of Planning and Environment. Murray Curtis from Environmental Resource Management is the Environmental Representative approved by the Dept. of Planning and Environment for both Stage 1 and Stage 2 of the W2B Project	Open To be closed following opening of the entire Project in 2020/21
D24	The Environmental Representative shall prepare and submit to the Secretary a monthly report on the Environmental Representative's actions and decision on matters specified in condition D23 for the preceding month. The reports shall be submitted for the duration of construction of the SSI, unless otherwise agreed by the Secretary.	Noted. ER provides monthly reports to the Secretary.	Open To be closed following opening of the entire Project in 2020/21
D25 (a)-(c)	The Applicant shall prepare and implement (following approval) a Construction Environmental Management Plan for the SSI, prior to the commencement of construction, or as otherwise agreed by the Secretary. The Plan shall be prepared in consultation with the EPA, OEH, DPI (Fisheries), NOW and DoE and outline the environmental management practices and procedures that are to be followed during construction, and shall be prepared in consultation with the relevant government 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: (a) a description of activities to be undertaken during construction of the SSI (including staging and scheduling); (b) statutory and other obligations that the Applicant is required to fulfil during construction, including approvals, consultations and agreements required from authorities and other stakeholders under key legislation and policies; (c) a description of the roles and responsibilities for relevant employees involved in the construction of the SSI, 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;	Utilising the approved Template CEMP, a Construction Environmental Management Plan was prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction. The Section 1 CEMP was approved on the 15 May 2015 The Section 2 CEMP was approved on 4 June 2015.	Open To be closed following opening of the entire Project in 2020/21

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
D25 (d)	(d) an environmental risk analysis to identify the key environmental performance issues associated with the construction phase and details of how environmental performance would be managed and monitored 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 SSI). In particular, the following environmental performance issues shall be addressed in the Plan: (v) 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; (vi) measures to minimise hydrology impacts, including measures to stabilise bed and bank structures as required; (vii) measures for the handling, treatment and management of contaminated materials; (viii) 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 or dealing with green waste including timber and mulch from clearing activities; and measures for reducing demand on water resources (including potential for reuse of treated water from sediment control basins); (ix) 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 in a Stockpile Management Protocol. The Protocol shall include details of the locational criteria that would guide the placement of temporary stockpiles, and management measures that would be implemented to avoid/minimise amenity impacts to surrounding residents and environmental risks (including surrounding water courses). Stockpile sites that affect heritage, threatened species, populations or endangered ecological communities require the approval of the Secretary, in consultation with the EPA, OEH and DPI (Fisheries); (x) measures to monitor and manage hazard and risks including emergency management and management measures to address potential risks to the Woodburn borefield drinking water catchment. These measures shall be developed in consultation with Rous Water; (xi) the issues identified in condition D26; (xii) details of community involvement and complaints handling procedures during construction, consistent with the requirement of conditions C1 to C4; (xiii) details of compliance and incident management consistent with the requirements of condition D27; and (xiv) procedures for the periodic review and update of the Construction Environmental Management Plan and Plans required under condition D26, as necessary (including where minor changes can be approved by the Environmental Representative). The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of construction, or as otherwise agreed by the Secretary. The Plan may be prepared in stages, however, construction works shall not commence until written approval of the relevant stage has been received from the Secretary. The approval of a Construction Environmental Management Plan does not relieve the Applicant of any requirement associated with this SSI approval. If there is an inconsistency with an approved Construction Environmental Management Plan and the conditions of this SSI approval, the requirements of this SSI approval shall prevail.	Utilising the approved Template CEMP, a Construction Environmental Management Plan was prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction. The Section 1 CEMP was approved on the 15 May 2015 The Section 2 CEMP was approved on 4 June 2015.	Open To be closed following opening of the entire Project in 2020/21
D26 (a)	As part of the Construction Environmental Management Plan for the SSI, the Applicant shall prepare and implement: (a) a Construction Noise and Vibration Management Plan to detail how construction noise and vibration impacts will be minimised and managed. The Plan shall be developed in consultation with the EPA and shall be consistent with the guidelines contained in the Interim Construction Noise Guidelines (DECC, 2009) and shall include, but not necessarily be limited to: (i) identification of sensitive receivers and relevant construction noise and vibration goals applicable to the SSI stipulated in this approval; (ii) details of construction activities and an indicative schedule for construction works; including the identification of key noise and/or vibration generating construction activities (based on representative construction scenarios, including at ancillary facilities) that have the potential to generate noise and/or vibration impacts on surrounding sensitive receivers, particularly residential areas; (iii) identification of feasible and reasonable measures proposed to be implemented to minimise and manage construction noise and vibration impacts (including construction traffic noise impacts); (iv) 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 exceedances of the criteria); and (v) a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would be conducted, the locations where monitoring would take place, how the results of this monitoring would be recorded and reported, and, if any exceedances is detected, how any non-compliance would be rectified; (vi) an out-of-hours work (OOHW) protocol for the assessment, management and approval of works outside of standard construction hours as defined in condition B15, including a risk assessment process under which the Environmental Representative may approve out-of-hour construction activities. The OOHW protocol shall detail standard assessment, mitigation and notification requirements for high and low risk out-of-hour works, consultation procedures with the EPA, the relevant council and affected landowners; (i) 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; (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 exceedances of relevant noise and vibration goals are detected; and (viii) mechanisms for the monitoring, review and amendment of this plan.	Utilising the approved Template CEMP, a Construction Environmental Management Plan was prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction. The Section 1 CEMP and associated Management Plans were approved on the 15 May 2015. The Section 2 CEMP and associated Management Plans were approved on 4 June 2015.	Open To be closed following opening of the entire Project in 2020/21
D26 (b)	(b) a Construction Traffic and Access Management Plan to manage construction traffic and access impacts of the SSI. The Plan shall be developed in consultation with the relevant council and shall include, but not necessarily be limited to: (i) identification of construction traffic routes and construction traffic volumes (including heavy vehicle/spoil haulage) on these routes; (ii) details of vehicle movements for construction sites and site compounds including parking, dedicated vehicle turning areas, and ingress and egress points; (iii) identification of construction impacts that could result in disruption of traffic, public transport, pedestrian and cycle access, property access, including details of oversize load movements; (iv) details of management measures to minimise traffic impacts, including temporary road work traffic control measures, onsite vehicle queuing and parking areas and management measures to minimise peak time congestion and measures to ensure safe pedestrian and cycle access; (v) details of measures to manage traffic movements, parking, loading and unloading at ancillary facilities during out-of-hours work; (vi) a response plan which sets out a proposed response to any traffic, construction or other incident; and (vii) mechanisms for the monitoring, review and amendment of this plan.	Utilising the approved Template CEMP, a Construction Environmental Management Plan was prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction. The Section 1 CEMP was approved on the 15 May 2015 The Section 2 CEMP was approved on 4 June 2015.	Open To be closed following opening of the entire Project in 2020/21

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
D26 (d)	(d) a Construction Heritage Management Plan to detail how construction impacts on Aboriginal and non-Aboriginal heritage will be minimised and managed. The Plan shall be developed in consultation with the OEH, the NSW Heritage Council (for non-Aboriginal heritage) and Registered Aboriginal Parties (for Aboriginal heritage), and include, but not necessarily be limited to: (i) in relation to Aboriginal Heritage: (A) details of further investigation and identification of Aboriginal cultural heritage sites within the SSI boundary; (B) details of management measures to be carried out in relation to Aboriginal heritage, including a detailed methodology and strategies for protection, monitoring, salvage, and conservation, of sites and items associated with the SSI; (C) 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 Department of Planning and Environment, OEH and Registered Aboriginal Parties and assessment of the consistency of any new Aboriginal heritage impacts against the approved impacts of the SSI, and registering of the new site in the OEH's Aboriginal Heritage Information Management System (AHIMS) register; (D) procedures for dealing with human remains, including cessation of works in the vicinity and notification of Department of Planning and Environment, NSW Police Force, OEH and Registered Aboriginal Parties and not recommencing any works in the area unless authorised by the OEH and/or the NSW Police Force; (E) heritage training and induction processes for construction personnel (including procedures for keeping records of inductions) and obligations under the conditions of this approval including site identification, protection and conservation of Aboriginal cultural heritage; and (F) procedures for ongoing Aboriginal consultation and involvement for the duration of the SSI; and (ii) in relation to non-Aboriginal Heritage: (A) identification of heritage Items directly and indirectly affected by the SSI; (B) details of management measures to be implemented to prevent and minimise impacts on heritage items (including further heritage investigations, archival recordings and/or measures to protect unaffected sites during construction works in the vicinity); (C) details of monitoring and reporting requirements for impacts on heritage items; (D) procedures for dealing with previously unidentified heritage 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 OEH, NSW Heritage Council and Department of Planning and Environment, and assessment of the consistency of any new heritage impacts against the approved impacts of the SSI; and (E) heritage training and induction processes for construction personnel (including procedures for keeping records of inductions and obligations under this approval including site identification, protection and conservation of non-Aboriginal cultural heritage; and (iii) mechanisms for the monitoring, review and amendment of this plan.	Utilising the approved Template CEMP, a Construction Environmental Management Plan was prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction. The Section 1 CEMP was approved on the 15 May 2015 The Section 2 CEMP was approved on 4 June 2015.	Open To be closed following opening of the entire Project in 2020/21
D26 (e)	(e) a Construction Flora and Fauna Management Plan to detail how construction impacts on ecology will be minimised and managed. The Plan shall be prepared by a suitably qualified and experienced ecologist and developed in consultation with the OEH, DPI (Fisheries) and DoE, and shall include, but not necessarily be limited to: (i) details of pre-construction surveys undertaken by a suitably qualified and experienced ecologist to verify the SSI footprint based on detailed design; (ii) plans for impacted and adjoining areas showing vegetation communities; important flora and fauna habitat areas; locations where threatened species, populations or ecological communities have been recorded; including pre-clearing surveys to confirm the location of threatened flora and fauna species and associated habitat features; (iii) the identification of areas to be cleared and details of management measures (such as fencing, clearing procedures, removal and relocation of fauna during clearing, habitat tree management and construction worker education) to avoid any residual habitat damage or loss and to minimise or eliminate time lags between the removal and subsequent replacement of habitat; (iv) a protocol for the removal and relocation of fauna during clearing, including provision for engagement of a suitably qualified and experienced ecologist to identify locations where they would be present; to oversee clearing activities and facilitate fauna rescue and re-location; and consideration of timing of vegetation clearing with consideration to the avoidance of clearing native vegetation during the breeding/nesting periods of threatened species, where feasible and reasonable; (v) details of general work practices and mitigation measures to be implemented during construction and operation to minimise impacts on native fauna and native vegetation (particularly threatened species and their habitats and EEC) not proposed to be cleared as part of the SSI, including, but not necessarily limited to: fencing of sensitive areas; 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 Phytophthora cinnamomi and myrtle rust (Puccinia psidii s.l.); erosion and sediment control, including measures to at least maintain habitat values downstream; and progressive re-vegetation; (vi) rehabilitation details, including identification of flora species and sources, and measures for the management and maintenance of rehabilitated areas; (vii) weed management measures focusing on early identification, suppression and control of invasive weeds and effective management controls; (viii) a protocol for managing aquatic and terrestrial pest animal/invasive species and plant species, and pathogens; (ix) consideration of the Threatened Species Management Plans; (x) a description of how the effectiveness of these management measures would be monitored and linked to the monitoring undertaken as part of the Threatened Species Management Plans; (xi) a procedure for dealing with unexpected EEC/threatened species identified during construction, including cessation of work and notification of the OEH, DPI (Fisheries) and DoE, determination of appropriate mitigation measures in consultation with these agencies (including relevant re-location measures) and updating of ecological monitoring and/or biodiversity offset requirements; and (xii) mechanisms for the monitoring, review and amendment of this plan.	Utilising the approved Template CEMP, a Construction Environmental Management Plan was prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction. The Section 1 CEMP was approved on the 15 May 2015 The Section 2 CEMP was approved on 4 June 2015.	Open To be closed following opening of the entire Project in 2020/21
D27	The Applicant shall prepare and implement a Compliance Tracking Program, to track compliance with the requirements of this approval, prior to the commencement of construction and operate from the date of its approval to a minimum of one year following commencement of operation, or as otherwise agreed by the Secretary. The Program shall be prepared for the approval of the Secretary, and include, but not necessarily be limited to: (a) provisions for the notification of the Secretary prior to the commencement of construction and prior to the commencement of operation of the SSI (including prior to each stage, where works are being staged); (b) provisions for periodic review of the compliance status of the SSI against the requirements of this approval; (c) provisions for periodic reporting of compliance status to the Secretary, including a Pre-Construction Compliance Report, prior to the commencement of construction, and a Pre-Operation Compliance Report prior to the commencement of operation. These reports may be staged to suit the staged construction/operation of the SSI; (d) a program for independent environmental auditing in accordance with ISO 19011:2003 - Guidelines for Quality and/or Environmental Management Systems Auditing; (e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents; (f) provisions for reporting environmental incidents to the Secretary and relevant public authorities during construction; (g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and (h) provisions for ensuring all employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities.	The Compliance Tracking Program for Stage 1 was approved by the Department of Planning & Environment on the **7/5/15.** The provisions for periodic reporting have been achieved including a pre-construction compliance report and 6 monthly reports being provided to the Department of Planning and Environment in accordance with the approved Compliance Tracking Program. This compliance tracking spreadsheet forms the Pre-Operation Compliance Report prior to commencement of operation.	Closed for Stage 1 - this report forms the Pre-Operation Compliance Report prior to commencement of operation Sections 1 and 2 Stage 2 - Open To be closed following opening of the entire Project in 2020/21

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
D28	The Applicant shall undertake operational noise monitoring, to compare actual noise performance of the SSI against noise performance predicted in the review of noise mitigation measures required by condition D11, within 12 months of the commencement of operation of the SSI, or as otherwise agreed by the Secretary. The Applicant shall subsequently prepare an Operational Noise Compliance Report to document this monitoring. The Report shall include, but not necessarily be limited to: (a) noise monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under condition D11 and documents listed in condition A2; (b) a review of the operational noise levels in terms of criteria and noise goals established in the NSW Road Noise Policy 2011; (c) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which SSI noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers; (d) details of any complaints and enquiries received in relation to operational noise generated by the SSI between the date of commencement of operation and the date the report was prepared; (e) any required recalibrations of the noise model taking into consideration factors such as noise monitoring and actual traffic numbers and proportions; (f) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of feasible and reasonable mitigation measures; and (g) identification of additional feasible and reasonable measures to those identified in the review of noise mitigation measures required by condition D11, that would be implemented with the objective of meeting the criteria outlined in the NSW Road Noise Policy 2011, when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA. The Applicant shall provide the Secretary 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 Secretary. Note: • The audit may be staged to suit the staged operation of the SSI.	Noted for Sections 1 & 2 this will be undertaken with 12 months of Section 1 and Section 2 becoming fully operational ie within 12 months of opening both Section 1 and Section 2 to traffic at 110km/hrr	Open

Ministers Condition Of Approval	Requirement	Status / Reference	Closed (and date)
D29	Prior to the commencement of operation, the Applicant shall incorporate the SSI into existing environmental management systems administered by the Applicant and prepared in accordance with the AS/NZS ISO 14000 Environmental Management System series. If there is an inconsistency between the existing environmental management systems and the conditions of this SSI approval, the requirements of this SSI approval shall prevail.	Noted for Sections 1 & 2	To be closed following opening of the entire Project in 2020/21
D30	Within 12 months of the commencement of operation, and then as required by the Secretary, the Applicant shall commission and pay the full cost of an Independent Environmental Audit of the SSI. This audit shall: (a) be conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary; (b) include consultation with the relevant agencies; (c) assess the environmental performance of the SSI and assess whether it is complying with the requirements in this approval, and any other relevant approvals (including any assessment, plan or program required under these approvals); (d) review the adequacy of any approved strategy, plan or program required under the abovementioned approvals; and (e) recommend measures or actions to improve the environmental performance of the SSI, and/or any strategy, plan or program required under these approvals. Note: • This audit team shall be led by a suitably qualified auditor, and include experts in biodiversity, noise and vibration, hydrology and any other fields specified by the Secretary. • The audit may be staged to suit the staged operation of the SSI.	Noted for Sections 1 & 2 this will be undertaken with 12 months of Section 1 and Section 2 becoming fully operational ie within 12 months of opening both Section 1 and Section 2 to traffic at 110km/hr	Open
D31	Within 60 days of commissioning this audit, or as otherwise agreed by the Secretary, the Applicant shall submit a copy of the audit report to the Secretary and relevant public authorities, together with its response to any recommendations contained in the audit report.	Noted for Sections 1 and 2	Open

COMPLIANCE TRACKING - ENVIRONMENTAL MITIGATION MEASURES
Woolgoolga to Ballina SSI-4963

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-AH1	Aboriginal Cultural Heritage	Where artefact concentrations per square metre (over all depths) encountered are 50 per cent greater than previously encountered, additional salvage excavation using hand tools will be undertaken. If these artefact concentrations are encountered during machine excavation, then machine excavation will stop within 20 metres of the artefact concentrations. Up to, but no more than, an additional six square metres will be excavated in this situation at that site, unless rare features are encountered, in which case discussions with the registered Aboriginal stakeholders and NSW Office of Environment and Heritage will be undertaken to agree on a suitable approach.	The methodologies proposed by RPS Group and Navin Officer Heritage Consultants incorporated actions to take if substantially rich deposits of artefacts are located. These actions go over and above the requirements of this Management Measure.	Closed
SPIR-AH2	Aboriginal Cultural Heritage	For areas avoided by construction, exclusion zones will be put in place. These will be fenced with high visibility construction webbing or other similar fencing and have a 'Do Not Enter' sign. Exclusion zones will be marked on construction plans and be maintained until construction is completed. A representative of the Local Aboriginal Land Council will be present during establishment of the fencing.	Aboriginal Site Officers are present during the initial installation of the fencing but as agreed with the Lead Archaeologists RMS will send in surveyors to locate the fence more accurately on the project boundary.	Open To be closed following opening of the entire Project in 2020/21
SPIR-AH3	Aboriginal Cultural Heritage	If any part of the project (such as an ancillary facility) is located in an area which has not been subject to Aboriginal heritage field survey and assessment, an assessment will be undertaken before that part of the project proceeds.	Due diligence assessments are undertaken for all works that are proposed outside the SSI project boundary prior to such works being undertaken. The due diligence assessment informs the level of assessment that is required in each proposed area.	Open To be closed following opening of the entire Project in 2020/21
SPIR-AH4	Aboriginal Cultural Heritage	Salvage excavation and systematic collection of previously recorded artefacts that will be impacted by the project, along with any other impacted sites that are identified prior to or during construction, are to be undertaken by qualified archaeologists in conjunction with the registered Aboriginal stakeholders: The location of excavations will be within the area of the site to be impacted, and be decided upon in the field by a qualified archaeologist and registered Aboriginal stakeholders. If any datable material is located, a minimum of two samples (per archaeological site) will be subject to radiocarbon, standard or accelerated mass spectrometry dating. For all salvaged material, suitable storage will be agreed upon with the registered Aboriginal stakeholders prior to commencing salvage in those areas.	The methodologies proposed by RPS Group and Navin Officer Heritage Consultants go over and above the requirements of this Management Measure.	Closed
SPIR-AH5	Aboriginal Cultural Heritage	Heritage evidence collected will be curated in an appropriate manner, as determined in consultation with the registered Aboriginal stakeholders and the NSW Office of Environment and Heritage and in accordance with the National Parks and Wildlife Act 1974, details of the material's nature and context will also be provided.	This will be carried out during the analysis phase.	Open To be closed following opening of the entire Project in 2020/21
SPIR-AH6	Aboriginal Cultural Heritage	A detailed technical report documenting the results of the salvage excavations and the archaeological material analysis will be prepared. A summary report (to be made public) will be developed to accompany the technical report.	This will be carried out after the analysis phase.	Open To be closed following opening of the entire Project in 2020/21
SPIR-AH7	Aboriginal Cultural Heritage	Site records will be lodged with NSW Office of Environment and Heritage for any previously unrecorded evidence that is identified and for any evidence that is salvaged.	This will be carried out on an on-going basis on the discovery of previously unrecorded Aboriginal Heritage evidence.	Open To be closed following opening of the entire Project in 2020/21
SPIR-AH8	Aboriginal Cultural Heritage	Aboriginal Site Impact Recording (ASIR) forms will be lodged with the Aboriginal Heritage Information Management Systems (AHIMS) Register within three months of sites being impacted.	All sites on Stage 1 have been cleared of heritage constraint by Archaeologists and Aboriginal Stakeholders.	Closed prior to commencement of construction at Stage 1.
SPIR-AH9	Aboriginal Cultural Heritage	An unexpected finds (including human skeletal remains) procedure will be developed in accordance with Roads and Maritime' Standard Management Procedures: Unexpected Archaeological Finds 2012.	The methodologies proposed by RPS Group and Navin Officer Heritage Consultants go over and above the requirements of this Management Measure for pre-construction works. This measure will be active during construction.	Closed included in approved Construction Heritage Management Plan - approved 15/5/15 Section 1 and 4/6/15 Section 2
SPIR-AH10	Aboriginal Cultural Heritage	Aboriginal focus group consultation (through letters or meetings); will occur at least once every six months, prior to and during construction (unless management actions have been completed).	AFG meetings are being held every six months.	Open To be closed following opening of the entire Project in 2020/21
SPIR-AH11	Aboriginal Cultural Heritage	Aboriginal culture awareness training for all relevant staff and contractors will occur prior to commencing work on-site. This could include information about the Aboriginal culture and history of the locality, the location of sites and items that require protection and movement corridors within the project boundary, heritage management measures and protocols, and legal obligations. This training will be developed in consultation with suitably trained personnel from local Aboriginal organisations represented by the relevant registered stakeholders for that area.	Heritage awareness training is included in Project Induction, capturing all project workforce	Open To be closed following opening of the entire Project in 2020/21
SPIR-AH12	Aboriginal Cultural Heritage	An Aboriginal heritage interpretation strategy will be prepared as part of the Aboriginal heritage management plan. Measures will include opportunities for promoting salvage and investigation, the recovery of information, permanent installations and ways of marking the presence of Aboriginal people in the landscape, including, signage, interpretation products such as written materials, and through place naming.	Being prepared by Roads and Maritime Environment Branch, however still in development	Open
SPIR-AH13	Aboriginal Cultural Heritage	Compliance auditing of the cultural heritage management measures will be undertaken as part of the environmental management audit regime.	Audits undertaken by RMS 23 September 2015, 15 March 2016, 22/23 September 2016 and 20/21 March 2017; and CMC 22 October 2015 and 6 September 2016, with no corrective action requests raised.	Open for Stage 2
SPIR-AH14d	Aboriginal Cultural Heritage	Ancillary facility - Section 2, Site 1b (at Lemon Tree Road 1 (13-4-0180): • An exclusion zone will be established around this Aboriginal site as per management measure AH2.	Ancillary Facility not utilised.	Closed

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-AH14e	Aboriginal Cultural Heritage	Ancillary facility - Section 2, Site 3 (at Kungala Road 1 (13-4-0181)): • Sub-surface test excavation will be undertaken prior to construction, conducted in accordance with the methodology used in the working paper, and occur several months before any ground disturbance at this location. Further recommendations for the Aboriginal archaeological site will then be made in consultation with the registered Aboriginal stakeholders, including potentially establishing a care agreement will be necessary to enable this. • Any portions of the Aboriginal archaeological site that are not to be impacted will be protected by exclusion zones as per management measure AH2.	Ancillary Facility not utilised.	Closed
SPIR-AH14f	Aboriginal Cultural Heritage	Ancillary facility - Section 2, Site 4 (at Wells Crossing Artefacts 1 (13-4-0183): • If this Aboriginal archaeological site is to be impacted, salvage excavation of the portion of the Aboriginal archaeological site to be impacted will be undertaken as detailed in the Ancillary facility and design change CHAR (Appendix D of the Submissions/ Preferred Infrastructure Report) and in consultation with RAPs.	Ancillary Facility not utilised.	Closed
SPIR-AQ1	Air Quality	An air quality management plan will be prepared and implemented by the contractor during construction to mitigate dust. The air quality management plan will address all aspects of construction including spoil handling, machinery operating procedures, soft soil treatments, stockpile management, traffic management, haulage, dust suppression and monitoring. The following dust mitigation measures will be used on-site and included as part of the management plan: • Covering materials transported to and from construction sites. • Covering or spraying water on stockpiles of soil or other potential dust generating materials, particularly during dry or windy conditions. • Temporarily seed and stabilise temporary stockpiles that are planned to be in place for long periods. • Imposing speed limits for vehicles and equipment travelling on unsealed surfaces. • Minimising the extent of disturbed areas as far as practicable. This will be achieved by staging the works to minimise the number of disturbed areas at any one time. • Progressively rehabilitating disturbed areas as soon as practicable. • Suppressing dust on unsealed surfaces, temporary roadways, stockpiles and other exposed areas using water trucks, hand held hoses, temporary vegetation and other practices. • Modifying or stopping dust generating activities during very windy conditions. • Installing wheel wash facilities at appropriate locations to reduce tracking of mud and soil off-site. • Monitoring air quality, both visually, using instrumentation and/or depositional dust gauges, near representative sensitive receptors to verify the effectiveness of controls. • Amend controls where necessary to minimise any impacts identified through monitoring, consider the use of mitigation measures (such as covers) where dust is impacting water tanks or other drinking water sources, and cannot be controlled at the dust source.	The Section 1 CEMP and associated Management Plans were approved on the 15 May 2015. The Section 2 CEMP and associated Management Plans were approved on the 4 June 2015. Plans implemented during all of construction.	Open for Stage 2
SPIR-B1	Biodiversity	The Ecological Monitoring Program (Appendix K of the PIR) will be finalised in consultation with relevant State and Commonwealth agencies and incorporate any specific conditions of approval and feedback from the expert review.	No Ecological Monitoring Program Required	Closed
SPIR-B2	Biodiversity	The Connectivity Strategy will be further developed during detailed design, in consultation with relevant State and Commonwealth agencies, building upon the Connectivity Strategy in Appendix A of the Working paper – Biodiversity and the Supplementary Biodiversity Assessment in Appendix J of the Submissions / Preferred Infrastructure Report.	The Connectivity Strategy for Sections 1 and 2 was approved by the Department of Planning & Environment on the 11/5/15. This document is part of the CEMP FFMP.	Closed 11 May 2015
SPIR-B3	Biodiversity	All fauna connectivity structures will be developed in accordance with the design principles outlined in the Connectivity Strategy in Appendix A of the Working paper – Biodiversity and the Supplementary Biodiversity Assessment in Appendix J of the Submissions / Preferred Infrastructure Report.	Completed as required in accordance with the approved Connectivity Strategy	Closed 11 May 2015
SPIR-B5	Biodiversity	Fauna exclusion fencing locations and design will be further developed in accordance with the design principles outlined in the Connectivity Strategy in Appendix A of the Working paper – Biodiversity.	Ongoing review and assessment of final treatment to ensure outcomes are in accordance with the approved Connectivity Strategy	Closed - achieved via agency review of detailed design and inspection during monthly Environmental Review Group meetings throughout construction
SPIR-B7	Biodiversity	Tree height surveys will be conducted at proposed arboreal crossing zones to determine the most appropriate location to place rope or pole structures. Where feasible, the design will place arboreal crossing zones where average tree heights exceed 20 metres, and/ or taller trees are able to be safely retained close to the road edge.	Completed for Sections 1 & 2 at widened median locations. Rope bridge within Section 2 was relocated slightly in consultation wit the EPA to provide for a better connectivity outcome.	Closed
SPIR-B8	Biodiversity	The design and construction of fauna exclusion fencing, drainage or fauna underpass structures in widened medians minimise vegetation clearing.	Ongoing review and assessment of final treatment to ensure outcomes are in accordance with the approved Connectivity Strategy	Closed - incorporated into approved clearing limits prior to commencement of
SPIR-B9	Biodiversity	Where feasible and reasonable, native vegetation forming part of the identified widened medians will not be disturbed for any ancillary construction purpose including access tracks, stockpiles, materials lay down and ancillary facilities.	There has not been any disturbance of widened median vegetation.	Closed
SPIR-B10	Biodiversity	A Flora and Fauna Management Plan will be prepared in accordance with Roads and Maritime Biodiversity Guidelines – Protecting and managing biodiversity on RTA projects (RTA, 2011a).	The Section 1 CEMP and associated Management Plans were approved on the 15 May 2015. The Section 2 CEMP and associated Management Plans were approved on the 4 June 2015.	Closed

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-B11	Biodiversity	The threatened species management plans prepared for the project will be finalised, as relevant to the element of the project to be constructed. Development of the plans will include responding, where feasible and reasonable to: • Recommendations from expert review undertaken as part of the Submissions / Preferred Infrastructure Report (and detailed in section 1.4 of the management plans). • Any conditions of approval. • Results from baseline monitoring undertaken. The threatened species management plans will be finalised in consultation with the relevant State and Federal government agencies.	The Threatened Flora Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **5/5/15.** The Threatened Mammal Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **12/5/15.** The Threatened Frog Management Plan was approved by the Department of Planning & Environment on the **7/5/15.** The Threatened Glider Management Plan was approved by the Department of Planning & Environment on the **5/5/15.** The Threatened Bat Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **29/9/14.** The Koala Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **11/5/15.**These documents are part of the FFMP.	Closed
SPIR-B12	Biodiversity	A landscape management plan will be developed to provide specific details for the re-establishment of native vegetation on batters, cut faces, surrounding sediment basins and other areas disturbed during construction. This includes details for the appropriate removal and restoration of temporary creek crossings. The landscape management plan will be developed in line with Roads and Maritime Biodiversity Guidelines (RTA, 2011a), the design principles identified in the Connectivity Strategy and the design principles in Working paper – Urban design, landscape character and visual impact.	The Urban Design Landscape Plan was approved by the Department of Planning & Environment on the **8/5/15**	Closed
SPIR-B13	Biodiversity	Disturbance and clearing of vegetation will be minimised, particularly: • Avoiding and minimising vegetation removal wherever possible through the detailed design process. • Placing water quality basins in the optimal location for treating surface runoff. During detailed design, the location of water quality treatment measures will consider minimising vegetation removal, particularly where there is the potential for threatened plant species, threatened fauna habitat or in identified regional wildlife corridors.	Design and clearing limits were focused on minimising clearing wherever possible during detailed design. The contractor minimised clearing during construction clearing to ensure compliance with the approved clearing quantities as per MCoA B1. Section 2 has achieved vegetation savings include riparian zones at Halfway Creek and Wells Crossing including savings to EEC and threatened species.	Open To be closed following opening of the entire Project in 2020/21
SPIR-B14	Biodiversity	In stream structures such as bridges and culverts will be designed and managed to minimise any potential impact to flow regimes and fish passage, in accordance with Fairfull and Witheridge (2003).	This has been completed utilising input from DPI / EPA	Closed - incorporated into approved detailed design
SPIR-B17	Biodiversity	Each permanent waterway crossing is to be designed to ensure no physical, hydraulic and behavioural barriers to aquatic fauna movements. Impacts be minimised by ensuring that: • The natural stream flow and velocity are maintained as closely as possible. • Surface level of any causeway is the same or lower than the natural stream bed to reduce interference with flow. • Habitat within a culvert is as natural as possible (eg allow rock and bed materials to infill the culvert base). • There is the maximum light penetration. • Fauna and fish passage standards are maintained, as detailed in the Connectivity Strategy, including minimum design widths, including for natural banks, while also providing for scour protection and cut and fill batters. • Bridges will be designed and sized to ensure peak flood velocities are not increased by more than one metre per second than the existing flood event, where Oxleyan Pygmy Perch have been confirmed.	This has been completed utilising input from DPI / EPA	Closed - incorporated into approved detailed design
SPIR-B18	Biodiversity	Bridge structures will be designed to minimise impacts to flow regimes and fish passage. Where feasible and reasonable the following principles will apply: • Bridge piers to be located outside the main channel. • Bridge structures to be designed to prevent an increase of backup of water during times of flood that will enable Plague Minnow to access waterbodies where they are currently not found (eg Broadwater National Park). • Construction not alter or reduce flow where there are existing or potential Oxleyan Pygmy Perch populations (primarily within Sections 7, 8 and 9).	For Sections 1 & 2, bridge structure design has been completed in accordance with these principals	Closed - incorporated into approved detailed design
SPIR-B19	Biodiversity	Where temporary access tracks are required over drainage lines with no flow, fords may be installed.	Waterway crossings have been installed in accordance with Blue Book and Progressive Erosion and Sediment Control Plan approved by project soil conservationist. Crossings have been inspected during monthly ERG inspections. No further temporary crossing remain for Stage 1.	Closed for Stage 1.
SPIR-B20	Biodiversity	Where possible, existing crossings will be used. Where this is not feasible or reasonable, the temporary crossings will be designed to minimise impacts on the existing aquatic ecology and water quality.	Waterway crossings have been installed in accordance with Blue Book and Progressive Erosion and Sediment Control Plan approved by project soil conservationist. Crossings have been inspected during monthly ERG inspections.	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B21	Biodiversity	Temporary waterway access track mitigation measures include: • Installation and subsequent decommissioning of temporary crossings will be undertaken outside of Oxleyan Pygmy Perch spawning seasons (October to December), where Oxleyan Pygmy Perch have been confirmed. • Temporary crossings will be constructed from clean fill using pipe or box culvert cells to carry flows. • All temporary works (eg crossings, flow diversion barriers) will be removed as soon as practicable and in a way that does not promote future channel erosion. • The preferred temporary structure for crossing waterways will be consistent with Witheridge (2002). • Scour protection works will be established at temporary crossings as required. • At the completion of construction, the temporary crossings will be removed and rehabilitated.	Temporary Crossings Designed in consultation with ERG, including these provisions	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-B22	Biodiversity	Fish that become stranded due to temporary access crossings or construction of temporary or permanent creek diversions must be captured and translocated following the Department of Primary Industries Fisheries Guidelines – A Guide to Acceptable Procedures and Practices for Aquaculture and Fisheries Research.	No blockages to fish passage have occurred due to temporary access crossings.	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B23	Biodiversity	The pre-clearing process will be consistent with Roads and Maritime Biodiversity Guidelines: Protecting and Managing Biodiversity on RTA projects (RTA, 2011a) and include: • Pre-clearing surveys by an experienced ecologist for large bird nests, particularly for listed species such as the Black-necked Stork, Eastern Osprey, Square-tailed Kite and Little Eagle during the nesting and breeding season (July to December) and tree roosting (eg Southern Myotis)or cave dwelling bats in trees or existing culvert/bridge structures. If the species is present in or directly adjacent to the project footprint (including ancillary facilities), measures to manage any species be considered, if required. • Mapping the location of any threatened flora and/or fauna species, Threatened Ecological Communities and habitat. • Construction traffic will be restricted to defined access tracks, fenced prior to the start of construction and maintained until construction is complete.	Implemented in accordance with the approved Construction Flora and Fauna Management Plan	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B24	Biodiversity	The location of exclusion zones will be identified, with temporary fencing or flagging tape to indicate the limits of clearing (in accordance with the Roads and Maritime Biodiversity Guidelines (RTA, 2011a)). Permanent fauna exclusion fencing for the project (as described in the Connectivity Strategy), where reasonable and feasible, will be installed prior to clearing and can function as exclusion fencing.	Implemented in accordance with approved Construction Flora and Fauna Management Plan	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B25	Biodiversity	A staged habitat removal process will be implemented consistent with the Roads and Maritime Biodiversity Guidelines (RTA, 2011a).	Implemented in accordance with approved Construction Flora and Fauna Management Plan	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire
SPIR-B26	Biodiversity	Woody debris and bushrock will be re-used on site for habitat improvement where possible and will be detailed in the landscape management plan in accordance with the Roads and Maritime Biodiversity Guidelines (RTA, 2011a).	Implemented in accordance with approved Construction Flora and Fauna Management Plan	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B27	Biodiversity	A weed management plan will be developed as part of the CEMP, in accordance with the Roads and Maritime Biodiversity Guidelines (RTA, 2011a) and the Introductory Weed Management Manual (Richards, 2004).	Included as Appendix in approved Construction Flora and Fauna Management Plan	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B29	Biodiversity	Measures to prevent the introduction and/or spread of pests and disease causing agents such as bacteria and fungi will be incorporated into the CEMP, in accordance with the Roads and Maritime Biodiversity Guidelines (RTA, 2011a).	Included as Appendix in approved Construction Flora and Fauna Management Plan	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B30	Biodiversity	If pathogens are identified on site: • Testing may be required to confirm the presence of pathogens. • Advice from government departments will be sought on practical hygiene management measures. • Fenced exclusion zones will be identified to restrict access into contaminated areas.	Included as Appendix in approved Construction Flora and Fauna Management Plan	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B31	Biodiversity	Nest boxes be installed as per Roads and Maritime Biodiversity Guidelines (RTA, 2011a) and a nest box strategy developed as part of the CEMP, detailing: • The number and type of nest boxes required based on the number, quality and size of the hollows that be removed. • Specifications for nest box dimensions, installation requirements, locations of nest boxes and ongoing monitoring and maintenance. • Installation timeframes, including the installation of 70 % of nest boxes prior to the removal of any vegetation in the vicinity of the hollows.	The Nest Box Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the **17/2/15.**	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B32	Biodiversity	To prevent injury and mortality of fauna during the clearing of vegetation and drainage of farm dams, an experienced and licensed wildlife carer and/or ecologist will be present to capture and relocate fauna where required. Further details regarding fauna handling and vegetation clearing procedures are provided in the Roads and Maritime Biodiversity Guidelines (RTA, 2011a).	Ecosure engaged to undertake aquatic salvage at Section 2. Reports prepared and forwarded to DPI(Fisheries). DPI(Fisheries) confirmed satisfaction with process and advised salvage process and report was of high quality.	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B33	Biodiversity	Prior to any disturbance of waterway banks, a thorough inspection by a qualified ecologist will be undertaken for aquatic fauna such as turtle nests.	Ecologist pre-inspection undertaken in accordance with approved CFFMP. Platypus have been identified in Halfway Creek, with a Species Management Plan for Platypus developed including detailed habitat assessment. This Platypus Management Plan was forwarded to ERG prior to December 2016 ERG meeting and reviewed at the meeting. Controls were specifically developed to mitigate and manage risks to platypus for the required demolition of the redundant Pacific Highway bridge over Halfway Creek which is part of the Section 2 scope of works. ERG members agreed with the mitigation measures, with the Platypus Management Plan included in the tender package for bridge demolition and demolition scope of works. Monitoring by ecologists and project environmental staff during demolition process confirmed no impacts to platypus or other aquatic fauna. ERG inspection in June 2017 confirmed high quality environmental controls, implemented in accordance with the approved plans.	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B34	Biodiversity	Where possible, streams will be crossed perpendicular to flow, with crossing sites selected to avoid unstable banks, bends in the channel, deep pools and confluences with other channels.	This has been completed utilising input from DPI / EPA	Closed

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-B35	Biodiversity	The bed and banks are to be reinstated to a condition similar to or better than the original condition ensuring that there are no adverse impacts on the aquatic values (different measures may be required for each crossing) and where feasible and reasonable, avoid impacts on geomorphic processes.	Being implemented in consultation with ERG. Refer to comments above regarding Platypus Management Plan for Halfway Creek bridge demolition	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B36	Biodiversity	All construction materials used for permanent watercourse crossings (rocks and gravel) are to be free of fine particles to minimise turbidity.	Achieved in consultation with ERG, eg Halfway Creek Abutment A works and Wells Crossing	Closed
SPIR-B37	Biodiversity	Instream and riparian disturbance will be minimised and sediment, woody snags or debris removed from a stream or stream channel will be minimised. Trimming or 'lopping' of branches and logs will be considered as a first option before moving.	Section 1 and 2 has achieved significant savings to riparian vegetation at Corindi Ck, Halfway Creek and Wells Crossing including EEC and threatened species.	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B38	Biodiversity	Any instream woody debris removed during construction will be replaced at the completion of the works within the same waterways from which it was removed, where feasible and reasonable.	Woody debris left in situ in Section1 & 2 resulting in nil aquatic fauna impacts	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B40	Biodiversity	Appropriate plant species will be incorporated into the rehabilitation of disturbed aquatic habitats and drains as a result of construction.	Rehabilitation will be undertaken in accordance with the approved Urban Design and Landscape Plan	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B41	Biodiversity	All construction sediment and erosion control measures will be put in place during the construction process and may include sediment and erosion control curtains in the waterways to control turbidity generated during the construction and restoration process.	Sediment curtains included for works at Halfway Creek in consultation with DPI(Fisheries) and EPA	Closed for Stage 1. Open Stage 2- To be closed following opening of the entire Project in 2020/21
SPIR-B42	Biodiversity	No turbid water generated from the construction corridor or construction area is to be discharged to any waterway unless in accordance with relevant Environment Protection Licence conditions and developed in consultation with Environment Protection Agency and Department of Primary Industries (Fisheries).	All discharges from site are in accordance with project EPL requirements.	Open - retained until surrender of EPL at project completion
SPIR-B44	Biodiversity	Operational spill basins are to be installed at key locations ie near Broadwater National Park and other key drainage lines that lead directly into threatened fish habitat.	Operational spill basins have been designed and located where run-off from the roadway could entre class 1 waterways.	Open
SPIR-B45	Biodiversity	Chemicals and fuels will be appropriately stored and bunded, away from waterways and drainage lines.	Included in approved CSWMP	Open
SPIR-B47	Biodiversity	Water quality monitoring will be undertaken to assess the effectiveness of (and where necessary amend) water, sediment and erosion management strategies that aim to protect native fish species, their habitat and other aquatic flora and fauna species. Water quality monitoring program be undertaken in line with details in Appendix B of the Working paper – Biodiversity.	Water quality monitoring is undertaken in accordance with the approved CSWMP, with results reported at monthly ERG meetings.	Open
SPIR-B48	Biodiversity	Where feasible and reasonable, stockpiles will be located above the 1:100 year flood level with appropriate management control measures in place such as bunding.	Included in approved CSWMP	Open To be closed following opening of the entire Project in 2020/21
SPIR-B51	Biodiversity	Ancillary facilities will be located in cleared or sparsely treed portions of the ancillary facility sites, and avoid unnecessary clearing of native vegetation.	For Sections 1 & 2, Ancillary Facilities have been assessed against the B73 locational criteria and the A2 (d) document with one of the objectives being to avoid Threatened Ecological Communities.	Open To be closed following opening of the entire Project in 2020/21
SPIR-B52a	Biodiversity	Ancillary facility - Section 2 site 1a: • Flag and avoid hollow bearing trees • Revegetation of the section of the site in the road reserve or the entire site (if practicable).	Minor clearing in accordance with approved Ancillary Facility Management Sub Plan for establishment of main site compound at this location. No hollow bearing trees were affected.	Closed
SPIR-B52b	Biodiversity	Ancillary facility - Section 2 site 5a: • Avoid isolated trees and flag and avoid hollow bearing trees where possible. Site to remain cleared to benefit emus.	Minor clearing for batch plant access accordance with approved Ancillary Facility Management Sub Plan at this location. No hollow bearing trees were affected. Site will remain cleared as recommended.	Closed
SPIR-B52c	Biodiversity	Ancillary facility - Section 2 site 6a and 6b: • Site to remain clear (not vegetated) to benefit emus.	Ancillary Facility not utilised.	Closed

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-B55	Biodiversity	The Biodiversity Offset Strategy (detailed in Appendix C of the Working paper – Biodiversity) will be developed further, in consultation with relevant State and Commonwealth agencies, and implemented during detailed design.	Department of Planning and Environment and Department of the Environment approved a variation for the submission of the Biodiversity Offset Strategy and Offset Status Report within 3 months of commencement of sections 1 and 2 and approval of the Biodiversity Offset Strategy and Offset Status Report prior to commencement of Stage 2 works. The Biodiversity Offset Strategy and Offset Status Report (D4) were both submitted as per the variation timeline. The Biodiversity Offset Strategy was approved by the Department of Planning & Environment on the 6/1/16 The Biodiversity Offset Strategy was approved by the Department of the Environment the 7/1/16 RMS will prepare and implement (following approval) a Biodiversity Offset Package, within twenty-four months of approval of the Biodiversity Offset Strategy, or as otherwise agreed by the Secretary.	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV1	Noise & Vibration	Affected receivers will be notified prior to the commencement of out of hours work. Notification includes contact details of project personnel in charge of the out of hours works.	Addressed in the approved NVMP/ App D Out of Hours Work. Extended work hours have been approved at HC2G in accordance with the NVMP/ App D Out of Hours Work Procedure which implements the Conditions of MCoA B16 and EPL 20599, in particular B16 (d) and (e) and EPL L5.2 and L5.3. No complaints have been received regarding the approved extended hours to date.	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV2	Noise & Vibration	Construction will be timetabled to minimise noise impacts where feasible and reasonable. This may include time and duration restrictions and respite periods. These measures will be considered after consultation with affected receivers.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV3	Noise & Vibration	Haulage routes will be located as far away as possible from residential receivers, where this is reasonable and feasible.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV4	Noise & Vibration	Equipment will be maintained in efficient working order.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV5	Noise & Vibration	Quieter construction methods will be used, where there are sensitive receivers potentially affected and where this is considered reasonable and feasible. These may include grinding, rock splitting or terrain levelling instead of hydraulic rock breaking.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV6	Noise & Vibration	Where acceptable from a work health and safety perspective, quieter alternatives to reversing alarms (such as spotters, closed circuit television monitors and 'smart' reversing alarms) will be used, particularly during night-time activities.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV7	Noise & Vibration	All noise complaints received will be dealt with promptly. Construction methods may need to be altered to reduce noise impacts at the affected locations.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV8	Noise & Vibration	Machinery will not be turned on prior to the work hours outlined in this EIS. This will include daily maintenance activities and/or 'warming up' of engines.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV9	Noise & Vibration	Truck movements will be restricted to identified haulage routes and the routes outlined in the Construction Traffic Management Plan.	Included in approved Construction Traffic Management Plan	Open To be closed following opening of the entire Project in 2020/21

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-CNV10	Noise & Vibration	Where it has been identified as necessary (eg in response to community complaints), noise monitoring will be undertaken to check that the noise mitigation measures are effective.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV11	Noise & Vibration	The use of temporary noise shielding will be considered at locations where substantial exceedances of noise criteria are predicted.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV12	Noise & Vibration	Static noise sources, such as generators, pumps and lighting towers, will be located as far as possible from sensitive receivers.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV13	Noise & Vibration	Regular noise monitoring will be undertaken during proposed construction hours at a representative receiver location, between: • 6am to 7pm, Monday to Friday. • 8am to 5pm, Saturday	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV14	Noise & Vibration	The selection of plant and equipment will be based on noise emission levels. This equipment will be operated and maintained so that noise emissions are minimised.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV15	Noise & Vibration	Where piling, hydraulic hammering or dynamic compaction is proposed within 50 metres of any structure or service, a building condition survey will be conducted and preliminary vibration monitoring undertaken by a qualified contractor.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV16	Noise & Vibration	Where piling, hydraulic hammering or dynamic compaction is proposed within 50 metres of any heritage structure or potentially structurally unsound service, a building condition survey will be conducted and preliminary vibration monitoring undertaken by a qualified contractor. A follow-up survey will be conducted in response to any vibration complaints.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV17	Noise & Vibration	Appropriately sized equipment will be selected to minimise vibration emissions, where required.	Included in approved Construction Noise and Vibration Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV18	Noise & Vibration	A blast management plan will be prepared prior to the start of blasting activities.	Included in approved Blast Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV19	Noise & Vibration	Where sensitive receivers are located close to the blast site, a series of trials will be undertaken at a reduced scale to determine site-specific blast response characteristics, to define allowable blast sizes to occur within the criteria.	Included in approved Blast Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV20	Noise & Vibration	Controlled blasting activities will only be undertaken between the hours of: • 9am to 5pm, Monday to Friday. • 9am to 1pm, Saturday. These times may be increased with the written agreement of affected residents. Where the blast management plan has identified potential impacts on sensitive receivers, these hours will be subject to change.	Included in approved Blast Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV21	Noise & Vibration	A minimum of 24 hours' notice will be provided to all residences located within 500 metres of any blast, including an indication of blasting times and a contact name and telephone number.	Included in approved Blast Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV22	Noise & Vibration	Monitoring of overpressure and vibration levels will be undertaken for each blast at the potentially most affected receivers.	Included in approved Blast Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV23	Noise & Vibration	A building condition survey will be undertaken for all buildings located within 200 metres of the proposed blasting area prior to the start of blasting. The proponent will be responsible for rectifying any damage occurring from the blasting, with the cost to be borne by the proponent.	Included in approved Blast Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV25	Noise & Vibration	The maximum instantaneous charge (MIC) will be reduced to the lowest possible level by the use of delays, reduced diameter holes, and/or deck loading.	Included in approved Blast Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV26	Noise & Vibration	Adequate stemming will be provided and exposed detonating cord be eliminated (by covering with at least 300 millimetres of quarry dust or road base).	Included in approved Blast Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV27	Noise & Vibration	Secondary blasting will be eliminated. (A rock breaker or drop hammer will be used instead of popping). Effort will be made to eliminate the need for toe shots (eg by better control of drill patterns).	Included in approved Blast Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV28	Noise & Vibration	Weather conditions at the time of the blast will be assessed. Blasting will be avoided where possible during heavy cloud cover and/or if a strong wind is blowing towards residences. Days of severe temperature inversion will be avoided where possible or, (if not possible) blasting will occur between 11am and 1pm.	Included in approved Blast Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV29	Noise & Vibration	Strict control will be exercised over the spacing and orientation of all blast drill holes. Holes will be spaced in such a manner that the explosive force is just sufficient to break the stone to the required size.	Included in approved Blast Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-CNV30	Noise & Vibration	Controlled blasting times will be determined in consideration of site-specific conditions and in consultation with affected residents and take place, where possible, when impacts are likely to be the least intrusive (eg all blasts be fired at a set time acceptable to residents and preferably when the background noise is highest).	Included in approved Blast Management Plan	Open To be closed following opening of the entire Project in 2020/21

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-CNV31	Noise & Vibration	Identified receivers will be notified by letter of the proposed hours and asked for comment and feedback. This will include justification for the proposed extended working hours along with the benefits the community can expect. Where the community or individual residents wish to receiver further clarification on the proposed hours, individual interviews or public meetings will be organised to address any further issues. Discussions will be sufficiently detailed to provide a general summary of the expected impacts but also how this relates to individual receivers. At this stage, more detail will be available regarding the proposed construction activities to be undertaken in the extended hours. Property owners will be provided with the complaints management procedures to be in place for extended working hours. Feedback will be collected to help determine the final adopted working hours for the project, with community consultation continuing throughout the project.	Addressed in the approved NVMP/ App D Out of Hours Work. Extended work hours have been approved at HC2G in accordance with the NVMP/ App D Out of Hours Work Procedure which implements the Conditions of MCoA B16 and EPL 20599, in particular B16 (d) and (e) and EPL L5.2 and L5.3. No complaints have been received regarding the approved extended hours to date.	Open To be closed following opening of the entire Project in 2020/21
SPIR-ONV1	Noise & Vibration	Architectural treatments will be considered for noise-affected receivers identified in the EIS and Submissions / Preferred Infrastructure Report (Appendix F), subject to confirmation at the detailed design stage.	Treatments applied at receivers identified during detailed design as per the Operational Noise Management Report. Suitability of architectural treatment then confirmed during post construction noise assessment.	Open
SPIR-ONV2	Noise & Vibration	Low noise wearing surface will be implemented in areas identified in section 5.3.21 of the EIS.	This was completed as part of detailed design for Sections 1 & 2.	Closed for Section 1 Open for Stage 2.

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SPIR-ONV3	Noise & Vibration	No later than one year after commencement of operation of the project stages as they are constructed, Roads and Maritime will undertake operational noise monitoring to compare the actual noise performance of the project against predicted noise performance. The report will include, but not necessarily be limited to: • Noise monitoring to assess compliance with the operational noise levels predicted. • A review of the operational noise levels in terms of criteria and noise goals. • Methodology, location and frequency of noise monitoring undertaken. • Details of any complaints and enquiries received in relation to operational noise. • Any required recalibrations of the noise model. • An assessment of the performance and effectiveness of applied noise mitigation measures. • Any additional feasible and reasonable measures required.	Noted	Open
SPIR-GH1	Greenhouse Gas Emissions	Flyash content within concrete will be specified where feasible. Contractors will be required to propose recycled content construction materials where they are cost, quality and performance competitive.	Fly ash included in concrete mix designs where feasible.	Closed - flyash included in approved concrete pavement mix design
SPIR-GH2	Greenhouse Gas Emissions	Reuse of excavated road materials will be maximised as far as possible where they are cost, quality and performance competitive to reduce use of materials (with embedded energy).	Reuse of materials maximised	Open To be closed following opening of the entire Project in 2020/21
SPIR-GH3	Greenhouse Gas Emissions	Steel with high recycled content will be specified where feasible where they are cost, quality and performance competitive. Contractors will be required to propose recycled content construction materials where they are cost, quality and performance competitive.	Where available from commercial steel suppliers within RMS specification and cost, quality and performance competitive; recycled steel will be sourced	Open To be closed following opening of the entire Project in 2020/21
SPIR-GH4	Greenhouse Gas Emissions	The feasibility of using biofuels (biodiesel, ethanol, or blends such as E10 or B80) will be investigated by the contractor, taking into consideration the capacity of plant and equipment to use these fuels, ongoing maintenance issues and local sources. Works will be planned to minimise fuel use.	Assessed and not considered feasible for large scale infrastructure project	Closed
SPIR-GH5	Greenhouse Gas Emissions	An energy management plan will be developed during the construction of the project. The plan will include a commitment to monitor on-site energy consumption and identify and address on-site energy waste.	Refer to approved Construction Waste and Energy Management Plan	Closed included in approved Construction Waste and Energy Management Plan - approved 15/5/15 Section 1 and 4/6/15 Section 2
SPIR-GH6	Greenhouse Gas Emissions	Roads and Maritime will investigate the use of LED lighting in place of incandescent lamps as part of the project's detailed design, and use them where practicable to reduce electrical energy consumption. Any energy-efficient alternatives will have to meet lighting standards for major roads.	For sections 1 & 2, RMS has investigated and has approved LED lighting. Contractors are required to progress utilisation of LED lighting as part of a design and construct component.	Open
SPIR-GH7	Greenhouse Gas Emissions	An education program will be developed and delivered to the construction personnel to promote energy-efficient work practices.	Included in project induction	Open To be closed following opening of the entire Project in 2020/21
SPIR-HF3	Hydrology and Flooding	Cane drain diversions will be designed and constructed in consultation with the relevant cane industry stakeholders and impacted landowners. This will consider the potential diversions detailed in the Working Paper – Hydrology and flooding and the additional assessment provided in Chapter 3 of the Submissions / Preferred Infrastructure Report.	Consultation held with relevant stakeholders	Open To be closed following opening of the entire Project in 2020/21
SPIR-HF4	Hydrology and Flooding	Any permanent fencing at culvert and bridge crossings will consider the potential for blockage and be designed and operated to maintain the existing flood regime.	This has been addressed during detailed design process	Open To be closed following opening of the entire Project in 2020/21
SPIR-HF5	Hydrology and Flooding	Detailed design for permanent road fencing will consider hydrology and flooding impacts.	This has been addressed during detailed design process	Open To be closed following opening of the entire Project in 2020/21
SPIR-HF6	Hydrology and Flooding	Scour and erosion protection measures at temporary and permanent waterway crossings will be provided upstream and downstream of the highway, particularly within 50 metres of Class 1 waterways or within the range of the Oxleyan Pygmy Perch as identified in section 3.9.6 of the Working paper – Biodiversity and the supplementary biodiversity assessment in Appendix J of the Submissions / Preferred Infrastructure Report. This will be undertaken in consultation with the Department of Primary Industries (Fisheries).	This has been addressed during detailed design process Also addressed in the contractors SWMP and EWMS for temp waterway crossings.	Open To be closed following opening of the entire Project in 2020/21
SPIR-HF7	Hydrology and Flooding	Waterway diversions will be designed in consultation with Office of Environment and Heritage, NSW Office of Water and Department of Primary Industries (Fisheries) so that the final diversion mimics, where feasible and reasonable, the characteristics of the waterway that is being diverted. Characteristics include flow regime, flow velocity, base material, vegetation and habitat for aquatic fauna.	This has been addressed during the detailed design and is captured within the contract documents, Also discussed onsite during construction with DPI Fisheries as diversions are implemented on ground.	Open To be closed following opening of the entire Project in 2020/21
SPIR-HF8	Hydrology and Flooding	Revegetation of waterway diversions and surrounding areas will be undertaken in accordance with the following principles: • Diversions will be stabilised prior to the diversion receiving flows, in conjunction with the establishment of other scour and erosion control measures. • Diversions will establish appropriate vegetation communities along the channel bed and banks, using endemic native species.	This has been addressed during the detailed design and is captured within the contract documents. Also discussed onsite during construction with DPI Fisheries and EPA as diversions and rehabilitation are implemented on ground.	Closed for Stage 1 - all temporary diversions have been removed and rehabilitated prior to operation Open Stage 2.
SPIR-HF11	Hydrology and Flooding	Farm dams located within or partially within the project boundary will be acquired as part of the acquisition process in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* .	For sections 1 & 2, the design complies with this requirement ,and all acquisitions have been undertaken in accordance with the Land Acquisition (Just Terms Compensation) Act 1991.	Open To be closed following opening of the entire Project in 2020/21
SPIR-HF12	Hydrology and Flooding	Potential impacts to farm dams located downstream of the project that are fed by catchments upstream, and that have a diversion of rainfall as a result of the project, will be considered during the relevant property acquisition process.	The design considers this impact. Consultation during land acquisition identifies these impacts and is compensated for reduced run-off is expected.	Open To be closed following opening of the entire Project in 2020/21
SPIR-HF13	Hydrology and Flooding	Detailed design will consider flood access and evacuation for affected landowners including changes in stock access routes.	This has been addressed during the detailed design in consultation with affected landowners.	Open To be closed following completion of detailed design for Stage 2.

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SPIR-HF18	Hydrology and Flooding	Appropriate span lengths of bridges will be specified during detailed design that considers the susceptibility of individual watercourse crossings to debris blockage.	This has been addressed during the detailed design	Open To be closed following completion of detailed design for Stage 2.
SPIR-HF19	Hydrology and Flooding	All work within 40 metres of a permanent watercourse, crossed by the project, will be undertaken in accordance with the NSW Office of Water 'Guidelines for Controlled Actions' and industry best practice including maintaining where feasible and reasonable the geomorphic integrity and natural hydrological flow regime.	Noted and applied to the works	Open To be closed following opening of the entire Project in 2020/21
SPIR-HF20	Hydrology and Flooding	The design of temporary fencing at culvert and bridge crossings will consider the potential for blockage and be designed and operated in a manner that does not result in impacts on flooding.	Noted and applied to the works	Open To be closed following completion of detailed design for Stage 2.
SPIR-HF21	Hydrology and Flooding	The need for design modifications to address changes in flood behaviour as a result of climate change will be considered in accordance with Roads and Maritime' Climate Change Plan (Roads and Maritime, 2012).	This has been addressed during the detailed design	Open To be closed following completion of detailed design for Stage 2.
SPIR-HF22	Hydrology and Flooding	Recommendations made in Table 8-8 of Working paper – Hydrology and flooding to minimise the flood impacts of ancillary facilities will be considered in the final location and layout of ancillary facilities.	For Sections 1 & 2, Ancillary Facilities have been assessed against the B73 locational criteria and the A2 (d) document, and approved by the Environmental Representative prior to use.	Open To be closed following completion of detailed design for Stage 2.
SPIR-HF23	Hydrology and Flooding	Design objectives (for road flood immunity and flood management will apply during the detailed design phase. Where these objectives are not met, Roads and Maritime will work to either: • Achieve compliance thorough modified embankment or drainage design. • Achieve an acceptable level of mitigation of impacts through alternative design measures (eg raised access tracks) in consultation with the affected land owner.	This has been addressed during the detailed design process.	Open To be closed following completion of detailed design for Stage 2.
SPIR-HF25	Hydrology and Flooding	Maintenance regime of drainage structures will be considered during detailed design.	Inspection of drainage structures included in routine site inspections, especially post flooding events.	Open To be closed following completion of detailed design for Stage 2.
SPIR-HF30	Hydrology and Flooding	Consultation with affected landowners will be undertaken during detailed design and construction regarding flooding impacts on properties, residences and other structures.	This has been addressed during the detailed design and will continue during the construction phase.	Open To be closed following completion of detailed design for Stage 2.
SPIR-HH1	Non-Aboriginal Historical Heritage	If at any time during construction associated with the project, unidentified historical heritage materials, features and/or deposits are found, the Roads and Maritime Standard Management Procedure: Unexpected Archaeological Finds (20121) will be followed.	Noted and applied to the works	Open To be closed following opening of the entire Project in 2020/21
SPIR-HH2	Non-Aboriginal Historical Heritage	Contractors will be given awareness training on non-Aboriginal historical heritage prior to commencement of construction works to ensure understanding of potential heritage items and the procedure in the event of discovery of historical heritage materials, features or deposits, or the discovery of human remains.	Included in project induction	Open To be closed following opening of the entire Project in 2020/21
SPIR-HH3	Non-Aboriginal Historical Heritage	The Heritage management plan will be developed in consultation with the Heritage Council of NSW.	Heritage Council of NSW were consulted during development of the Heritage Management Plan which has subsequently been approved by Department of Planning and Environment.	Open To be closed following opening of the entire Project in 2020/21
SPIR-HH4	Non-Aboriginal Historical Heritage	Should the impact to any historic heritage item change during detailed design, further assessment of impacts on the items will be undertaken.	This has been addressed during the detailed design	Open To be closed following opening of the entire Project in 2020/21
SPIR-HH7	Non-Aboriginal Historical Heritage	Where local or state significant heritage items not previously identified are identified on an ancillary site and use of the site will impact on the heritage significance of the item, the site will not be used for ancillary facilities.	Noted	Open To be closed following opening of the entire Project in 2020/21
SPIR-HH8	Non-Aboriginal Historical Heritage	Where local or state significant heritage items are identified on an ancillary site and use of the site will not impact on the heritage significance of the item, appropriate management measures (such as barrier fencing) will be put in place to clearly identify the heritage item and exclude use of the ancillary site within the heritage item's curtilage. Use of these ancillary facilities may commence: • When the appropriate protective measures have been implemented. • When the relevant records have been updated and/or completed.	Noted	Open To be closed following opening of the entire Project in 2020/21
SPIR-HH9	Non-Aboriginal Historical Heritage	Any new ancillary facility and spoil placement locations not identified as part of this EIS will require a non-Aboriginal heritage assessment, with a database search and site walkover to identify any potential heritage items. If items are found, HH4, HH7-HH8 will be followed.	Noted	Open To be closed following opening of the entire Project in 2020/21
SPIR-HH12	Non-Aboriginal Historical Heritage	Salvage excavation (of the coach way station and early coach road) will be undertaken from the project boundary along the front of the complex buildings to the edge of the existing highway before construction starts in the vicinity of the heritage item. Excavations will be undertaken in accordance with Heritage Branch guidelines and under the supervision of an appropriately qualified and experienced historical archaeologist. An appropriate research design and methodology will be prepared to best realise the research potential of this area of the site.	Jacobs developed an appropriate methodology that was approved by DP & E for these works. Salvage excavations were undertaken in accordance with the approved methodology.	Closed on 14-15 July 2015 with completion of subsurface archaeological investigation as per DP&E approved salvage methodology
SPIR-HH13	Non-Aboriginal Historical Heritage	The batter slope for the motorway upgrade will not be constructed within eight metres of the bar/restaurant building.	This has been achieved as part of detailed design.	Closed
SPIR-HH14	Non-Aboriginal Historical Heritage	A temporary fence will be erected between the bar/restaurant building and the motorway upgrade construction before work starts in the vicinity of the heritage item. The fence will remain in place until construction is completed, at which time it will be removed.	Temporary exclusion fencing in place during construction. Nil damage throughout construction duration.	Closed
SPIR-HH15	Non-Aboriginal Historical Heritage	A photographic condition survey will be undertaken of the current condition of the heritage items with any damage to the item from construction to be repaired once construction is complete.	Recording to be undertaken as part of dilapidation condition reports	Closed

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-HH16	Non-Aboriginal Historical Heritage	Architectural noise treatment to the house will be investigated and provided where reasonable and feasible and in consultation with a qualified heritage consultant. Consideration will be given for the need to revise the SOHI for this item when the specific architectural noise treatment options are identified.	Assessment would need to be undertaken following Operational Noise Review to assess whether noise treatment warranted and feasible before engaging heritage specialist to ascertain works required.	Open
SPIR-HH17	Non-Aboriginal Historical Heritage	Archival photographic recording will be undertaken in accordance with the Heritage Branch guidelines How To Prepare Archival Records Of Heritage Items (NSW Heritage Office, 1998) prior to its removal.	Archival Recording will be undertaken by Jacobs in accordance with the Heritage Branch guidelines How To Prepare Archival Records Of Heritage Items (NSW Heritage Office, 1998)	Closed on 14-15 July 2015 with completion of subsurface archaeological investigation for coachway station as per DP&E approved salvage methodology
SPIR-HH51	Non-Aboriginal Historical Heritage	Detailed design will consider the extent to which clearing High Conservation Value Old Growth Forest within the project boundary may be minimised.	This was undertaken during detailed design to ensure minimal impact to High Conservation Value Old Growth Forest	Closed for Stage 1 Open for Stage 2.
SPIR-HH52	Non-Aboriginal Historical Heritage	The area to be cleared will be clearly identified on-site. High Conservation Value Old Growth Forest adjacent to areas to be cleared will be delineated to avoid accidental disturbance on further areas.	Clearing undertaken as per the approved clearing limits and the approved Construction Flora and Fauna Management Plan.	Closed for Stage 1 Open for Stage 2.
SPIR-LU1	Property & Landuse	Ongoing communication and consultation will be undertaken with directly affected property owners about the property acquisition process. This includes the provision of information on the timing of acquisitions, and the process for property acquisitions under the *Land Acquisition (Just Terms Compensation) Act 1991* and Roads and Maritime' Land Acquisition Policy (RTA, 1999).	Noted and is ongoing in accordance with the Land Acquisition (Just Terms Compensation) Act 1991 and RMS' Land Acquisition Policy (RTA, 1999).	Open To be closed following completion of detailed design for Stage 2.
SPIR-LU2	Property & Landuse	Ongoing consultation will be undertaken with directly affected property owners during the detailed design phase to identify measures to mitigate potential impacts on the use and viability of land. This will relate to matters such as adjustments to fencing, access, farm infrastructure and relocation of impacted ancillary structures, as required.	Noted and is ongoing in accordance with the Land Acquisition (Just Terms Compensation) Act 1991 and RMS' Land Acquisition Policy (RTA, 1999).	Open To be closed following completion of detailed design for Stage 2.
SPIR-LU3	Property & Landuse	Property adjustments will be completed for fencing, access tracks, cattle underpasses and other farm infrastructure in consultation with the impacted land owner.	Standard process - ongoing	Open To be closed following completion of detailed design for Stage 2.
SPIR-LU4	Property & Landuse	The Fencing Strategy will be further developed during detailed design, in consultation with relevant stakeholders. This will build upon the principles of the strategy described in Chapter 3 of the Submissions and Preferred Infrastructure Report (Roads and Maritime, 2013).	The fencing strategy was further developed as part of detailed design for Sections 1 and 2. This involved all relevant stakeholders to maximise the potential of achieving appropriate fencing outcomes in all locations.	Closed - fencing types specified in Road Furniture detailed design drawings following review by EPA(biodiversity)
SPIR-LU5	Property & Land use	Sterilisation and severance of land uses and lots will be minimised by amalgamating severed parcels of land together, where possible, with provision of road access, in accordance with the project's remnant land use strategy.	This has been considered where ever possible, and will be finalised post construction	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU6	Property & Land use	Where required, acquisition of State forests will be minimised in accordance with the provisions of the *Forestry Act* 2012. Revocation of land dedicated or reserved as national parks or nature reserves will be in accordance with the *National Parks and Wildlife Act 1974* . Acquisition of land owned by Local Aboriginal Land Councils will be in accordance with the provisions of the *Aboriginal Land Rights Act 1983* .	Land acquired from State Forest and Aboriginal Land Councils has been completed by RMS Property Section in accordance with relevant legislation.	Closed
SPIR-LU7	Property & Landuse	A remnant land strategy to minimise land use severance and sterilisation, and a mitigation strategy for final land uses will be developed in consultation with cane industry stakeholders, Coffs Harbour City, Clarence Valley, Richmond Valley and Ballina Councils.	This requirement has been considered where ever possible, and will be finalised both during and post construction in consultation with relevant industry and Councils	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU9	Property & Landuse	Access to properties near construction works will be maintained, including where required for the movement of farm equipment and livestock between properties, unless otherwise agreed with landowners.	Access maintained - ongoing.	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU10	Property & Landuse	Where temporary changes to property access are required during construction, alternative access will be determined in consultation with affected property owners and tenants.	Access maintained - ongoing.	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU11	Property & Landuse	There will be ongoing communication with local communities about changes to the local road network, including likely delays and disruptions and alternative accesses if required.	Achieved via notifications reviewed and approved by RMS	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU12	Property & Landuse	Where possible, onsite reuse of any spoil is the preferred solution for managing the impacts, although alternative options for the reuse or disposal of spoil will be identified in the surplus material management plan.	Included and managed as per the approved CSWMP	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU13	Property & Landuse	The management of surplus material will be further developed during detailed design, in consultation with relevant stakeholders. This will build upon the principles of the strategy described in Chapter 3 of the Submissions and Preferred Infrastructure Report (Roads and Maritime, 2013).	Noted and applied to the project works	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU14	Property & Landuse	Forestry Corporation of NSW will be able to harvest millable timber in affected State forests prior to works commencing. However, consideration will also be given to opportunities for the productive use of trees removed from non-State forest areas of the project, including ancillary facilities where necessary.	Harvest of millable timber was maximised during clearing operations	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU15	Property & Landuse	Environmental management measures will be implemented to minimise potential for impacts on adjoining agricultural uses, including from changes in water quality and spread of weeds and pests.	Managed in accordance with the approved CSWMP and CFFMP for Sections 1 and 2.	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU16	Property & Landuse	Where pesticides are required during construction, implement appropriate environmental management measures to avoid potential impacts on adjoining agricultural properties.	Managed in accordance with the approved CFFMP	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU17	Property & Landuse	There will be ongoing consultation and communication with managers of agricultural properties to identify any potential impacts on nearby construction workers from farm operations (ie use of pesticides on agricultural properties).	Noted	Open To be closed following opening of the entire Project in 2020/21

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-LU19	Property & Landuse	Relocation or adjustment of infrastructure will be planned to minimise disruptions and impacts on surrounding properties.	Noted and is being undertaken during both preconstruction and construction	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU20	Property & Landuse	Communication will be undertaken with nearby communities about the timing and duration of potential disruptions to infrastructure.	Noted and is being undertaken in accordance with the RMS Communications Strategy and the Contractors Community Action Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU21	Property & Landuse	Roads and Maritime' land that is required for the project will be appropriately maintained. This will be undertaken by regional Roads and Maritime officers or a designated local authority. Roads and Maritime manage the leasing and maintenance of property identified as suitable for tenants.	This is being undertaken in accordance with RMS Property maintenance processes.	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU23	Property & Landuse	Ongoing consultation will be undertaken with owners of agricultural properties affected by the project – through acquisition, changes to local access or fragmentation of properties – about potential impacts on farming operations and potential measures to manage or mitigate identified impacts.	Noted and is ongoing in accordance with the Land Acquisition (Just Terms Compensation) Act 1991 and RMS' Land Acquisition Policy (RTA, 1999).	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU24	Property & Landuse	Consultation with Forestry Corporation will be undertaken regarding access to and within State forests where required, in accordance with the *Forestry Act* 2012.	This has been completed for Sections 1 & 2, and will be ongoing during construction for the contractor. Section 2 has 4.5Ha of State Forest under Forest Permit Lease (issued by Forestry Corporation of NSW) for construction and operation of temporary sedimentation basins and stockpiles.	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU25	Property & Landuse	Consultation with Forestry Corporation will be undertaken regarding the relocation of fire trails directly impacted by the project's construction or operation.	This has been completed for Sections 1 & 2, and will be ongoing during construction for the contractor. Notification requirements are listed in the G36 and G40.	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU26	Property & Landuse	The Cane Farm Strategy will be further developed during detailed design, in consultation with relevant stakeholders. This will build upon the principles of the strategy described in Chapter 3 of this Submissions and Preferred Infrastructure Report.	Consultation held with relevant stakeholders to capture design requirements. Property acquisition plans include drainage.	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU27	Property & Landuse	As far as possible, property accesses will be reinstated or new access provided, in consultation with impacted landowners.	For sections 1 & 2, new property accesses have been designed to replace those that are lost or modified. This has been undertaken in consultation with impacted landowners.	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU28	Property & Landuse	Access to national parks and nature reserves will be reinstated in consultation with the relevant department in Office of Environment and Heritage.	Noted	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU30	Property & Landuse	Consultation will be undertaken with the relevant State Government agency to consider any future coal seam gas production in the vicinity of the project.	Noted and undertaken as necessary	Open To be closed following opening of the entire Project in 2020/21
SPIR-LU31	Property & Landuse	Consultation will be undertaken with service and utility providers to verify locations, impacts and any relocation or construction protection work required.	This has been Completed for Sections 1 & 2	Open To be closed following opening of the entire Project in 2020/21
SPIR-SE1	Social and Economic	Consultation will be undertaken with local business owners, industry and tourism operators directly affected by construction and located closest to construction works. The focus will be on the timing, duration and likely impact of construction activities, to identify appropriate measures to manage potential impacts.	Ongoing consultation with Matilda and Shell service stations being implemented by Community Relations team throughout construction	Open To be closed following opening of the entire Project in 2020/21
SPIR-SE2	Social and Economic	Consultation will be undertaken with managers of community services and facilities near the proposed construction works, to ensure that potential impacts are appropriately managed.	Ongoing consultation with Halfway Creek Community Hall being implemented by Community Relations team throughout construction	Open To be closed following opening of the entire Project in 2020/21
SPIR-SE3	Social and Economic	Consultation will be undertaken with residents and local communities closest to construction works about construction activities, including timing, duration and likely impacts.	Noted and is being undertaken in accordance with RMS communications strategy and the contractors community action plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SE5	Social and Economic	Roads and Maritime will work with Councils affected by the upgrade, where relevant, to support strategies by local councils and/or chamber of commerce and industry to promote townships and villages as stopovers for tourist.	Noted and is being undertaken in accordance with RMS communications strategy and the contractors community action plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SE6	Social and Economic	Roads and Maritime will work with Councils affected by the upgrade, during detailed design, to discuss the classification of the existing Pacific Highway and, where appropriate, the required transfer process of state road assets to Council.	Initiated during detailed design with further discussions relating to transfer ongoing during construction phase	Open To be closed following opening of the entire Project in 2020/21
SPIR-SE7	Social and Economic	Maintain access to properties near to the project during construction, including, where required, for the movement of farm equipment and livestock between properties, and for access to the Berry Exchange and other affected agribusinesses.	Undertaken by Community Relations Team	Open To be closed following opening of the entire Project in 2020/21
SPIR-SE8	Social and Economic	Where temporary changes to property access are required during construction, alternative access will be determined in consultation with affected property owners and tenants.	Undertaken by Community Relations Team where required	Open To be closed following opening of the entire Project in 2020/21
SPIR-SE9	Social and Economic	Undertake consultation with the Harwood Island Public School and other community facilities located adjacent to the project about proposed changes to local access.	Not applicable for Sections 1 and 2	Open To be closed following opening of the entire Project in 2020/21
SPIR-SE10	Social and Economic	Undertake early and ongoing communication and consultation with emergency services to allow planning for potential changes to response patterns and input into the design development.	For sections 1 and 2, this has been undertaken during preconstruction.	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW1	Soil & water	Batter slope gradients will be designed to minimise erosion of select topsoil.	For sections 1 & 2, this has been addressed during detailed design.	Closed for Stage 1. Stage 2 open until completion of detailed design.
SPIR-SSW2	Soil & water	Where feasible, bench cuttings will be diverted onto contours and surface flow drainage paths designed to spread flow at the source in preference to concentrating the flow and treating it further downstream.	For sections 1 & 2, this has been addressed during detailed design.	Closed for Stage 1. Stage 2 open until completion of detailed design.

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-SSW3	Soil & water	As part of the Construction Environmental Management Plan, a soils and water management plan will be prepared and include (but not limited to): • Erosion and sediment control plans for all stages of construction. • Consideration of soil erodibility. • At-source erosion controls (eg check dams). • Sedimentation basin construction and management. • Protection of waterways. • Acid sulfate soil sub-plan issues (including from groundwater drawdown). • Management of stockpiles. • Tannin leachate management control. • Batch plant/ chemical storage controls. • Water quality monitoring and checklists. • Detailed consideration of measures to prevent, where possible, or minimise any water quality impacts.	Approved CEMP's includes Construction Soil and Water Management Plan for Stage 1 and Stage 2.	Closed for Stage 1. Stage 2 open until completion of construction works.
SPIR-SSW4	Soil & water	Erosion and sediment control plans will be developed in line with current Roads and Maritime specifications and as detailed in the Working paper – Water quality.	Included as part of approved Construction Soil and Water Management Plan	Closed included in approved Construction Soil and Water Management Plan - approved 15/5/15 Section 1 and 4/6/15
SPIR-SSW5	Soil & water	A soil conservationist will be engaged during detailed design to inform the soils and water management plan.	Completed	Closed for Stage 1. Stage 2 open until completion of detailed design.
SPIR-SSW6	Soil & water	Sedimentation basins and water quality ponds will be sized and located in accordance with the principles identified in the Working paper – Water quality.	Completed	Closed for Stage 1. Stage 2 open until completion of detailed design.
SPIR-SSW7	Soil & water	Exposed areas will be progressively rehabilitated. Methods will include permanent revegetation, or temporary protection with spray mulching or cover crops.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW8	Soil & water	Any necessary approvals will be obtained in accordance with Roads and Maritime specification G36 for permanent and temporary waterway crossings.	Significant consultation has occurred during preconstruction with several agencies regarding the permanent design and will be ongoing for temporary waterway crossings.	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW9	Soil & water	All work potentially affecting wetlands will be undertaken in consideration of the requirements outlined in the NSW Wetlands Management Policy 2010.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW10	Soil & water	Topsoil, earthworks and other excess spoil material will be stockpiled and managed in accordance with Roads and Maritime Stockpile Management Guidelines (Roads and Maritime, 2011a) and the "Management of Surplus Material" in Section 3.9 of the Submissions / Preferred Infrastructure Report.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW11	Soil & water	Where reasonable and feasible, stockpiles will: • Not require removal of areas of native vegetation. • Be located outside of known areas of weed infestation. • Be located such that waterways and drainage lines are not directly or indirectly impacted.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW12	Soil & water	Where practicable, stockpiles will be located away from areas subject to concentrated overland flow. Stockpiles located on a floodplain be finished and contoured so as to minimise loss of material in flood or rainfall events.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW13	Soil & water	Topsoil will be stockpiled separately and inspected for noxious weed seedlings at six monthly intervals and controlled with herbicide as required.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW14	Soil & water	All construction stockpiles will comply with the requirements of the *Protection of the Environment Operations Act 1997* and NSW Waste Avoidance and Resource Recovery Strategy 2007 for any waste activities that involve the generation, storage and/or disposal of waste and also consider the NSW Resource Recovery Exemptions as applying the storage of stockpiled material.	Noted	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW15	Soil & water	Stockpiles containing potential acid sulfate soils will be lined, bunded and covered in accordance with relevant guidelines.	Included as part of approved Construction Acid Sulphate Materials Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW16	Soil & water	Management of tannin leaching from vegetation mulch will be in accordance with Roads and Maritime' Environmental Direction – Management of Tannins from Vegetation Mulch (Roads and Maritime, 2012).	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW17	Soil & water	A Stage 1 Preliminary Site Investigation will be conducted to verify past and present potentially contaminating activities, potential contaminants of concern and the need for further investigation. This will include a review of past highway crashes and spills and the associated contamination risks.	Completed	Closed for Stage 1.
SPIR-SSW18	Soil & water	If necessary, a Stage 2 Detailed Site Investigation will be undertaken to: • Provide information on the type, nature, extent and concentrations of contamination present, and the corresponding risks to human health and the environment. • Examine pathways of contaminant dispersal and exposure, the potential for off-site impacts and the management requirements and options.	For sections 1 and 2, a Phase 2 contamination investigation has been undertaken. For other sections and based on outcome of the Stage 1 Investigations, this has not been required.	Closed for Stage 1.

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-SSW19	Soil & water	If required, a Stage 3 Remedial Action Plan will be produced, detailing the remediation goals, environmental safeguards, and any necessary approval and licence requirements in accordance with NSW Office of Environment and Heritage guidelines.	Based on outcome of the Stage 1 Investigations, this has not been required.	Closed for Stage 1.
SPIR-SSW20	Soil & water	Where further assessment indicates that further action is not required, Roads and Maritime' Contaminated Land Management Guideline (RTA, 2005a) will be applied to address any contamination issues and prevent any associated adverse impacts.	Noted	Closed - confirmed at Section 2 ERG meeting 25 August 2015
SPIR-SSW21	Soil & water	A hazardous materials buildings assessment will be carried out before the demolition of any structures or buildings to identify the issues of concern and the management requirements. This is required under Clause 1.6 of Australian Standard AS 2601 – 2001 The Demolition of Structures.	Undertaken by demolition sub-contractor that is engaged by the Principal Contractor	Closed Section 1 and 2 - demolition complete in accordance with these requirements
SPIR-SSW22	Soil & water	An emergency spill response plan will be developed and incorporated into the soils and water management plan. This plan will detail measures for the prevention, containment and clean-up of accidental spills of fuels and chemicals.	Included as part of approved Construction Soil and Water Management Plan	Closed included in approved Construction Soil and Water Management Plan - approved 15/5/15 Section 1 and 4/6/15 Section 2
SPIR-SSW23	Soil & water	The storage, handling and use of the chemicals and fuels will be in accordance with the Work Health and Safety Act 2000 and Workcover's Storage and Handling of Dangerous Goods Code of Practice (WorkCover, 2005).	Noted	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW24	Soil & water	Strategies to remove / reduce risks associated with acid sulfate soils will be identified.	Noted and this has been undertaken during preconstruction and will continue to be applied during the construction phase.	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW25	Soil & water	An acid sulfate soils management plan will be implemented in accordance with Guidelines for the Management of Acid Sulfate Materials (Roads and Maritime 2005) and Waste Classification Guidelines Part 4: Acid Sulfate Soils (DECC 2008), where there is a probability of encountering acid sulfate soils during construction.	Included as part of approved Construction Acid Sulphate Materials Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW26	Soil & water	Appropriate erosion and sediment controls, following the guidelines of the 'Blue Books' (Landcom, 2004 and DECC, 2008a), and Roads and Maritime' Technical Guideline – Temporary Stormwater Drainage for Main Road Construction (Roads and Maritime, 2010b) will be established before the start of construction and maintained in effective working order for the duration of the construction period until site stabilisation.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW27	Soil & water	Works within waterways will consider the need to maintain fish passage, in consultation with the Department of Primary Industries (Fisheries).	There has been significant consultation with DPI and will be ongoing during construction	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW28	Soil & water	Flow discharge points will be designed with erosion controls to manage the flow velocities.	Noted and addressed during detailed design	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW29	Soil & water	Where appropriate, construction phase sedimentations basins will be designed so they could be retained and used as permanent operational water quality ponds, where required for operational purposes.	Noted and addressed during detailed design	Closed - operational basins successfully utilised as construction basins during construction phase Open for Stage 2.
SPIR-SSW31	Soil & water	Sedimentation basins will be inspected at regular intervals and following significant rainfall events to assess available water storage capacity, water quality, structural integrity and debris levels.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW32	Soil & water	Where appropriate, an approved flocculent will be applied to sedimentation basins as early as possible so that early mixing of flocculants occurs. Water quality will be tested prior to discharge in accordance with any licence requirements.	Included as part of approved Construction Soil and Water Management Plan, gypsum used as approved flocculent	Closed - approved flocculent gypsum used to treat basins in accordance with EPL requirements
SPIR-SSW33	Soil & water	Where sediment has built up in a basin to a point where the total sediment storage zone has reached capacity, sediment will be removed and appropriately disposed of.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW34	Soil & water	Water from sedimentation basins will be used for construction purposes, such as dust suppression, where feasible.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW35	Soil & water	When sedimentation basins require pumping out rather than discharge via a flow outlet, a float will be attached to the suction hose or the hose will be located inside a bucket to prevent sediment from the basin floor from being discharged.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW36	Soil & water	Records will be kept of water quality monitoring and erosion and sediment control inspections, including details of rain events, use of flocculants, discharge, sediment removal and dewatering activities.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW37	Soil & water	Physical controls to address the potential risks associated with the use and storage of chemicals on site will include: • Use of appropriately bunded storage facilities for chemicals and fuels. • Use of appropriately bunded areas for refuelling and washdown. • Availability of effective spill kits at all construction sites.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-SSW38	Soil & water	At ancillary facilities, management of runoff and spills will include: • Restricting vehicle movements to designated pathways where feasible. • Paving areas that will be exposed for extended periods, such as car parks and main access roads, where reasonable and feasible. • Diverting off-site runoff around sites where required. • Locating chemical or other hazardous material storage areas away from areas of known near-surface groundwater supplies, in areas where the water table is more than five metres below the surface; otherwise, areas be lined if they are to be located over a shallow groundwater source less than two metres deep.	Included in approved ancillary facility management sub plans	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW39	Soil & water	Soil and water management at borrow source sites will be in line with Volume 2E of the Blue Book which covers water management of mines and quarries.	NA Section 1 & 2 - no borrow sites proposed	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW40	Soil & water	Discharges from the sediment basins during construction that do not meet the water quality parameters for Oxleyan Pygmy Perch habitat should not be discharged into the waterways that are known habitat for Oxleyan Pygmy Perch. Strategies will be implemented during construction to manage discharge of basin water, so that water depth and physico-chemical conditions are not changed in areas of Oxleyan Pygmy Perch habitat. Discharge protocols and criteria will be developed in consultation with Department of Primary Industries (Fisheries) and Office of Environment and Heritage during detailed design.	N/A as No Oxleyan Pygmy Perch in Section 2	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW41	Soil & water	Further assessment involving geotechnical boreholes, monitoring boreholes and water quality testing at cutting sites will be undertaken at Type A cutting sites to monitor impacts on local groundwater reserves.	Significant installation and monitoring has been undertaken to date with further monitoring as per the approved Water QMProgram.	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW42	Soil & water	Where groundwater is released, recharge of the water table is the preferred option of managing groundwater. This will be facilitated by collecting groundwater in grassed swales for infiltration back to the groundwater source. Where possible, these swales will divert the groundwater around the construction area so that the groundwater does not further mix with construction runoff.	Noted	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW43	Soil & water	If recharging is not possible or suitable, then discharging groundwater will be collected via the sedimentation basins before discharge into natural waterways. If discharging to downstream groundwater, then the potential effects of mounding[1] will be mitigated.	Noted	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW44	Soil & water	Dewatering of excavations will be undertaken in line with Roads and Maritime' Technical Guideline – Environmental Management of Construction Site Dewatering (Roads and Maritime, 2011c), and in accordance with any licence conditions.	Included as part of approved Construction Soil and Water Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW46	Soil & water	The proposed management strategy to address potential impacts at type A cuttings includes: • Pre-works investigations – geotechnical investigations to determine groundwater condition (quality parameters: electrical conductivity, groundwater depth, geological information), presence of actual or potential acid sulfate soils, presence or potential of salinisation, establishing groundwater monitoring sites, and gathering of other pertinent information. • Assessment – including the EIS assessment, the pre-works investigations carried out, groundwater modelling of cuts (and the Rous Water Woodburn borefield site), and predictions made from those results. • Monitoring – to assess whether the investigation and its predictions are accurate and to instigate early intervention in the unlikely case/s that the actual outcomes deviate from predictions. Monitoring start before construction, and continue during construction. Monitoring also continue into the operation phase of the project. • Mitigation – implement environmental and engineering management measures where predictions and/or modelling and monitoring suggest that these are required to minimise impacts on groundwater.	The Water Quality Monitoring Program for Sections 1 & 2 was approved by the Department of Planning & Environment on the **8/5/15.** Ongoing monitoring of groundwater is occurring and will continue throughout the construction phase.	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW47	Soil & water	The monitoring of locations in the vicinity of type B cuttings and major embankments will commence before construction to identify the need to implement any mitigation measure.	The Water Quality Monitoring Program for Sections 1 & 2 was approved by the Department of Planning & Environment on the **8/5/15.** Significant installation and monitoring has been undertaken to date with further monitoring as per the approved Water QMProgram.	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW48	Soil & water	If required to manage groundwater impacts at type A and type B cuttings and major embankments, the following engineering mitigation measures will be considered: • Engineering measures that transfer the seepage water downstream. Standard practice will be to collect the seepage from the cut face in the drainage system for the highway, which will be diverted into water quality basins before being released back into the creek or natural drainage system at some point downstream. • Engineering impact mitigation measures that transfer the seepage water (where present) into the groundwater ecosystem immediately downslope of the cutting or embankments.	The Water Quality Monitoring Program for Sections 1 & 2 was approved by the Department of Planning & Environment on the **8/5/15.** Significant installation and monitoring has been undertaken to date with further monitoring as per the approved Water QMProgram.	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW49	Soil & water	Major embankments will be designed to enable distributed flow of surface waters.	Addressed during detailed design	Closed - incorporated into detailed design
SPIR-SSW50	Soil & water	Measures to manage high-risk groundwater impact areas will continue to be considered through the detailed design process. In identified areas, the design of water quality controls will be reviewed and the need for additional controls may be identified.	Significant installation and monitoring has been undertaken to date with further monitoring as per the approved Water QMProgram.	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW51	Soil & water	Where reasonable and feasible, sites used for batch plants, refuelling and chemical storage will be managed so that no groundwater intrusion occurs.	Noted	Closed - ancillary facility sites in Section 2 have no interaction with groundwater resources, being in fill areas on elevated ground

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-SSW59	Soil & water	All permanent water quality basins will incorporate measures to contain accidental fuel and chemical spills resulting from vehicle accidents on the highway. Basins will be designed to accommodate a spill volume of up to 40,000 litres.	Addressed during detailed design	Closed
SPIR-SSW60	Soil & water	For water quality treatment in floodplains and other locations with minimal changes in gradient, grassed swales will be considered during detailed design.	Addressed during detailed design	Closed
SPIR-SSW61	Soil & water	Appropriate scour protection for drainage measures will be determined during detailed design.	Addressed during detailed design and as per the SWMP	Closed
SPIR-SSW62	Soil & water	Surface water quality monitoring will be undertaken in accordance with Roads and Maritime' Guideline for Construction Water quality Monitoring (RTA, 2003), and as per the framework outlined in the Working paper – Water quality.	The Water Quality Monitoring Program for Sections 1 & 2 was approved by the Department of Planning & Environment on the **8/5/15.** Monitoring of surface water is undertaken in accordance with the approved Water Quality Monitoring Program	Open To be closed following opening of the entire Project in 2020/21
SPIR-SSW63	Soil & water	Groundwater monitoring will be undertaken in accordance with the framework outlined in the Working paper – Groundwater (Section 5.2).	The Water Quality Monitoring Program for Sections 1 & 2 was approved by the Department of Planning & Environment on the **8/5/15.** Monitoring of ground water is undertaken in accordance with the approved Water Quality Monitoring Program	Open To be closed following opening of the entire Project in 2020/21
SPIR-T&T1	Traffic & Transport	Construction traffic management plans will be prepared and implemented for work sites. They will include: • Identification of all public roads to be used by construction traffic. • Management methods to direct construction traffic to use identified roads. • Identification of all public roads that may be partially or completely closed during construction, and the expected timing and duration of closures. • Details on likely impacts on existing traffic (including pedestrians, vehicles, cyclists and disabled persons). • Temporary traffic arrangement measures, including property access. • Details on access to construction sites, including entry and exit locations, and measures to prevent construction vehicles queuing on public roads. • A response plan for any incident involving construction traffic. • Mechanisms for monitoring, reviewing and amending the success of the plans. The traffic management plans be prepared in consultation with councils.	Included in approved Construction Traffic and Access Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-T&T3	Traffic & Transport	Traffic control schemes will be inspected as follows: • Pre-start and pre-closedown inspections of short-term traffic controls. • Weekly inspections of long-term traffic controls. • Night-time inspections of long-term traffic controls.	Included in approved Construction Traffic and Access Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-T&T4	Traffic & Transport	Vehicle movement plans and haulage route plans will be prepared. Drivers will be briefed on these vehicle movement plans during project induction. Deliveries be planned to occur outside peak traffic periods, where possible. To minimise queuing of construction vehicles on the highway, site personnel use two-way radios to call up haulage trucks from layover areas on a 'just in time' basis.	Included in approved Construction Traffic and Access Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-T&T5	Traffic & Transport	Applications for Road Occupancy licences will be submitted to Roads and Maritime Services and the relevant council at least 10 working days prior to proposed occupancy.	Included in approved Construction Traffic and Access Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-T&T6	Traffic & Transport	Pre-construction road dilapidation reports will be prepared for all roads likely to be used by construction traffic. Post-construction road dilapidation reports will be prepared following the completion of construction for all roads assessed prior to construction. Dilapidation resulting from construction activity will be repaired. Copies of road dilapidation reports will be sent to the relevant roads authority.	Included in approved Construction Traffic and Access Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-T&T7	Traffic & Transport	Access be maintained to properties during construction including, where necessary and feasible, temporary alternative access unless otherwise agreed with property owners. Where any legal access is permanently affected, alternative access to an equivalent standard to and from a public road will be provided where a property has no other legal means of access and where such alternative access is feasible and practical. Where alternative access arrangements are not feasible or practical and a property is left with no access to a public road, negotiations will be undertaken with the relevant property owner for acquisition of the property in accordance with the provisions of the Land Acquisition (Just Terms Compensation) Act 1991.	Included in approved Construction Traffic and Access Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-T&T8	Traffic & Transport	Where changes in access affect bus stop locations, temporary alternatives will be provided in conjunction with bus operators and affected schools to maintain access during construction.	Noted, bus stop at Kungala Road relocated in consultation with bus companies and local residents	Open To be closed following opening of the entire Project in 2020/21
SPIR-T&T9	Traffic & Transport	Where access to State forest land is affected during construction, a new access route will be provided in consultation with the Department of Primary Industries (Forests NSW).	Access to State Forest maintained throughout construction. Section 2 has approved lease from Forestry Corporation for 4.5Ha for temporary sedimentation basins and stockpiles.	Open To be closed following opening of the entire Project in 2020/21

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-UD1	Urban Design & Landscape	If further noise modelling identifies that noise walls are required, further visual assessment address the visual implications of the change. Their location and design will be in accordance with the Noise Wall Design Guideline (RTA, 2007) and the principles identified in Working Paper – Urban design, Landscape Character and Visual Impact (Section 4.6.3).	For sections 1 & 2, An Urban Design and Landscape Plan has been submitted and approved by the Department of Planning & Environment on the **8/5/15** Wave 1,2 and 3 soft soils works will not include landscaping.	Open To be closed following opening of the entire Project in 2020/21
SPIR-UD3	Urban Design & Landscape	The project will be carried out in accordance with the urban design and landscaping strategy, as identified in Section 11.4.1 of this EIS. Detailed landscape design for all project batters, and median planting areas will be developed in accordance with the Landscape Guidelines (RTA, 2008), the requirements of the Working Paper – Biodiversity (Section 5.2.2) and the landscape strategy to provide a robust, successful and effective planting design.	For sections 1 & 2, An Urban Design and Landscape Plan has been submitted and approved by the Department of Planning & Environment on the **8/5/15**	Open To be closed following opening of the entire Project in 2020/21
SPIR-UD4	Urban Design & Landscape	The built form of the project, including consideration of the height, bulk, scale, materials and finishes for: • Bridges. • Retaining walls. • Cuttings and embankments. • Road barriers. • Signage. • Fences. • Clear zones. • Topsoil management. • Water quality control ponds. • Fauna crossing. • Place marking and cultural plantings. The project will be designed in accordance with the design principles identified in Working Paper – Urban Design, Landscape Character and Visual Impact, and relevant Roads and Maritime guidelines.	For sections 1 & 2, An Urban Design and Landscape Plan has been submitted and approved by the Department of Planning & Environment on the **8/5/15**	Open To be closed following opening of the entire Project in 2020/21
SPIR-UD5	Urban Design & Landscape	Further assessment will be undertaken of the impact of overshadowing on areas surrounding the project, particularly around Harwood Bridge, interchanges and overpasses near residential properties.	No issues identified during detailed design for Sections 1 & 2	Closed for stage 1 - Open Stage 2.
SPIR-UD6	Urban Design & Landscape	Measures to mitigate visual impacts to viewpoints will be implemented, as identified in Table 11-42 and Working Paper – Urban Design, Landscape Character and Visual Impact. If any further viewpoints were identified during detailed design that have a moderate–high or high impact, screen planting also be considered.	For sections 1 & 2, An Urban Design and Landscape Plan has been submitted and approved by the Department of Planning & Environment on the **8/5/15**	Closed for stage 1 - Open Stage 2.
SPIR-UD7	Urban Design & Landscape	Disturbed areas will be progressively revegetated throughout the construction period.	Included as part of approved Construction Soil and Water Management Plan	Closed - progressive revegetation undertaken throughout construction as per approved Urban Design and Landscape Plan
SPIR-UD8	Urban Design & Landscape	Where required, typical landscape treatments for ancillary facilities in forest areas will include: • Providing screen planting. • Considering reinstatement of disturbed forest in heavily forested. • Considering the importance of the visual landscape at each location and allowing restoration of important forest vegetation to prominent ridge lines or other landscape elements where feasible and reasonable. • Negotiating with private landowners, as applicable, to determine future treatments for other non-forested ancillary facility locations. • Re-grading disturbed areas to achieve a sustainable and functional landform. • Stabilising all surfaces in accordance with good engineering and environmental practice.	Noted	Open To be closed following opening of the entire Project in 2020/21
SPIR-UD9	Urban Design & Landscape	Typical landscape treatments for ancillary facilities in agricultural areas will include: • Considering returning remnant agricultural land to agricultural uses. • Providing screen planting. • Reinstating riparian vegetation through ancillary facilities, where practicable, in the open landscape. • Considering the visual landscape at each ancillary facility and considering restoration of important forest vegetation to prominent ridge lines or other landscape elements where feasible and reasonable. • Re-grading disturbed areas to achieve a sustainable and functional landform. • Stabilising all surfaces in accordance with good engineering and environmental practice.	Noted	Open To be closed following opening of the entire Project in 2020/21
SPIR-UD10	Urban Design & Landscape	The extent of excavation and the landscaping strategy at borrow sites will be reviewed considering material requirements on the project and the visual impact on the resultant cuttings.	Not applicable for Sections 1 & 2 as there are no Borrow sites	Closed
SPIR-UD13	Urban Design & Landscape	Landscape and rehabilitation works will be monitored and remedial measures implemented where required until vegetation has stabilised.	Noted	Open
SPIR-UD14	Urban Design & Landscape	The mounding profile of any earth mound will blend suitably into the existing landscape setting. Any mounding to be landscaped will be compacted in 1.5 metre layers with 1:3 maximum batter slopes where reasonable in consideration of constraints within the project corridor. Where feasible and reasonable, permanent mounds will be treated with ameliorants and overlaid with topsoil to minimum 150 millimetres to ensure suitable planting conditions are achieved.	For sections 1 & 2, An Urban Design and Landscape Plan has been submitted and approved by the Department of Planning & Environment on the **8/5/15**	Open To be closed following opening of the entire Project in 2020/21
SPIR-WM1	Waste	The cut-and-fill balance of the project will be further refined to obtain as much material as possible for reuse on the project.	Earthwork balances have been achieved for Sections 1 & 2.	Closed for Stage 1 Open for Stage 2.

Mitigation No.	Category	Management Measure	Status / Reference	Closed (and date)
SPIR-WM2	Waste	A resource management strategy will be prepared for construction of the project to identify the hierarchy for sourcing and use of resources. It include the following provisions: • Available project cutting material (including Select Material Zone (SMZ) and verge material) will be used for the construction of embankments, SMZ and verge within that section to the extent that it is suitable. • Project sections with a deficit in material import surplus material from other project sections in preference to external sources. • Where possible, the distances that earthworks materials are moved across the project as a whole be minimised, notwithstanding the above two requirements. • Contractors will reduce the amount of unsuitable waste generated during excavations, where feasible (eg treatment at source). • The generation and management of unsuitable material during project earthworks will be monitored to ensure appropriate management of the issue. The resource management strategy will also identify: • Details on materials that be sourced from the project (including location and type). • Viable material suppliers (including water) near the project. • Proposed sustainable material sources practices (such as use of recycled materials or wastewater). • Materials that could be recycled and re-used on-site or transferred to other project sections.	This is being managed in accordance with the contractors earth works management plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-WM3	Waste	A waste register will be maintained by each contractor, detailing types of waste collected, amounts, date, time, and details of disposal.	Waste Register maintained on project file server and as per the approved Waste and Energy Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-WM4	Waste	Where possible, materials will be bought in bulk to minimise the amount of package required. Sources of material that have sustainable packaging design, recycled and recyclable packaging will be favoured over other material sources where cost effective.	Bulk supplies sourced whenever feasible	Open To be closed following opening of the entire Project in 2020/21
SPIR-WM5	Waste	Waste material generated on-site (including chemical, fuel and lubricant containers, and solid and liquid wastes) will be classified and disposed of in accordance with the Protection of the *Environment Operations Act 1997* and Waste Classification Guidelines Part 1: Classifying Waste (DECCW, 2009).	Addressed in approved Construction Waste and Energy Management Plan	Open To be closed following opening of the entire Project in 2020/21
SPIR-WM6	Waste	Waste minimisation and management measures will be developed based on the principles in the Waste Avoidance and Resource Recovery Act 2001, the NSW Government's Waste Reduction and Purchasing Policy, and waste exemptions including: • Excavated Natural Material Exemption (EPA, 2008)). • Excavated Public Road Material Exemption (EPA, 2012)). • Raw Mulch Exemption (EPA, 2008). • Reclaimed Asphalt Pavement Exemption (EPA, 2012). • Recovered Aggregate Exemption (EPA, 2010). • Stormwater Exemption (EPA, 2008). • Treated Drilling Mud Exemption (EPA, 2011). Measures seek to avoid, minimise, re-use, recycle, treat or dispose of waste streams during construction and address transport and disposal arrangements.	Noted	Open To be closed following opening of the entire Project in 2020/21
SPIR-WM7	Waste	Millable timber will be harvested for reuse off site. All other felled timber will be reused on-site in the form of habitat recreation or mulch in landscaping and erosion and sedimentation controls. Where mulch cannot be reused on-site, consideration will be given to making the mulch available to the public in accordance with the Roads and Maritime Environmental Direction 25 (2012) and the Raw Mulch Exemption (EPA, 2008).	Salvage of millable timber maximised. Raw mulch exemption 2008 has been superseded.	Closed for Stage 1 Open for Stage 2.
SPIR-WM8	Waste	Sediment removed from sedimentation basins will be used, where appropriate, on-site in landscaping and/or flattening of batters.	Sediment will be beneficially reused where ever feasible	Open To be closed following opening of the entire Project in 2020/21
SPIR-WM9	Waste	Where feasible, the contractor will be required to re-use materials. This could include, but is not limited to, concrete formwork or surplus concrete pours.	Included in approved CWEMP	Open To be closed following opening of the entire Project in 2020/21
SPIR-WM10	Waste	Site inductions and on-site training will be required to include waste minimisation principles and measures.	Included in Project Induction	Closed
SPIR-WM11	Waste	At site compounds, on-site recycling facilities will be provided for recycling paper, plastic, glass and other re-useable materials.	Recycling facilities provided at site compounds	Open To be closed following opening of the entire Project in 2020/21
SPIR-WM12	Waste	Regular visual inspections will be conducted to ensure that work sites are kept tidy and to identify opportunities for reuse and recycling.	Addressed as part of weekly inspections	Open To be closed following opening of the entire Project in 2020/21
SPIR-WM13	Waste	Water captured in excavations will be required to be either: • Managed in accordance with the construction Soil and Water Management Plan. • Transferred to a licensed sediment basin, treated and discharged in accordance with any licence conditions that apply to the discharge of water, or, • Re-used for construction water or dust suppression.	Noted and managed in accordance with the approved SWMP	Open To be closed following opening of the entire Project in 2020/21
SPIR-WM14	Waste	Appropriate waste and recycling facilities will be provided at rest areas and heavy vehicle checking stations.	Appropriate waste and recycling facilities will be provided at rest areas and heavy vehicle checking stations.	Open To be closed following opening of the entire Project in 2020/21
SPIR-WM15	Waste	All operational waste will be managed in accordance with the Roads and Maritime waste management procedures and Environmental Management System.	Included in approved CWEMP	Open
SPIR-WM16	Waste	Collection and removal of roadside litter will be undertaken in accordance with the Roads and Maritime Environmental Management System.	Included in approved CWEMP	Open
SPIR-WM17	Waste	Sediment removed from operational water quality basins will , where appropriate, be classified in accordance with the Waste Classification Guidelines (DECCW, 2009), and be disposed of in accordance with the *Protection of the Environment Operations (Waste) Regulation 2005* .	Sediment will be beneficially reused where ever feasible	Open

COMPLIANCE TRACKING - Arrawarra Rest Area

Part	Requirement	Status/Reference	Close out
1.1	The Proponent shall carry out the project generally in accordance with the: a) Major Projects Application 06_0293; b) Coffs Harbour Highway Planning – Sapphire to Woolgoolga section - Environmental Assessment (volumes 1, 2 and 3), prepared by Connell Wagner Pty Ltd and dated November 2007; c) Coffs Harbour Highway Planning – Sapphire to Woolgoolga section – Environmental Assessment Submissions Report, prepared by Connell Wagner Pty Ltd and dated June 2008, including the revised Statement of Commitments contained therein; d) correspondence from the NSW Roads and Traffic Authority to the Department of Planning dated 29 October 2008 withdrawing the proposed Arrawarra Rest Area from the project; e) Modification Application dated 21 October 2009 (06_0293 MOD 1) and request for modification dated 20 October 2009; and f) Modification Application dated 22 January 2010 (06_0293 MOD 2), and request for modification dated 22 January 2010; g) Modification Application dated 15 July 2010 (06_0293 MOD 3), including correspondence from the RTA to the Department dated 29 August 2010; h) Modification Application dated 21 September 2010 (06_0293 MOD 4) and request for modification dated 22 September 2010; i) Modification Application and request for modification dated 23 November 2010 (06_0293 MOD 5); j) Modification Application and request for modification received by the department on 21 October 2011 and Response to Submissions dated 3 July 2012 (06_0293 MOD 6); and k) the conditions of this approval.	Mod 6 relates to the Arrawarra Rest Area. All other conditions primarily relate to the Sapphire to Woolgoolga (S2W) project generally. Each condition relevant to the rest area is listed below. Where conditions are relevant to the construction phase, they are included in G36.3.1.	Open. To be closed when all requirements of this approval have been fulfilled.
1.9	The Proponent is permitted to establish and operate a rest area for light and heavy vehicles at Arrawarra, as generally described in the documents referred to under condition 1.1 (j) of this approval.	A consistency review of the current rest area design was undertaken and approved. The design is in accordance with these conditions.	Closed
1.10	The potential future service centre does not form part of this approval and shall be subject to a separate approval process.	Noted.	Closed
2.17	Standard construction hours for the duration of construction are: a) 7:00am to 6:00pm Mondays to Fridays, inclusive; and b) 8:00am to 1:00pm Saturdays; and c) at no time on Sundays or Public Holidays. The following exceptions (without further approval) to standard construction hours apply: i. any works that do not cause construction noise to be audible at any sensitive receiver; or ii. for delivery of materials required outside these hours by the Police or other relevant authorities for safety reasons; or iii. where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm.	Where conditions are relevant to the construction phase, they are included in G36.3.1. The Woolgoolga to Halfway Ck CEMP, and in particular the Noise and Vibration Management Plan addresses these working hour constraints. These hours have been adhered to by OHLY.	Open. To be closed when all requirements of this approval have been fulfilled.
2.18	Certain construction activities (Out of Hours Works) may be allowed to occur outside the standard construction hours 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 standard construction hours for technical or other justifiable reasons and will be considered on a case by case or activity-specific basis. Any request for Out of Hours Works must be accompanied by: a) details of the nature and need for activities to be conducted during the varied construction hours; b) written evidence to the EPA and the Director-General that activities undertaken during the varied construction hours are justified, appropriate consultation with potentially affected receivers and notification of Council has been undertaken, issues raised have been addressed, and all feasible and reasonable mitigation measures have been put in place; and c) evidence of consultation with the EPA on the proposed variation in standard construction hours. Despite the above, Out of Hours Works may also occur where a process for considering the above on a case by case or activity specific basis by the Proponent, including factors a) to c) above, has been approved as part of a Construction Environment Management Plan or Construction Noise and Vibration Management Plan for this project.	Where conditions are relevant to the construction phase, they are included in G36.3.1. The Woolgoolga to Halfway Ck CEMP, and in particular the Noise and Vibration Management Plan addresses these working hour constraints.	Open. To be closed when all requirements of this approval have been fulfilled.
2.21	The construction noise objective for the project is to manage noise from construction (as measured by a LA10 (15minute) descriptor) so that it does not exceed the background LA90 noise level by: a) more than 20 dB(A) for a construction period of equal to or less than four weeks; b) more than 10 dB(A) for a construction period of greater than four weeks, but not exceeding 26 weeks; and c) more than 5 dB(A) for a construction period greater than 26 weeks. Any activities that could exceed the construction noise objectives specified under this condition shall be identified and managed in accordance with a Construction Noise and Vibration Management Plan specified under Condition 6.3 d) of this approval. If the noise from construction is substantially tonal or impulsive in nature (as described in Chapter 4 of the NSW Industrial Noise Policy), 5dB(A) shall be added to the measured construction noise level when comparing the measured noise with the construction noise objectives. The Proponent shall implement all reasonable and feasible noise mitigation measures with the aim of achieving the construction noise objective.	Where conditions are relevant to the construction phase, they are included in G36.3.1. The Woolgoolga to Halfway Ck CEMP, and in particular the Noise and Vibration Management Plan addresses these working hour constraints.	Open. To be closed when all requirements of this approval have been fulfilled.
2.35	The Proponent shall ensure that all lighting installed as part of the rest area is mounted, screened, and directed in such a manner so as to minimise light spillage and/or glare to surrounding land uses. The lighting shall be the minimum level of illumination necessary, and generally in accordance with the latest version of AS 4282 – 1997 Control of the Obtrusive Effects of Outdoor Lighting.	The lighting design for the rest area shall be verified and certified by the contractor in accordance with G1.26	Open. To be closed when all requirements of this approval have been fulfilled.
2.36	During the detailed design phase of the rest area, consideration shall be given to the installation of a rainwater tank(s) and any associated plumbing works to flush amenities.	A rainwater tank is included in the rest area design and will be plumbed to the toilet facilities.	Closed
2.37	The Proponent shall, prior to the commencement of construction, or unless otherwise agreed by the Director-General, prepare and implement a Landscape Plan for the rest area site. In preparing the Plan, the Proponent shall consult with Coffs Harbour City Council. The Plan shall detail landscaping measures to minimise the impacts of the rest area on receptors in the vicinity of the site. The Plan shall include, but not necessarily be limited to: a) details of noise mounds; b) details of landscaping, including swales and bioretention systems, to meet the outcomes of Scenario 2 as described in the Response to Submissions dated 3 July 2012; c) measures to monitor and maintain landscaping (including weed control) including responsibilities, timing, duration and contingencies where landscaping measures fail; and d) details of information boards, bicycle racks and other structures.	A landscape plan has been prepared in accordance with these conditions. All landscape plans for sections 1 and 2 have been provided to Coffs Harbour City Council, however no response has been received. The ongoing maintenance of the rest area will be in accordance with the handover report and RMS's maintenance unit.	Open. To be closed when all requirements of this approval have been fulfilled.
2.38	Conditions 6.2 and 6.3 may be satisfied through the submission of an addendum to the Construction Environment Management Plan and associated sub plans for the project to include the Arrawarra Rest Area. The updated plans shall be submitted for the approval of the Director-General no later than one month prior to the commencement of construction of the rest area, or within such period otherwise agreed by the Director-General. Construction of the rest area shall not commence until written approval has been received from the Director-General or nominee.	The CEMP as associated plans were submitted to DP&E for approval on 1/05/15. These plans include the construction of the Arrawarra Rest Area. Section 1 CEMP was approved by the Secretary on the 15/5/15.	Closed

2.39	Prior to the operation of the Arrawarra Rest Area, the proponent shall incorporate the rest area into the existing environmental management systems.	The ongoing maintenance of the rest area will be in accordance with the handover report and RMS's maintenance unit.	Open. To be closed when all requirements of this approval have been fulfilled.
2.40	The Biodiversity Offset and Mitigation Package as required by condition 2.13 shall be updated to include vegetation cleared as a result of the construction of the Arrawarra Rest Area.	Offsetting of clearing associated with the Arrawarra Rest Area has been captured within the W2B Biodiversity Offset Strategy.	Closed