



Transport
Roads & Maritime
Services

COMPLIANCE TRACKING PROGRAM

Woolgoolga to Ballina – Stage 1

Woolgoolga to Halfway Creek Section 1 6 Monthly Compliance Report

MAY 2017 TO FEBRUARY 2018



Document control

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Revision history

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1	19/5/15	Woolgoolga to Ballina Stage 1 – W2HC Pre-Construction Compliance Report	
2	7/7/15	Woolgoolga to Ballina Stage 1 – W2HC Pre-Construction Compliance Report [Updated to address Dept of Planning comments]	
3	19/2/16	Woolgoolga to Ballina Stage 1 – W2HC 1 st 6 Monthly Compliance Report	
4	18/7/16	Woolgoolga to Ballina Stage 1 – W2HC 1 st 6 Monthly Compliance Report post Department of Planning Comments	
5	6/9/16	Woolgoolga to Ballina Stage 1 – W2HC 2 nd 6 Monthly Compliance Report	
6	10/02/17	Woolgoolga to Ballina Stage 1 – W2HC 3 rd 6 Monthly Compliance Report	
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Glossary / Abbreviations

ASS	Acid sulphate soils
CEMP	Construction environmental management plan
Compliance audit	Verification of how implementation is proceeding with respect to a construction environmental management plan (CEMP) (which incorporates the relevant approval conditions).
CoA	Conditions of approval
DP&E	Department of Planning and Environment
EA	Environmental Assessment
Ecological sustainable development	Using, conserving and enhancing the community's resources so that the ecological processes on which life depends are maintained and the total quality of life now and in the future, can be increased (Council of Australian Governments, 1992).
EPA	NSW Environment Protection Authority
ERG	Environmental Review Group – comprising representatives of RMS, Environmental Representative, Project delivery team, regulatory authorities (EPA, DPI – Fisheries Conservation and Aquaculture, NOW) and councils (Coffs Harbour City Council, Clarence Valley Shire Council). The ERG will be maintained for the duration of the Project and will meet regularly and undertake environmental inspections. The role the ERG is to provide proactive advice on environmental management issues and review the environmental performance of the Project.
EMM	Environmental Management Measures
EMS	Environmental management system
Environmental aspect	Defined by AS/NZS ISO 14001:2004 as an element of an organisation's activities, products or services that can interact with the environment.
Environmental impact	Defined by AS/NZS ISO 14001:2004 as any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects.
Environmental incident	An unexpected event that has, or has the potential to, cause harm to the environment and requires some action to minimise the impact or restore the environment.
Environmental objective	Defined by AS/NZS ISO 14001:2004 as an overall environmental goal, consistent with the environmental policy, that an organisation sets itself to achieve.
Environmental policy	Statement by an organisation of its intention and principles for environmental performance.
Environmental target	Defined by AS/NZS ISO 14001:2004 as a detailed performance requirement, applicable to the organisation or parts thereof, that arises from the environmental objectives and that needs to be set and met in order to achieve those objectives.
Environmental Representative	A suitably qualified and experienced person independent of project design and construction personnel employed for the duration of construction. The principal point of advice in relation to all questions and complaints concerning environmental performance.
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPL	Environment Protection Licence

Minister, the	Minister for Planning
Non-compliance	Failure to comply with the requirements of the Project approval or any applicable license, permit or legal requirements.
Non-conformance	Failure to conform to the requirements of Project system documentation including this CEMP or supporting documentation.
NOW	NSW Office of Water
OEH	Office of Environment and Heritage
Project, the	The Woolgoolga to Ballina Project
RMS	Roads and Maritime Services
Secretary	Secretary of the NSW Department of Planning and Environment (<i>or delegate</i>)
Stage 1 of the Woolgoolga to Ballina Upgrade	Section 1 – Woolgoolga to Halfway Creek Section 2 – Halfway Creek to Glenugie Wave 1- Soft soils works at Harwood Wave 2- Soft soils works at Whytes Road to Pimlico Wave 3- Soft soils works between Tyndale and Iluka Road and at Tuckombil Canal, Woodburn

1. Introduction

1.1 Project description

NSW Roads and Maritime Services is upgrading the Pacific Highway between Woolgoolga and Ballina on the NSW North Coast. This is known as the Woolgoolga to Ballina Pacific Highway upgrade project. An overview of the project is shown in Figure 1-1.

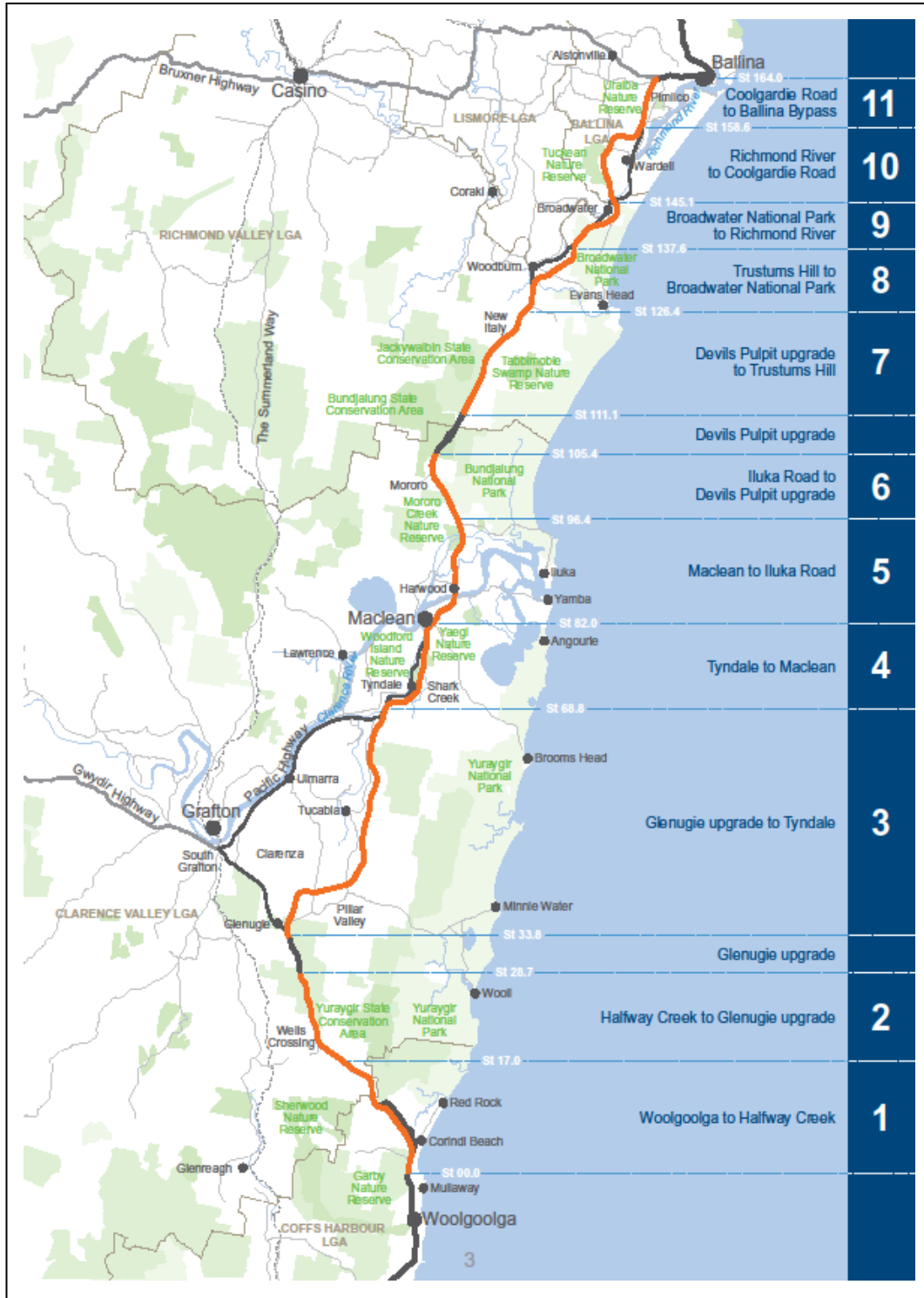


Figure 1-1 Woolgoolga to Ballina Pacific Highway Upgrade

The project would upgrade around 155 kilometres of highway and represents the last priority (known as 'Priority 3' in the upgrade program) in achieving a four-lane divided road between Hexham and the NSW/Queensland Border. The project therefore forms a major part of the overall upgrade program and when constructed, would complete the four-lane divided road program. It would be jointly funded by the NSW and Australian governments.

The Woolgoolga to Ballina project is Australia's largest regional infrastructure project and will duplicate about 155 kilometres to four-lane divided road. The project starts about six kilometres north of Woolgoolga (north of Coffs Harbour) and ends about six kilometres south of Ballina.

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
- 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.

Sections of the project are located adjacent to previously approved highway upgrades. As a result, the following approvals will also apply to the relevant sections of the project:

- Sapphire to Woolgoolga Pacific Highway upgrade – NSW Approval (06_0293) 13 January 2009
- Glenugie Pacific Highway upgrade – NSW Approval (09/0073) 17 December 2009, Commonwealth Approval (2009/5002) 13 January 2010
- Devils Pulpit Pacific Highway upgrade – NSW Approval (09_0179), 1 February 2011, Commonwealth Approval (2010/8586) 20 January 2012
- Ballina Bypass Pacific Highway upgrade – NSW Approval 22 May, 2003.

1.2 Staging

A Staging Report has been prepared and approved in accordance with the requirements of the NSW Condition of Approval A7 which 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.

The Staging Report describes the activities associated with the project stages and how compliance will be addressed across and between these.

Roads and Maritime proposes to construct the project in a number of stages. Given the nature of the project and range of procurement and delivery options involved, Roads and Maritime will update the staging report progressively as further details are confirmed. Stage 1 of the Woolgoolga to Ballina upgrade includes three construction activities. The general location of these stages is shown in Figure 1-2.

Stage 1:

- 1). Section 1 – Woolgoolga to Halfway Creek
- 2). Section 2 – Halfway Creek to Glenugie
- 3). Soft Soil preload construction undertaken in three waves of construction packaging to suit
 - a). Wave 1- Soft soils works at Harwood
 - b). Wave 2- Soft soils works at Whytes Road to Pimlico
 - c). Wave 3- Soft soils works between Tyndale and Iluka Road and at Tuckombil Canal, Woodburn

This Compliance Tracking Report is for the fifth reporting period, 19 May 2017 to project completion 28 February 2018, for the Woolgoolga to Halfway Creek - Section 1 of the W2B Project as highlighted in Figure 1-2. This report represents the final compliance report for the project.

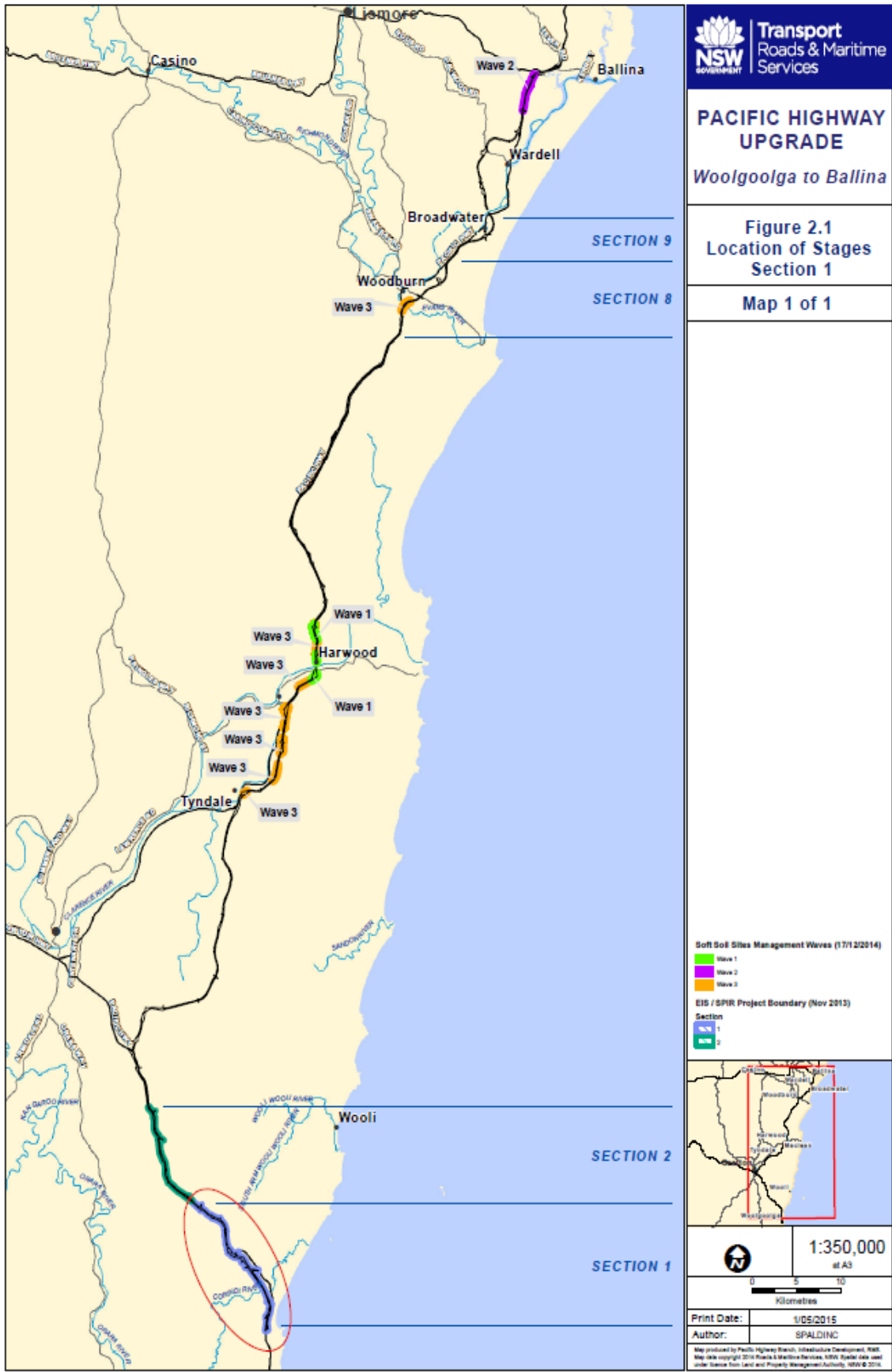


Figure 1-2: Location of all Stage 1 activities, specifically highlighting Section 1 Woolgoolga to Halfway Creek.

1.2.1 Woolgoolga to Halfway Creek

The report details the environmental performance of the Woolgoolga to Halfway Creek Project from May 2017 to February 2018, which is approximately 14.7 kilometres, comprising of a four-lane divided carriageway. The project comprises of –

- three bridge crossings of waterways or floodplains
- four bridges and underpasses to maintain access along local roads crossed by the project
- service roads and access roads to maintain connections to existing local roads and properties
- multiple fauna connectivity structures including rope bridges, glider poles, drop down structures & fish passages
- rest area located at the Arrawarra Interchange



Figure 1-3 illustrates the features of W2HC

1.3 Purpose

The key objective of the Compliance Tracking Program is to track compliance with the requirements of the Minister's Conditions of Approval during the design and each stage of construction of the Project. This report addresses the fifth and final compliance tracking report for construction of the W2HC project from 19 May 2017 to 28 February 2018.

1.4 Environmental management system overview

The Construction Environmental Management Plan (CEMP) is the primary system to manage and control the environmental aspects of the Project during construction. It also provides the overall framework for the system and procedures to ensure environmental impacts are minimised and legislative and other requirements are fulfilled. The strategies defined in the CEMP have been developed with consideration of the Project approval requirements, safeguards and mitigation measures presented in the environmental assessment and approval documents. The CEMP establishes the system for implementation, monitoring and continuous improvement to minimise impacts from the Project on the environment.

This Compliance Tracking Program is separate to the CEMP, but is part of a suite of environmental management documents prepared for the Project.

1.5 Relevant documentation

Documentation relevant to the Compliance Tracking Program includes:

- RMS, *Woolgoolga to Ballina. Upgrading the Pacific Highway. Environmental Assessment* (December 2012)
- RMS, *Woolgoolga to Ballina. Upgrading the Pacific Highway. Submissions and Preferred Infrastructure Report* (November 2013)
- New South Wales *Environmental Planning and Assessment Act 1979* (SSI-4963), approval dated 24 June 2014
- Commonwealth *Environment Protection and Biodiversity Act 1999* (012/6394), approval dated 14 August 2014

1.6 Scope of activities undertaken during the reporting period

Throughout the final reporting period, a range of works have occurred across the project. A summary of these activities are listed below.

- **Chainage 0 – 1800 Southbound and Northbound**
 - All works complete and open to traffic at 110km/hr
- **Eggins Drive**
 - Opened to traffic August 2017
 - Cycleway line marking installed. Signage completed.
 - Resealing of old highway pavement at Tasman Street completed in January 2018.
- **Arrawarra Rest Area**
 - Opened to the public for the Christmas Holiday period

- **Chainage 1800 – Range Road**
 - Open to traffic at 110km/hr
 - Minor pipe crack repairs and some fencing works to be completed

- **Range Road to Chainage 14600 (Northern Tie-in)**
 - Open to traffic 8 December 2017 – 80km/hr
 - Temporary works removal completed and open two lanes 100km/hr 18 December 2017
 - Minor defects and fencing works largely completed.

- **Local Roads**
 - Repairs to be completed to McPhillips Road in 2018
 - Corindi Access Road – Dense Grade Base (DGB) being placed and sealing to be completed in January 2018
 - All other roads complete except minor defects

Ancillary Sites

- **Hawthorne Close**
 - Rehabilitation of Hawthorne Close Stockpile Site commenced.
 - Excess Select Material Zone (SMZ) to be stockpiled for future RMS use within the Project boundary.
 - Pavers demobilised and batch plant decommissioned
 - Batch Plant to be removed in January / February 2018 and area rehabilitated

- **Compound Site**
 - Demobilisation of contractors site offices in February 2018
 - Workshop to be demobilised in February 2018
 - Contamination Testing of site to be completed in February 2018
 - RMS office to remain until at least end of March 2018

- **Laydown Area**
 - Auction held 9 February 2018 then site rehabilitated and contamination testing undertaken

Sedimentation basins & erosion and sediment controls

- 4 licensed sedimentation basins remain on the project Environmental Protection Licence, specifically Kangaroo Trail Road laydown area and compound temporary basins (2) and Hawthorn Close temporary basins (2).
- OHLY provide the projects Sedimentation Basin and Irrigation Register to EPA monthly or when requested, including when a basin is been decommissioned or commissioned.

Environment Training

- Incident learnings undertaken as required.
- Site awareness environmental training.
- Weekly toolbox and daily pre-start environmental updates
- Weekly environmental induction covering current environmental risks and their mitigation including legislation

1.7 Performance of environmental controls that have been implemented

Erosion and sediment control

The progressive erosion and sediment control plans were implemented by OHLY in consultation with the project Soil Conservationist as required to reflect the current works. The project Soil Conservationist assisted OHLY by providing advice on erosion and sedimentation controls, particularly in sensitive areas, including decommissioning licensed sedimentation basins.

A range of natural erosion controls were adopted for the project, including the use of mulch and earth bunds, etc. Where possible, geofabric material and sediment fence were avoided or installed as a final solution in an aim to reduce the amount of waste generated.

Protection of waterways

All temporary creek crossings including the floodplain temporary access have now been removed and rehabilitated. The project successfully constructed eight box culverts simultaneously without any environmental incidents during this reporting period and ultimately achieved putting clean water online through the project alignment in an environmentally sensitive area.

Air Quality

Multiple water carts have operated throughout the project works to minimise generation of dust from construction activities. Dust from haul roads had been minimised through enforcement of speed limits onsite and use of water carts.

There are now limited exposed areas as a result of the successful paving programme, which has also reduced the areas of potential dust across the project.

Weekly toolbox talks continued throughout the project to emphasise the importance of speed limits onsite for safety and environmental reasons. Stabilised haul roads are also assisting with dust control together with street sweepers at these locations. Other measures include stabilised access points throughout the project and use of soil binders to suppress dust.

Water generated from sedimentation basins and sediment traps have preferentially been reused as another water source of dust suppression across the project.

Noise & Vibration

The project obtained a six monthly out of hours in December 2016, which required a 48-hour notification prior to any out of hour's works for key activities including bridge construction, local roads, drainage works, traffic switches and road maintenance. This out of hours approval extends to project completion. Separate out of hours approvals were obtained for operation of the Taylors Run batch plant and paving operations.

Heritage

There has been nil desktop heritage assessments undertaken during the reporting period. The project continues to maintain a positive working relationship with the Aboriginal representatives.

Waste

Waste oil and oily materials have been transported to the project workshop and removed by a local waste recycling operator. Some materials (excess spoil and reclaimed asphalt, for example) have been sought by external parties with development consents and addressed under waste procedures and Section 143 permits, which also assist the project in reducing the volume of waste while supporting beneficial reuse opportunities.

Mulch has been used onsite for erosion and sediment control and works well to assist stabilise catchments and reduce soil loss. Mulch has been re-used from other Woolgoolga to Ballina projects within the alignment to complete the vegetated medians of the project.

Concrete waste generated by the project is also reused for embankment construction after being crushed. There have been reasonable volumes of concrete waste recycled on the project for reuse. Steel recycling also occurs on the project. A licenced waste metal contractor collects the material regularly. Many concrete pipes and box culverts have been given to farmers and other external parties for reuse rather than crushing them. Crushed concrete has also been taken offsite under the Section 143 process to a local property developer to be reused for the local road network into a new residential development within the Woolgoolga district.

The project has offered timber pallets & other materials to the Woolgoolga Community Men's Shed, a local organisation supporting men's health and wellbeing.

Fauna

Ecological monitoring continued during the reporting period. Results are summarised in Section 3.6.

During the reporting period measures have been both continued or implemented in order to mitigate impacts on fauna. These include the following:

- Permanent frog fence has been progressively installed on the project, and temporary frog fence removed. No threatened frog mortalities have been identified during construction.
- The project has recorded an increase in numbers from the baseline for the Giant Barred Frog at Corindi Creek upstream and downstream, which illustrates a healthy ecosystem.
- Operational Fauna exclusion fencing has been successfully installed throughout the project.
- Any clearing which has taken place has been done in accordance with the Threatened Flora and Fauna Management Plan.
- Green-thighed Frog ponds have been successfully constructed at Redbank Creek and Falconers Lane as per the Threatened Frog Management Plan.
- Fauna furniture and refuge poles have been completed in the underpasses.
- Rope bridge and glider pole locations have been finalised.

2. Program requirements

The Compliance Tracking Program has been prepared as a requirement of CoA D27. The requirements, as stipulated by this CoA, are detailed in 2.1.

Table 2-1 CoA requirements for the Compliance Tracking Program

CoA No.	Requirement	Reference
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:	This document
	(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);	Section 2.1
	(b) provisions for periodic review of the compliance status of the SSI against the requirements of this approval;	Section 2.2
	(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;	Section 2.3
	(d) a program for independent environmental auditing in accordance with ISO 19011:2003 - Guidelines for Quality and/or Environmental Management Systems Auditing;	Section 2.4
	(e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;	Section 2.5
	(f) provisions for reporting environmental incidents to the Secretary and relevant public authorities during construction;	Section 2.6
	(g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and	Section 2.7
	(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.	Section 2.8

2.1 Secretary notification

CoA D27 (a) requirement:

“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)”

Construction will commence on each stage of the Project according to the Staging Report, following approval by the Secretary of the relevant CEMP, associated environmental plans and other relevant documentation required by the approval.

RMS will advise the Secretary in writing prior to the commencement of construction and operation.

The CEMP for Section 1 was approved by the Department of Planning and Environment on 19 May 2015, with the Environment Protection Licence 20590 subsequently issued on 19 May 2015. Construction subsequently commenced on the 19 May 2015.

2.2 Period compliance review

CoA D27 (b) requirement:

“provisions for periodic review of the compliance status of the SSI against the requirements of this approval”

RMS will review the status of compliance and submit periodic compliance reports to the Secretary as follows:

- Prior to the commencement of construction.
- Six months after the commencement of construction and then at six monthly intervals thereafter.
- Prior to the commencement of operation.

This report captures the fifth and final compliance tracking period of construction for the period 19 May 2017 to the end of construction 28 February 2018. . The compliance tracking tables (contained to Appendix A) form an integral component of this periodic review.

These tables establish a format for recording compliance and include:

- Description of the environmental obligation.
- The stage of the project to which it relates.
- Status.
- Responsibility

2.3 Period compliance reporting

CoA D27 (c) requirement:

“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”

Revision 2 (dated 7 July 2015) of this Compliance Tracking Report documented the pre-construction compliance status. This report (Revision 8) is the fifth of the Six Monthly Compliance Tracking Reports, which captures the construction compliance status during the period to 19 May 2017 to 28 February 2018.

Sections 1.6 to 1.7 summarises the environmental and construction information relevant during this six month reporting period for this report.

At intervals prescribed in Section 2.2 the status of compliance will be reviewed and reported to the Secretary in the form of a Compliance Tracking Report. The Compliance Tracking Report includes:

- Scope of the activities undertaken during the reporting period (Section 1.6)
- Performance of environmental controls that have been implemented (Section 1.7)
- Compliance with CoA, revised EMM as recorded in the compliance tracking tables (Appendix A)
- Non-compliances during the reporting period (Section 2.7)
- Detail of all incidents recorded and action taken during the reporting period (Section 2.5)
- Outcomes of monitoring undertaken over the reporting period and review of compliance against relevant criteria (Section 3).
- Outcomes of audits and ERG inspections undertaken during the reporting period (Section 2.4)
- Detail of substantiated environmental complaints received, responses taken and current status (Section 4).

2.4 Independent environmental auditing

CoA D27 (d) requirement:

“a program for independent environmental auditing in accordance with ISO 19011:2003 - Guidelines for Quality and/or Environmental Management Systems Auditing”

RMS will ensure that independent audits are undertaken in accordance with ISO 19011:2003 - *Guidelines for Quality and/or Environmental Management Systems Auditing* at six monthly intervals throughout construction. The audits will assess compliance against the CoA and SoCs.

In May 2017, the project participated in an ISO 14001 recertification audit for OHL. This audit addressed the changes in the new ISO 14001 standard to the projects Construction Environmental Management Plan. Minor changes were identified and closed out within the required timeframe.

Regular site inspections are undertaken on the project by the Foreman, Environment Manager and the Superintendent. Weekly formal inspections are undertaken and recorded on the system as per requirements in the project CEMP.

Regular Soil Conservationist inspections are also undertaken on the project. Reports outlining the outcomes of the Soil Conservationist are provided to RMS.

ERG inspections ceased in November 2017 due to opening the project to traffic.

2.5 Incident reporting and response

CoA D27 (e) requirement:

“mechanisms for recording environmental incidents during construction and actions taken in response to those incidents”

RMS's Environmental Incident Classification and Reporting Procedure will be implemented for all environmental incidents for the Project. The full procedure is provided in Appendix A6 of CEMP.

<http://home.rta.nsw.gov.au/dts/cserv/os/original/environment/ems-tp-07.pdf>

Typically, environmental incidents will be notified verbally immediately of any incident occurring to the RMS Representative and the Environmental Representative. Incident reports will be

provided to RMS Representative and the Environmental Representative within 24 hours of the incident occurring, including lessons learnt from each environmental incident and proposed measures to prevent the occurrence of a similar incident. All efforts will be undertaken immediately to avoid and reduce impacts of incidents and suitable controls put in place. Incidents will be closed out as quickly as possible, taking all required action to resolve each environmental incident.

The EPA will be notified of any environmental incidents or pollution incidents on or around the site via the EPA Environment Line (telephone 131 555) in accordance with Part 5.7 of the *Protection of the Environment Operations Act 1997* (NSW) (POEO Act). The circumstances where this will take place include:

- If the actual or potential harm to the health or safety of human beings or ecosystems is not trivial.
- If actual or potential loss or property damage (including clean-up costs) associated with an environmental incident exceeds \$10,000.

The Project will maintain all records relating to environmental incidents. Roads and Maritime Environment Branch will also provide assistance with maintaining records relating to environmental incidents.

During the six months reporting period, there were a total of four (4) environmental incidents. A summary of these environmental incidents and the corrective actions are presented below. All the incidents recorded during the reporting period have been closed out.

- 26 May 2017: in accordance with EPL 05.9, following 123mm rainfall received from 13-20 May 2017, 5-day design capacity was not reinstated on one (1) licensed sedimentation basin, TB949. Basin TB949 flocculation did not commence until Day 3 due to a shortage of pumps, as a result, to achieve flocculation to the EPL standard has taken longer due to the size of the waterbody.
- 19 July 2017: Truck and dog hydraulic hose between truck and trailer developed a leak and spilled hydraulic fluid while the truck and dog was driving onsite and external to the site on public roads. Approximately, 20-30 litres was leaked in total from batch plant at chainage 3000 through gate 4d to Coral Street, Corindi Beach and then on the southbound carriageway into Woolgoolga.
- 5 October 2017 – Concrete slurry from concrete tipper hauling concrete reported to have fallen onto public vehicle travelling behind truck, near Hawthorn Close. There was no reported damage to the vehicle after washing off the slurry.
- 31 October 2017 – Paving crews commenced works for the day at McPhillips and noted that a 1000 litre pod containing curing compound had been emptied onto the ground near culvert 1331. Immediate response by OHLY, by bunding the area to prevent it from leaving the site/entering the waterway using an excavator. A sucker truck was also used to collect the majority of the curing compound. Temporary lined bunded areas were established to contain the contaminated material until the truck can collect the material and transport it to a licensed facility. The remaining pods were removed from the site to prevent reoccurrence. The incident was reported to the police.

All incidents have been closed out.

2.6 Incident reporting to Secretary

CoA D27 (f) requirement:

“provisions for reporting environmental incidents to the Secretary and relevant public authorities during construction”

The Secretary will be notified of incidents in writing in circumstances where:

- The actual or potential harm to the health or safety of human beings or ecosystems is not trivial.
- The actual or potential loss or property damage (including clean-up costs) associated with an environmental incident exceeds \$10,000.

An initial notification to the Secretary will be made verbally within two working days. The written notification will be made within 10 working days.

Where incidents are considered to be minor, ie do not meet the criteria above, they will be reported to the Secretary in accordance with the compliance tracking program at frequencies prescribed in Section 2.2.

All environmental incidents are being recorded and reported to the EPA, ER, RMS & Fisheries through the ERG, monthly reporting or immediate notification as per the procedure.

2.7 Addressing non-compliance

CoA D27 (g) requirement:

“procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management”

Section 8.4 of the CEMP describes in detail the system for tracking compliance prior to and during construction.

Where a non-compliance has been identified, a corrective/preventative action (or actions) will be implemented.

Corrective/preventative actions will be entered into the OHLY quality system database and include detail of the issue, action required and timing and responsibilities. The record will be updated with date of close out and any necessary notes. The database will be reviewed regularly to ensure actions are closed out as required.

The close-out of required actions will be reviewed during forums including Environmental Representative and ERG inspections, and the Environmental Representative will be actively involved in the review and resolution of non-compliances.

There was a minor non-compliance relating to surface water monitoring during the reporting period relating to Total Petroleum Hydrocarbons not being analysed from water samples during the Sept 17 / Nov 17 dry events, and an Oct 17 and Dec 17 wet event.

Also, the water quality monitoring program switched to Operational phase in January 2018 as the whole project was open to traffic. However, the January 2018 wet event was not undertaken due to transitional issues moving into the operational phase surface water monitoring. The February 2018 data is available in Appendix B. Operational phase surface water monitoring will continue to be undertaken in accordance with approved water quality monitoring program.

2.8 Employee inductions

CoA D27 (h) requirement:

“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”

Section 5.1 of the CEMP describes in detail how all personnel working on the Project are aware of their environmental obligations.

During construction, the Environmental Manager (or delegate) will conduct the environmental component of the site inductions. The environmental component will include, but not limited to, an overview of:

- Relevant details of the CEMP including purpose and objectives.
- Key environmental issues.
- Conditions of environmental licences, permits and approvals.
- Specific environmental management requirements and responsibilities.
- Mitigation measures for the control of environmental issues.
- Incident response and reporting requirements.

- Information relating to the location of environmental constraints.

A record of all environment inductions will be maintained and kept on-site.

3. Environmental Monitoring

Monitoring and testing has been undertaken for surface / ground water quality, dust and flora and fauna in accordance with the Construction Environmental Management Plan (CEMP) and subsequent management plans during the reporting period. Monitoring results are provided in Appendix B. Further details on monitoring during the reporting period are provided below.

3.1 Surface Water

OHLY undertook monthly surface water quality monitoring at predetermined locations in accordance with the Surface Water Quality Programme during May 17 to Dec 17. Eight (8) waterways were monitored at upstream and downstream locations. Water quality results are presented in Appendix B. The monitoring results are uploaded onto the project environmental monitoring database and conveyed to the Environmental Review Group (ERG) on a monthly basis. Water quality parameters include – pH, turbidity, temperature, dissolved oxygen, electrical conductivity and nutrients.

The water quality meter is calibrated on-site prior to any water quality monitoring and is serviced by qualified technicians recommended by the manufacturer.

The following information provides a discussion on the results during the reporting period.

- Consistent with the pre-construction water quality data, the results illustrate variability throughout the reporting period. Elevations were noted following period of intense rainfall, specifically during October and December 2017, leading to elevated levels in Total Suspended Solids, dissolved oxygen and turbidity.
- pH values are general consistent with between upstream and downstream at each creek site with slightly acidic values, overall ranging from 5.56 to 8.69 across all the sites.
- The laboratory results for oil and grease displayed some variability throughout the monitoring period (US and DS) although Hydrocarbon or BTEX detection levels were not triggered.
- No elevations in nutrients or heavy metals were observed during the reporting period.
- Overall, sample results have not indicated any impact has occurred from project works on the downstream environments.
- During the period the project transitioned from construction to operational with areas stabilised.
- At the end of the reporting period 16 construction sediment basins were removed or transitioned to operational basin and have been removed from the project EPL.

There was a minor non-compliance relating to surface water monitoring during the reporting period relating to Total Petroleum Hydrocarbons not being analysed from water samples during the Sept 17 / Nov 17 dry events, and an Oct 17 and Dec 17 wet event.

Controls were consistently monitored and reviewed as part of the rainfall and weekly inspection process, taking into account water quality results and changing work environments.

In relation to sediment basins, flocculation has been undertaken to ensure the discharge criteria for pH and turbidity is met prior to releasing a sediment basin, within or before the five (5) day EPL condition. Results have been provided to EPA in the EPL monthly reports. The use of gypsum at inlets and use of fine gypsum or calcium chloride continues to assist in reducing timeframes for release of sediment basins.

The operational phase of the Surface Water Quality Monitoring Programme was to commence in January 2018. However, the January 2018 wet event was not undertaken due to transitional issues moving into the operational phase surface water monitoring. The February 2018 data is available in Appendix B. Operational phase surface water monitoring will continue to be undertaken in accordance with approved water quality monitoring program.

3.2 Blast & Vibration

No production blasting has occurred since September 2016.

3.3 Noise Monitoring

Monthly attended noise monitoring discontinued as agreed at February 2017 ERG due to consistent results and no abnormalities. It was agreed at the February ERG, where any new high noise generating activities were to take place in areas not previously undertaken, attended noise monitoring would be required. Subsequently, no new high noise activities have occurred.

3.4 Air Quality

Monthly dust monitoring occurred at 13 locations across the project during the reporting period. The results of the dust monitoring are compared to the prescribed dust criteria of $4\text{g}/\text{m}^2/\text{month}$ for the project (refer Appendix B).

In summary, the following was noted during the reporting period –

- DDG13 was established during this reporting period. This gauge was installed at McPhillips Road in anticipation a proposed crusher to be established closer to a sensitive receiver. The crushing operations did not commence at this location however the dust monitoring continued at this location.
- DDG3 was above the $4\text{g}/\text{m}^2/\text{month}$ in June 2017, at $8.9\text{g}/\text{m}^2/\text{month}$, as a result of local road disturbance on Taylors Run and use of the batch plant. DDG6 was also above the $4\text{g}/\text{m}^2/\text{month}$ in November 2017, at $4.7\text{g}/\text{m}^2/\text{month}$, as a result of new blueberry plots been constructed at the nearby berry farm. DDG2 was slightly above the $4\text{g}/\text{m}^2/\text{month}$, at $4.2\text{g}/\text{m}^2/\text{month}$, potentially caused by Council works at the nearby plant during periods of high wind. Noting that all works have now been completed in this area within the alignment.
- With the exception of the above exceedance, all dust gauges for the six months period were within the allowable limit of $4\text{g}/\text{m}^2/\text{month}$.

EPA were notified immediately when an exceedance occurred and results discussed in detail at the monthly ERG meetings.

All dust gauges have now been decommissioned following the alignment now operational to traffic.

3.5 Groundwater

Construction phase groundwater monitoring continued during the reporting period in accordance with approved monitoring program. The first annual water quality report (May 2015 – June 2016) prepared by Geolink, detailed the previous year's results, providing an interpretation of groundwater quality and level data.

In accordance with the approved plan, the analysis of results of the Project Water Quality Monitoring Program (Sections 1-2) will be provided in the second Annual Water Quality Monitoring Report.

3.6 Flora and Fauna

Biodiversity monitoring for threatened species, populations and communities identified within the approved Threatened Species Management Plans during the construction phase of the project was undertaken. Annual monitoring reports for each Plan will continue to be submitted to EPA and DP&E in accordance with the reporting schedule.

Threatened Frog Monitoring: Giant Barred Frog

Monitoring was undertaken in accordance with the Threatened Frog Management Plan over this compliance reporting period.

The second annual monitoring report for Giant Barred Frog will be submitted to EPA, and DP&E in accordance with reporting schedule.

Threatened Frog Monitoring: Green-thighed Frog

Monitoring for the Green Thighed Frog was undertaken in accordance with the Threatened Frog Management Plan over the compliance reporting period. The second annual monitoring report for Green Thighed Frog will be submitted to EPA, and DP& E in accordance with reporting schedule.

Threatened Glider Monitoring

Threatened glider monitoring occurred throughout the reporting period in accordance with the Threatened Glider Management Plan. The annual monitoring report for Gliders will be submitted to EPA, and DP& E in accordance with reporting schedule.

In situ and translocation Threatened Flora Monitoring

Monitoring of in situ & translocated threatened flora occurred during the reporting period in accordance with the threatened flora management plan. The annual monitoring reports for In-situ and translocated threatened flora will be submitted to EPA, and DP& E in accordance with reporting schedule.

Threatened Mammal Monitoring – Brush-tailed Phascogale

Monitoring of the Brush-tailed Phascogale was undertaken in accordance with the approved Threatened Mammal Plan over the compliance reporting period. The second annual monitoring report for brush-tailed phascogale will be submitted to EPA, and DP& E in accordance with reporting schedule.

Threatened Mammal Monitoring –Rufous Bettong

Monitoring of the Rufous Bettong was undertaken in accordance with the approved Threatened Mammal Plan. The second annual monitoring report for bettong will be submitted to EPA, and DP& E in accordance with reporting schedule.

Nest box and Micro-bat Monitoring

In accordance with the Nest Box Management Plan, 100% of the nominated nest boxes have been installed on the project.

Monitoring and reporting will continue to be undertaken as per the approved Nest box and Microbat Management plans.

4. Environmental Complaints

During the six months reporting period, there were a total of thirteen (13) recorded complaints relating to the project. These complaints comprised of four (4) relating to dust, three (3) relating to water quality, five (5) post operational noise complaints with the opening of the southern 10km section of the highway, and one (1) related to vehicle damage due to slurry deposits from concrete hauling.

All complaints are recorded into Consultation Manager and are tracked by assigning any actions to the appropriate person until they are closed out to the satisfaction of the resident. All the complaints received during the reporting period have been closed out.

- **26 June 2017:** Resident of McPhillips local service road emailed Community Relations Officer (CRO) with several issues, predominantly water quality concerns and a silting issue with their property dam. Water samples were taken of all four tanks and a sample from the kitchen tap. Results illustrated no evidence of contamination. These were provided to the residents.
- **24 July 2017:** Resident of KTR rang to complain about dust from the trucks entering into and out of the new alignment. It was explained that the project needs to be cautious with excessive watering due to further environmental and construction impacts. Resident was 'OK' with the response and thanked CRO for her time. *Note: Several residents burning off in the local area causing smoke clouds to the surrounding area.*
- **27 July 2017:** Resident of McPhillips Road rang free-call line to complain about the constant vibrating hum that was experiencing in the immediate vicinity of the property. CRO advised that the project is carrying out back filling of the large culvert near the property and explained the vibration is a result of the rollers compacting the ground. Resident was informed that this back filling will take an estimated 5 days, Resident thanks CRO for her time and information *Note: CRO follow up with resident a day later and was advised that the noise was no longer of concern.*
- **31 July 2017:** Resident of KTR rang to complain about a lack of water carts for dust suppression. Advised that the Superintendent would take a look at the condition of KTR and assess accordingly. *Note: Several properties in the surrounding area burning off. Smoke haze heavy*
- **21 August 2017:** Resident of McPhillips Road text the community free call line with a complaint regarding dust from the local graded road. CRO advised that project would look into immediately, arrange for watering carts to visit on a regular basis. Resident thanked CRO for the advice.
- **22 August 2017:** Email received via the RMS from a resident of McPhillips Road. CRO and Superintendent placed a call to resident of McPhillips Road to further discuss the issue with traffic and dust was being experienced within the immediate vicinity of the property. CRO & Project Superintendent listened to residents' concerns and were able to commit to increasing water cart usages and extend the current boundary from the corner of McPhillips Road along to the compound entrance in an effort to mitigate the dust. Property owner was also informed that the dust monitoring results have been well within the requirements. The property owner was satisfied with the projects response and thanked us for our time.
- **22 September 2017:** Email received via RMS from the EPA advising that a complaint was received from a resident of Arrawarra. (EPA received email on 19/09/2017 at 7:11 PM) Owner concerned about turbid water runoff from the construction of the upgrade entering onto her property via culverts. A review of the controls upstream of her

property inside the project boundary identified no obvious signs of sediment loss, including at the pipe outlet which has scour rock until the project boundary. At the conclusion of the inspection, resident was advised that RMS would report their findings to the EPA upon where they will determine any further action if required. Resident thanked all parties for their time.

- **5 October 2017:** Call received on the community free call line from a motorist travelling north on the Pacific Hwy in the area of Hawthorne Close advising that his vehicle had been sprayed with concrete slurry whilst traveling behind concrete truck. Driver was unable to supply CRO with truck registration although did provide plant identification number. Contractor was identified and an investigation was carried out by the project paving team and environmental manager with a report also lodged with the EPA. Follow up phone call was placed to the motorist advising of the action taken by the project with the contractor at fault. The gentleman confirmed that there was no damage to his vehicle and thanked project for the quick response to the incident
- **26 October 2017:** Resident of Corindi Beach rang to complain about an increase in heavy vehicle road noise coming from the new alignment. Resident advised that he lived on Saltwater Parade in Corindi Beach and since the opening of the new highway alignment he can now hear the use of compression braking from trucks out on the new alignment. CRO addressed residents noted issues by providing information on the post construction noise monitoring to be carried out 6 - 12 months after the project fully opening to traffic. Also advised that his query would be record in a register for the RMS to capture all concerns of local residents. With regard to the speed limit for Eggins / solitary Islands Way, resident was advised that there would be no change.
- **30 October 2017:** Resident of Corindi Beach called free call line with a complaint regarding the noise from the new alignment. Advised that in the early hours of the morning heavy vehicles heading in a southerly direction can be heard travelling from what he perceived to be the top of the hill at Dirty Creek down to the Sherwood Bridge area. Resident requested for his concerns to be noted as he is aware of the post construction noise monitoring that will be carried out in the coming months. Gentleman also had concerns over the current temporary signage for Corindi north bound before Arrawarra interchange. Suggested for this to be relocated to an area that is clearer rather than obscured by the tree and corner. CRO provided resident with further information regarding the noise monitoring and an idea of time frame. Advised that his inquiry would be documented in a register for RMS of which will be taken into consideration when assessing the post operational noise report and outcomes. CRO advised resident that project will look into the placement of the VMS board and move if viable, Resident thanked CRO for the information provided
- **3 November 2017:** Resident of Corindi Beach contacted the salesforce portal within RMS with a complaint regarding the highway traffic noise in the local community. Complaint was referred to project level to contact. This is the second complaint received from this local resident, (first on the 26 October 2017) and he was further advised the Post CNAR that will be carried out within the coming months. Resident thanked Community Relations for their time.
- **13 November 2017:** Third complaint received from resident of Corindi Beach via RMS regarding road traffic noise from the new alignment. When speaking with resident, his main concern was that his complaints were being heard and noted and did not want the Corindi area to be overlooked in the post CNAR. Project community relations assured resident that his previous calls had been registered within the data base and this information will be utilized when assessing further noise monitoring of the upgrade.

Community relations advised resident that this information was readily available on the RMS website along with regular updates. An email was sent to resident providing links. Resident was once again thankful for the information provided.

- **5 December 2017:** Resident of Halfway Creek advised Community Relations of motorists and members of the general public utilising their driveway access as a rest area / toilet stop. They stated that it is becoming a sanitary issue with the debris left behind. UBS was given with video surveillance of which was passed on to RMS for review. Community advised resident to contact their local council to seek their advice on the situation and also supply with a copy of the video footage and to follow up with an email addressing the issues to both RMS and Council

4.1 Community consultation activities from May 2017 to November 2017

A number of consultation activities were undertaken with local businesses and residents for paving operations including out of hours works, project construction updates and upcoming traffic switches.

Feedback about the project from the local community has generally been very positive.

Appendix A - Compliance tables

COMPLIANCE TRACKING - MCoA Part A

Ministers Condition Of Approval	Requirement	Timing	Responsibility	Comment
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.	Pre-construction Construction Operation	Roads and Maritime	This is addressed within the contract documents eg. CEMP/sub plans, design drawings specifications etc.
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 OEHL 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.	Pre-construction Detailed Design Construction Operation	Roads and Maritime	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. Section 1 opened fully to traffic in December 2017.
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.	Pre-construction Construction Operation	Roads and Maritime	Noted
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.	Pre-construction Construction Operation	RMS Pacific Complete	Noted
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.	Pre-construction	RMS	The project has physically commenced.
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.	Pre-construction Construction Operation	RMS/Contractor	Licences/Permits have been obtained for the EPL, water use and State Forest occupation permits and further licences/ permits will be applied for as construction proceeds. The project obtained approval from the Department of Crown Lands and Coffs Harbour City Council to extract water from the Corindi Dam in November including a variation to the premise boundary. The project also acquired landowner agreements to extract water from private dams for dust management and construction water. The Project EPL was amended to include these areas. The Project EPL 20590 Annual Return was submitted to EPA in July 2017 as required under EPL Condition R1.
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).	Pre-construction	Roads and Maritime	The Stage 1 Woolgoolga to Ballina Staging Report dated March 2015 was acknowledged by the Secretary on 30/04/2015. Version 6 of the W2B staging report was submitted to the Secretary in November 2016.
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.	Pre-construction	RMS	Noted.
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.	Pre-construction Construction Operation	Roads and Maritime	This is addressed within the contract documents eg. CEMP/sub plans, design drawings, Specifications, contractors training /induction packages and also in documents such as EWMS's and Blast MP.
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.	Construction	Roads and Maritime	This is addressed within the contract documents eg. CEMP/sub plans, EWMS, ESCPlans, specifications, contractors training /inductions toolboxes, daily prestarts, etc.
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.	Construction	Roads and Maritime	Noted
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 OEHL, the incident report prepared for the purposes of notifying the EPA and/or OEHL would meet this requirement.	Construction Operation	Roads and Maritime Contractors	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.
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.	Construction Operation	Roads and Maritime Contractors	Noted.

COMPLIANCE TRACKING - MCoA Part B



Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
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 (<i>Phascolarctos cinereus</i>) primary and secondary habitat shall be limited to a total area of 375 hectares.	All	All	Pre-construction Detailed Design	Roads and Maritime Detailed Designers Contractors	RMS and the Contractor have ensured compliance with the approved clearing limits under the Planning Approval. Clearing of native vegetation has been minimised with a detailed design objective being to reduce impacts to any threatened species or EECs where feasible and reasonable. Clearing limits are clearly shown on relevant construction drawings and closely tracked throughout the project. Clearing limits may change slightly with more detailed assessment. Clearing has been completed on Section 1. Minor changes have been required with minor design changes including fauna pole anchor blocks, hazardous trees, and operational basin pipework. Not all clauses of this condition will apply to each stage. An assessment will be made as to the applicability of specific clauses prior to construction. Clearing has been previously reduced in some part of the project from the clearing limit as per detailed design, including Hawthorn Close and the northern extent on the south bound lanes.
B2	Where feasible and reasonable, remnant vegetation shall be retained between the SSI boundary and the SSI footprint.	All	All	Pre-construction Detailed Design	Roads and Maritime Detailed Designers Contractors	Vegetation clearing limits have been defined during detailed design for Stage 1-4. Roads and Maritime is satisfied that this condition has been met. Clearing has been closely monitored throughout construction.
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.	All	All	Construction	Roads and Maritime Detailed Designers Contractors	Measures for native vegetation are included in the UDLP. Progressive rehabilitation / stabilisation has been continued throughout construction on section 1 and stabilisation via native vegetation growth continues into the operation phase.
B4	Light spill from the SSI shall be avoided on Pink Underwing Moth and Atlas Rainforest Ground Beetle habitat, where feasible and reasonable.	10	Stage 2	Detailed Design Construction	Roads and Maritime Detailed Designers Contractors	Stage 2
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.	All	All	Pre-construction	Roads and Maritime Contractors	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).
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.	All	All	Pre-construction	Roads and Maritime / Contractors	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. Whilst not previously recorded, the project ecologist identified <i>Eucalyptus tetrapleura</i> during the clearing phase the western side of the existing highway approx. Ch. 9800 in Section 1. An exclusion area was established and the seeds were collected for propagation and future translocated following consultation with the ERG. This unexpected find was commended by EPA. Three (3) threatened spotted young quolls was captured by the OHLY during November 2016 followed the mother and young quoll been hit by existing highway traffic. The young quolls were cared for by the Currumbin Wildlife Sanctuary and were released with pit tags in December 2016 in consultation with EPA, NPWS and RMS. The contractor was highly commended for their work.
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).	6, 7, 8, 9	Stage 2	Construction	Pacific Complete/ Contractors	Stage 2
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, unless otherwise agreed by DPI (Fisheries)	6, 7, 8, 9	Stage 2	Construction	Roads and Maritime /Contractors	Stage 2
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, unless otherwise agreed by DPI (Fisheries).	6, 7, 8, 9	Stage 2	Pre-construction Construction	Roads and Maritime /Contractors	Stage 2
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.	All	All	Pre-construction Detailed Design	Roads and Maritime	Connectivity Strategy for Sections 1 & 2 was approved by DP&E on 11/5/15
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.	3,4, 5, 9, 10, 11	Stage 2	Pre-construction Detailed Design	Roads and Maritime /Detailed Designers	Stage 2
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.	All	All	Pre-construction Detailed Design	Roads and Maritime /Detailed Designers	Connectivity Strategy approved by DP&E on 11/5/15. Required structures will be installed as per the Connectivity Strategy, if any issues are identified with structures during construction phase then consultation would be undertaken with the EPA and the ER to determine appropriate course of action.
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.	All	All	Pre-construction Detailed Design Construction Operation	Roads and Maritime/Detailed Designers/Contractors	Clearing was reduced in some part of the project from the clearing limit, 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.

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
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.	All	All	Construction	Roads and Maritime /Contractors	The NVMP for the Section 1 has been approved by DPE. Works have been undertaken in accordance with the approved NVMP.
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.	All	All	Construction	Roads and Maritime/Contractors	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 and the ERG. Refer to MCoA B16 below for details.
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.	All	All	Construction	Roads and Maritime/Contractors	Addressed in the approved NVMP/ App D Out of Hours Work. Extended work hours have been approved to the end of the project at Section 1 (W2HC) in accordance with the NVMP/ App D Out of Hours Work Procedure which implements the Conditions of MCoA B16 and EPL 20590 out of hours, in particular B16 (d) and (e) and EPL L5.2 and L5.3.
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.	All	All	Construction	Roads and Maritime /Contractors	Addressed in the approved NVMP/ App D Out of Hours Work. Multiple Out of Hours Work permits have been issued, including works for paving and batch plant operations. Respite has been offered and accepted by a sensitive receiver on Kangaroo Trail Road as part of the extended hours for these activities.
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.	All	All	Construction	Roads and Maritime/Contractors	Addressed in the approved NVMP/ App D Out of Hours Work. Works have been undertaken in accordance with the approved NVMP.
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.	All	All	Construction	Pacific Complete/Contractors	Addressed in the approved NVMP/ App D Out of Hours Work. Blasting has been restricted to these hours as per the Blast MP. Production blasting has been completed on the project. No further blasting is required for Section 1.
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).	All	All	Construction	Pacific Complete/Contractors	Addressed in the approved NVMP. Works have been undertaken in accordance with the approved NVMP.
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.	All	All	Construction	Pacific Complete/Contractors	Addressed in the approved NVMP. Also addressed in the Blast MP, which has been approved by RMS. All blasts comply with the specified time restrictions. The currently approved blasting & vibration limits are 125dB blast overpressure and 25mm/s peak particle velocity, with no exceedances recorded to date. No complaints have been received regarding blasting.
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.	All	All	Construction	Pacific Complete/Contractors	Addressed in the approved NVMP. Also addressed in the Blast MP, which has been approved by RMS. Blast Monitoring confirms that Air Blast Overpressure has complied with the specified limits for all blasts at the nearest residence/sensitive receiver. Monitoring results are reported at monthly ERG meetings & EPL monthly reporting. No concerns have been raised. All blasting works have been successfully completed.
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.	All	All	Construction	Roads and Maritime /Contractors	Addressed in approved NVMP. Also addressed in the Blast MP, which has been approved by RMS. Blast Monitoring confirms there have been no exceedances in accordance with the project EPL 20590.

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
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.	All	All	Construction	Roads and Maritime/Contractors	Addressed in approved NVMP. Also addressed in the Blast MP, which has been approved by RMS. The currently approved blasting & vibration limits are 125dB blast overpressure and 25mm/s peak particle velocity.
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.	All	All	Construction	Roads and Maritime /Contractors	Only bored piles were used on the project including the use of polymer which removes the need for any driving or vibrating piles.
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.	All	All	Construction	Roads and Maritime/Contractors	Assessment has been completed and included in Section 7.3 of the CNVMP.
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.	4, 5, 8, 9	Stage 2	Construction	Roads and Maritime/Contractors	Stage 2
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).	All	All	Detailed Design Operation	Roads and Maritime /Contractors	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. The post construction noise assessment is expected to be undertaken in Mid 2018 to determine if operational noise impacts are as were determined within the ONMR.
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.	All	All	Detailed Design Operation	Roads and Maritime /Contractors	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. The post construction noise assessment is expected to be undertaken in Mid 2018 to determine if operational noise impacts are as were determined within the ONMR.
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.	All	All	Construction	Roads and Maritime /Contractors	All works are been undertaken to meet the objectives of Section 120.
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.	All	All	Pre-construction Detailed Design	Pacific Complete/Detailed Designers	Hydrological Mitigation Report for Corindi (Section 1) was submitted for approval to DP&E on 1/05/15. The HMR was approved by the Secretary on the 4/6/15.
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.	1,4,5	All	Pre-construction Detailed Design	Roads and Maritime /Detailed Designers	Corindi Creek is within the Section 1 project area. Farlow's Flat and Shark Creek are within the Wave 1 and Wave 3 project areas. The Hydrological Mitigation Report for Corindi was submitted for approval to Dept. of Planning on the 1/5/15 and approved by the Secretary on the 4/6/17. 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.
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 landowner; or (c) reach agreement with affected landowners on impacts to property.	All	All	Pre-construction Detailed Design	RMS/ Roads and Maritime /Detailed Designers	Hydrological Mitigation Report for Corindi was submitted for approval to DP&E on 1/05/15. 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. There are no temporary creek crossings currently in place on Section 1. All creek crossings are now in their permanent formation and accessible to public traffic.
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.	All	All	Detailed Design Construction	Roads and Maritime /Contractors	Addressed in CEMP and SWMP, regular and updated ESCPs and inspections by the Contractor and RMS. In addition, RMS and OHLY each employ a soil conservationist to assist with soil conservation challenges on Section 1.
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.	All	All	Construction	Roads and Maritime /Contractors	Collected site runoff in containment areas, tannin sumps, drain water & other areas are been continuously reused on the project for dust suppression and construction water. Section 1 is now completely open to traffic, ancillary sites provide water to these sites for works completion.
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.	All	All	Construction	Roads and Maritime /Contractors	Addressed in SWMP, ESCPs and EPL 20590.
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.	All - TBC	All	Pre-construction Construction	Roads and Maritime /Contractors	Contamination investigations have not identified any moderate to high risk areas within the section 1 and 2 project areas. For Section 1, An additional area of potential contamination was investigated at properties which were demolished by contamination specialists but no ground contamination was identified, however asbestos containing material was lawfully removed and disposed of.

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
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.	All	All	Pre-construction Detailed Design	Roads and Maritime /Detailed Designers/Contractors	Significant consultation with agencies has occurred during detailed design for permanent crossings, and will also be undertaken during construction phase by the contractor. All temporary creek crossings have been removed on Section 1 as permanent crossings are in place and operational to traffic.
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.	1	Stage 1	Pre-construction Detailed Design		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 Bonney'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 Bonney's Creek. □
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.	6, 7, 8, 9	Stage 2	Pre-construction Detailed Design	Pacific Complete/Detailed Designers/Contractors	Stage 2
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.	6, 7, 8, 9	Stage 2	Pre-construction Detailed Design	Roads and Maritime/Detailed Designers	Stage 2
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.	6, 7, 8, 9	Stage 2	Pre-construction Detailed Design	Roads and Maritime /Detailed Designers/Contractors	Stage 2
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.	10	Stage 2	Pre-construction Detailed Design	Roads and Maritime /Detailed Designers	Stage 2
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.	1, 4, 7, 10, 11	All	Pre-construction	RMS	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. All Aboriginal heritage investigations have been completed for Section 1.
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.	3, 4, 7, 8, 9, 10, 11	All	Pre-construction	RMS	Salvage strategy approved by DP&E in late August 2014. Salvage not anticipated to be completed until June 2015 for W2IR area and September 2015 for IR2W area. All Aboriginal heritage investigations have been completed for Section 1.
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.	1,2, 3, 8, 9 10, 11	All	Pre-construction Detailed Design Construction	Roads and Maritime/Detailed Designers/Contractors	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 Section 1. Where impacts are unavoidable in construction, works would be undertaken in accordance with the strategy outlined in the Construction Heritage Management Plan.

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
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.	2, 4, 7, 8, 9, 10,	All	Pre-construction Detailed Design Construction	Roads and Maritime /Detailed Designers/Contractors	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.
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.	5	Stage 2	Pre-construction Detailed Design Construction	RMS	Stage 2
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).	5, 7, 9, 10	Stage 2	Pre-construction	RMS	Stage 2
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.	2, 7, 9	All	Pre-construction	RMS	NA for Section 1
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).	1, 5, 7, 10	All	Pre-construction Detailed Design Construction	Roads and Maritime/Detailed Designers/Contractors	For section 1, management and mitigation of these items will be 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.
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.	2	Stage 1	Pre-construction Detailed Design Construction		NA
B53	This approval does not allow the Applicant to destroy, modify or otherwise physically affect human remains as part of the SSI.	All	All	Pre-construction Detailed Design Construction	Roads and Maritime/Contractors	Noted. Addressed in the Construction Heritage Management Plan.
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 B78.	All	All	Pre-construction Detailed Design Construction	Roads and Maritime/Detailed Designers/Contractors	Noted. Addressed in the Construction Heritage Management Plan.
B55	The measures to protect heritage sites near or adjacent to the SSI during construction shall be detailed in the Construction Heritage Management Plan.		All	Pre-construction		Addressed in the Construction Heritage Management Plan.
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.	All	All	Pre-construction Detailed Design Construction	Roads and Maritime/Contractors	This has been achieved and addressed during detailed design.
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.	All	All	Pre-construction Detailed Design	Pacific Complete/Detailed Designers	Addressed via Traffic Management Plan and traffic control plans via compliance with G10 specification.
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.	All	All	Pre-construction Construction	Roads and Maritime/Contractors	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. Designated parking bays have been positioned in all work areas from Eggins Road to chainage 1428 where culverts are currently been constructed for construction vehicles including workers private vehicles. These areas are demarcated using blue flagging. Where possible, the project have prioritised access through the alignment to avoid use of local roads, including staging of works to minimise disruption to public motorists. Opening up the main alignment to create a continual haul route for moxie's and dump trucks to cart material through the project to reduce truck and dog haulage on the Highway has occurred with early planning. The project VMP's are regularly updated to reflect changing traffic conditions.
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.	All	All	Construction	Roads and Maritime/Contractors	This has been achieved and addressed during detailed design.
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.	All	All	Pre-construction Detailed Design	Roads and Maritime /Detailed Designers	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.

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
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.	All	All	Pre-construction Detailed Design	Roads and Maritime /Detailed Designers	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.
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.	All	All	Pre-construction	Roads and Maritime/Detailed Designers	This has been achieved throughout construction and shall continued through duration of construction. No issues or complaints received from any residents.
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.	All	All	Detailed Design Construction	Roads and Maritime/Detailed Designers/Contractors	Impact to agricultural activities has been minimised as far as possible. During construction, the project have assisted landowners with property access and stock access.
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.	All	All	Construction	Roads and Maritime /Detailed Designers	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.
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.	All	All	Construction	Roads and Maritime/Contractors	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 prior to completion of construction.
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.	3, 6, 7	All	Construction	Roads and Maritime/Contractors	Addressed in Air Quality MP and construction mitigation measures used on site.
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.	All	All	Pre-construction Construction	Roads and Maritime/Contractors	Addressed in Waste and Energy MP.
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.	All	All	Construction	Roads and Maritime/Contractors	All waste managed in accordance with Construction Waste and Energy Management Plan.
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.	All	All	Construction	Roads and Maritime/Contractors	All waste managed in accordance with Construction Waste and Energy Management Plan.
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	All	Construction Operation	Roads and Maritime/Contractors	All waste disposed of in accordance with Construction Waste and Energy Management Plan.
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.	All	All	Construction Operation	Roads and Maritime/Contractors	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. The project has adopted the waste reduce, reuse and recycle principles with all construction materials.
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.	All	All	Construction Operation	Roads and Maritime/Contractors	This has been addressed during detailed design and during construction.
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.	All	All	Pre-construction Detailed Design	Roads and Maritime/Detailed Designers	Ancillary Facilities are managed in accordance with this MCoA and the approved AFMP as a sub Plan to the approved CEMP's for Section 1.

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
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.	All	All	Pre-construction	Roads and Maritime/ Contractors	Ancillary Facilities are managed in accordance with this MCoA and the approved AFMP as a sub Plan to the approved CEMP's for Section 1.
B75	Notwithstanding condition B74, ancillary facilities 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.	All	All	Pre-construction	Roads and Maritime/Contractors	RMS sought approval from the Secretary for the extension of the Hawthorn Close Ancillary facility due to changes to an existing ancillary facility as required under MCoA B77. Also, as the proposal would result in impacts to biodiversity beyond those approved for the SSI. The extension to Hawthorn Close Ancillary Facility was approved by the Secretary.
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.	All	All	Pre-construction	Roads and Maritime/Contractors	The project is currently working through rehabilitating the ancillary sites in accordance with the landowners request.
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.	All	All	Pre-construction Construction Operation	Roads and Maritime/Contractors	Not applicable to current or proposed Ancillary Facility sites at Section 1.
B78	The Applicant may undertake archaeological investigations at ancillary sites that do not meet the criterion set out in condition B73, where this is required to assess the potential Aboriginal and non-Aboriginal archaeological impacts of the ancillary facility 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 be described in the assessment of the ancillary facility required under conditions B74 and B75.	All	All	Pre-construction	Roads and Maritime/ Contractors	Not applicable to current or proposed Ancillary Facility sites.
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.	All	All	Construction	Roads and Maritime / Contractors	Not applicable to Section 1 W2HC
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.	All	All	Pre-construction Construction	Roads and Maritime/ Contractors	This has been achieved in accordance with commitments within the CNVMP.
B81	The Applicant shall ensure that during the operation of the SSI, water quality risks to the Woodburn Borefield drinking water catchment are minimised to the satisfaction of Rous Water.	8	Stage 2	Detailed Design	RMS Roads and Maritime	Stage 2

COMPLIANCE TRACKING - MCoA Part C

Ministers Condition Of Approval	Requirement	W2B Section	Project Stage	Timing	Responsibility	Comment
C1	<p>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:</p> <p>(a) identification of stakeholders to be consulted as part of the Strategy, including affected and adjoining landowners;</p> <p>(b) procedures and mechanisms for the regular distribution of information to community stakeholders on construction progress and matters associated with environmental management;</p> <p>(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;</p> <p>(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;</p> <p>(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</p> <p>(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.</p> <p>Issues that shall be addressed through the Community Communication Strategy include (but are not necessarily limited to):</p> <p>(i) traffic management (including property access, pedestrian access);</p> <p>(ii) heritage matters;</p> <p>(iii) landscaping and urban design matters;</p> <p>(iv) construction staging, hours and activities;</p> <p>(v) noise and vibration mitigation and management;</p> <p>(vi) air quality and dust;</p> <p>(vii) water quality, hydrology and flooding matters; and</p> <p>(viii) biodiversity matters.</p> <p>The Applicant shall maintain and implement the Strategy throughout construction of the SSI.</p>	All	All	Pre-construction	RMS	<p>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.</p> <p>Community Action Plan for section 1 was approved by Roads and Maritime on 29 April 2015</p>
C2	<p>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:</p> <p>(a) a 24 hour telephone number(s) on which complaints and enquiries about the SSI may be registered;</p> <p>(b) a postal address to which written complaints and enquires may be sent;</p> <p>(c) an email address to which electronic complaints and enquiries may be transmitted; and</p> <p>(d) a mediation system for complaints unable to be resolved.</p> <p>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.</p>	All	All	Pre-construction Construction	RMS	<p>24 hour number established - 1800 778 900, and email address W2B@rms.nsw.gov.au</p> <p>postal address advertised and available on website http://www.rms.nsw.gov.au/projects/northern-nsw/woolgoolga-to-ballina/index.html</p> <p>Roads and Maritime has created a page for W2HC under the main Woolgoolga to Ballina website. Email, post and phone details are provided on this page.</p> <p>Please refer to Woolgoolga to Ballina Communication and Stakeholder Engagement Strategy</p>
C3	<p>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.</p>	All	All	Pre-construction	RMS	<p>Roads and Maritime has developed an overarching Woolgoolga to Ballina Construction Complaints Management System.</p> <p>Please refer to Woolgoolga to Ballina Communication and Stakeholder Engagement Strategy .</p> <p>The Complaint procedure is addressed in of the CEMP.</p> <p>Refer to the approved Community Action Management Plan for W2HC for the complaints management procedure for the project.</p>
C4	<p>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:</p> <p>(a) information on the current implementation status of the SSI;</p> <p>(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;</p> <p>(c) a copy of this approval and any future modification to this approval;</p> <p>(d) a copy of each relevant environmental approval, licence or permit required and obtained in relation to the SSI;</p> <p>(e) a copy of each current strategy, plan, program or other document required under this approval;</p> <p>(f) the outcomes of compliance tracking in accordance with condition D27 of this approval; and</p> <p>(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.</p>	All	All	Pre-construction Construction	RMS	<p>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</p> <p>Copies of the project approvals, plans and licenses are available on the W2B Project Web site, which is being continually updated as plans are approved or deemed suitable.</p>

COMPLIANCE TRACKING - MCoA Part D

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
D1	<p>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:</p> <p>(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;</p> <p>(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);</p> <p>(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;</p> <p>(d) provision for updating the relevant Threatened Species Management Plans required under condition D8; and</p> <p>(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.</p>	All	All	Pre-construction	RMS	The Mitigation Framework was approved by the Department of Planning & Environment on the 8/5/15. This document is part of the FFMP.
D2 (a)-(g)	<p>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:</p> <p>(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;</p> <p>(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);</p> <p>(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:</p> <ul style="list-style-type: none"> (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; <p>(d) the results of surveys undertaken to determine the habitat, species movement patterns, distribution of species to confirm the design and location;</p> <p>(e) consideration of connectivity under the existing highway, service roads and local roads (servicing over 100 vehicles per day);</p> <p>(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;</p> <p>(g) commitment to implement the landscaping of vegetation leading to connectivity structures;</p>	All	All	Pre-construction	RMS	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 . Monitoring of connectivity structures will be occurring as per the specific Threatened Species Management Plans.
D2 (h)-(m)	<p>(h) a fencing strategy, describing the location, design and length of fencing, which must extend beyond the edges of habitat for threatened species;</p> <p>(i) the maintenance of connectivity measures and fencing for the life of the impact of the action, including the timing and frequency;</p> <p>(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;</p> <p>(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;</p> <p>(l) detailed consideration of the effects of connectivity structures on the maintenance or improvement of population viability and gene flow; and</p> <p>(m) incorporate the outcomes of the Mitigation Framework required under condition D1.</p> <p>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.</p> <p>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.</p> <p>The Applicant shall demonstrate to the satisfaction of the Secretary how public authority comments on the Strategy have been addressed.</p> <p>The Strategy may be submitted in stages to suit the staging of the SSI.</p>	All	All	Pre-construction	RMS	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 FFMP and requirements as per this approved plan are being addressed during the construction phase.
D3	<p>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.</p> <p>The Strategy shall include, but not necessarily be limited to:</p> <p>(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;</p> <p>(b) confirmation of the vegetation type/habitat (in hectares) to be cleared and their condition, and the size of offsets required (in hectares);</p> <p>(c) details of the 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;</p> <p>(d) consideration of contingency measures for offsets to address potential changes to impacted areas as a result of detailed design changes;</p> <p>(e) a process for addressing and incorporating offset measures arising from changes in biodiversity impacts (where these changes are generally consistent with the biodiversity impacts identified for the SSI in documents listed under condition A2), including:</p> <ul style="list-style-type: none"> (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; <p>(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</p> <p>(g) options for securing and management of biodiversity offsets in perpetuity.</p> <p>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.</p> <p>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.</p>	1,2, 3, 4, 6, 9,10,11	All	Pre-construction and Construction	RMS	<p>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.</p> <p>The Biodiversity Offset Strategy and Offset Status Report (D4) were both submitted as per the variation timeline.</p> <p>The Biodiversity Offset Strategy was approved by the Department of Planning & Environment on the 6/1/16</p> <p>The Biodiversity Offset Strategy was approved by the Department of the Environment on the 7/1/16</p>

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
D4	<p>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:</p> <p>(a) details of offset sites to compensate the impacts on:</p> <ul style="list-style-type: none"> (i) Koala populations in Coolgardie/Bagotville, Broadwater and Woombah/Iuka; (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; <p>(b) a map that defines the locations and boundaries of the sites;</p> <p>(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;</p> <p>(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</p> <p>(e) details of how the offset sites would be secured and managed in perpetuity.</p>	1,2, 3, 4, 6, 9,10,11	All	Pre-construction and Construction	RMS	<p>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.</p> <p>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 Biodiversity 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 18/7/16.</p> <p>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.</p>
D5 (a)-(g)	<p>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:</p> <p>(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;</p> <p>(b) the objectives and biodiversity outcomes to be achieved;</p> <p>(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;</p> <p>(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;</p> <p>(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:</p> <ul style="list-style-type: none"> (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; <p>(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;</p> <p>(g) a description of the current quality (prior to any management activities) of the offset area(s);</p>	All	All	Pre-construction and Construction	RMS	<p>The Department of Planning & Environment approved an extension of time for the Biodiversity Offset Strategy until 3 months after the start of construction.</p> <p>The Biodiversity Offset Strategy was approved by the Department of Planning & Environment on the 6/1/16</p> <p>The Biodiversity Offset Strategy was approved by the Department of the Environment the 7/1/16</p> <p>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.</p>
D5(h)-(m)	<p>(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;</p> <p>(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;</p> <p>(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;</p> <p>(k) timing and responsibilities for the implementation of the provisions of the Biodiversity Offset Package and achieving performance objectives;</p> <p>(l) details of who would be responsible for monitoring, reviewing, and implementing the Biodiversity Offset Package; and</p> <p>(m) a description of funding arrangements or agreements including work programs and responsible entities.</p> <p>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.</p> <p>The Biodiversity Offset Package shall include details of the offset sites approved under condition D4, and timeframe for the delivery of the offset sites.</p> <p>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.</p> <p>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.</p> <p>Note:</p> <ul style="list-style-type: none"> • 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). 	All	All	Pre-construction and Construction	RMS	<p>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.</p> <p>The Biodiversity Offset Strategy and Offset Status Report (D4) were both submitted as per the variation timeline.</p> <p>The Biodiversity Offset Strategy was approved by the Department of Planning & Environment on the 6/1/16</p> <p>The Biodiversity Offset Strategy was approved by the Department of the Environment the 7/1/16</p> <p>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.</p>
D6	<p>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.</p>	All	All	Pre-construction and Construction	RMS and Contractor	<p>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 Sections 1 & 2 were installed pre construction & the remaining 30% nest boxes as per the Nest Box Plan have been installed.</p>
D7	<p>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:</p> <ul style="list-style-type: none"> (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. 	All	All	Pre-construction	RMS	<p>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 requirements of the TFlora Management 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.</p> <p>Threatened flora has been translocated or in nurseries for translocation, for Sections 1 and 2. In situ and translocated flora are being monitored in accordance with the TFlora MPLan.</p>

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
D8 (a)-(h)	<p>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:</p> <p>(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;</p> <p>(b) identification of potential impacts on each species;</p> <p>(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;</p> <p>(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;</p> <p>(e) monitoring methodology for threatened flora and fauna adjacent to the SSI footprint;</p> <p>(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;</p> <p>(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;</p> <p>(h) provision for the assessment of monitoring data to identify changes to habitat usage and whether this can be attributed to the SSI;</p>	All	All	Pre-construction and Construction	RMS and Contractor	<p>The Threatened Flora Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the 5/5/15.</p> <p>The Threatened Mammal Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the 12/5/15.</p> <p>The Threatened Frog Management Plan was approved by the Department of Planning & Environment on the 7/5/15.</p> <p>The Threatened Glider Management Plan was approved by the Department of Planning & Environment on the 5/5/15.</p> <p>The Threatened Bat Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the 29/9/14.</p> <p>The Koala Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the 11/5/15.</p> <p>These documents are part of the FFMP. Monitoring and reporting of threatened species is being undertaken in accordance with the approved Threatened Species Plans</p>
D8 (i)-(l)	<p>(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;</p> <p>(j) mechanisms for the monitoring, review and amendment of these plans;</p> <p>(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</p> <p>(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.</p> <p>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.</p> <p>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.</p>	All	All	Pre-construction and Construction	RMS and Contractor	<p>The Threatened Flora Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the 5/5/15.</p> <p>The Threatened Mammal Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the 12/5/15.</p> <p>The Threatened Frog Management Plan was approved by the Department of Planning & Environment on the 7/5/15.</p> <p>The Threatened Glider Management Plan was approved by the Department of Planning & Environment on the 5/5/15.</p> <p>The Threatened Bat Management Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the 29/9/14.</p> <p>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.</p>
D9 (a)-(c)	<p>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/Iuka. The Plan shall be prepared by a suitably qualified and experienced species expert and shall include, but not necessarily be limited to:</p> <p>(a) results of detailed surveys to determine:</p> <p>(i) the population status of the Coolgardie/Bagotville, Broadwater and Woombah/Iuka Koala populations;</p> <p>(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</p> <p>(iii) habitat areas likely to be fragmented by the SSI; including the results of SPOT assessment and radio tracking.</p> <p>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;</p> <p>(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;</p> <p>(c) a detailed description, including the location and design, of all proposed avoidance and mitigation measures;</p>	6,9,10	Stage 2	Pre-construction	RMS	Stage 2
D9 (d)	<p>(d) justification that the location and design of mitigation measures:</p> <p>(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;</p> <p>(ii) include permanent fencing of the entire SSI for the length of the distribution of the Coolgardie/Bagotville, Broadwater and Woombah/Iuka populations and for two kilometres beyond the distribution of the Coolgardie/Bagotville, Broadwater and Woombah/Iuka 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;</p> <p>(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;</p> <p>(iv) provide sufficient opportunities for species dispersal and re-colonisation as determined by the independent ecologist and OEH;</p> <p>(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;</p> <p>(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;</p> <p>(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);</p> <p>(viii) effectively minimise the risk of predation from dogs in both dedicated and combined crossings;</p> <p>(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);</p> <p>(x) provide habitat linkages to crossing structures from adjacent Koala habitat; and</p> <p>(xi) ensures that pathways to connectivity structures are not impeded by ancillary facilities, rest areas, service roads or local roads;</p>	6,9,10	Stage 2	Pre-construction	RMS	Stage 2

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D9 (e)-(i)	<p>(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.</p> <p>(f) provision for the installation and vegetation planting of fauna overpasses prior to the commencement of construction;</p> <p>(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;</p> <p>(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/Iuka Koala populations. Monitoring shall:</p> <p>(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;</p> <p>(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</p> <p>(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;</p> <p>(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:</p> <p>(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</p> <p>(ii) reassessment of all revegetation areas and frequent reporting and maintenance including addressing failures;</p>	6,9,10	Stage 2		RMS	NA
D9 (j)-(k)	<p>(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:</p> <p>(i) the legal protection and conservation management of additional areas of existing habitat that actively regenerated and secured into conservation management; and/or</p> <p>(ii) strategic revegetation of cleared areas to improve connectivity; and/or</p> <p>(iii) development of a supplementary feeding program and/or breeding program; and/or</p> <p>(iv) development of a long term predator control program; and</p> <p>(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.</p> <p>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.</p>	6,9,10	Stage 2	Pre-construction	RMS	Stage 2
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.	All	All	Pre-construction and Construction	Contractor	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 been incorporated into the Construction Noise and Vibration Management Plans for Sections 1 & 2.
D11	<p>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:</p> <p>(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);</p> <p>(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</p> <p>(c) where necessary, investigate additional feasible and reasonable noise mitigation measures to achieve the criteria outlined in the NSW Road Noise Policy (DECCW, 2011).</p>	All	All	Pre-construction and Construction	RMS	<p>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.</p> <p>Changes due to detailed design has seen 17 previously identified houses within the EIS no longer requiring treatment, and 5 others now eligible. The total to receive treatment is 41 residences.</p> <p>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.</p> <p>The post construction noise assessment is expected to be undertaken in Mid 2018 to determine if operational noise impacts are as determined within the ONMR.</p>
D12	<p>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:</p> <p>(a) identification of surface and groundwater quality monitoring locations (including watercourses, waterbodies and SEPP14 wetlands) which are representative of the potential extent of impacts from the SSI;</p> <p>(b) the results of any groundwater modelling undertaken;</p> <p>(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;</p> <p>(d) development and presentation of parameters and standards against which any changes to water quality will be assessed, having regard to the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000 (Australian and New Zealand Environment Conservation Council, 2000) or relevant baseline data;</p> <p>(e) representative background monitoring of surface and groundwater quality parameters for a minimum of twelve months (considering seasonality) prior to the commencement of construction, to establish baseline water conditions, unless otherwise agreed by the Secretary;</p> <p>(f) a minimum monitoring period of three years following the completion of construction or until the affected waterways and/or groundwater resources are certified by an independent expert as being rehabilitated to an acceptable condition. The monitoring shall also confirm the establishment of operational water control measures (such as sedimentation basins and vegetation swales);</p> <p>(g) contingency and ameliorative measures in the event that adverse impacts to water quality are identified; and</p> <p>(h) reporting of the monitoring results to Department of Planning and Environment, OEH, EPA, DPI (Fisheries), NOW, DoE and Rous Water (in relation to the Woodburn borefields).</p>	All	All	Pre-construction, Construction and Operation	RMS	<p>The Water Quality Monitoring Program for Sections 1 & 2 was approved by the Department of Planning & Environment on the 8/5/15.</p> <p>Contractors for Section 1 & 2 are undertaking surface water quality monitoring in accordance with the approved program.</p> <p>RMS is continuing to monitor groundwater levels and water quality during Construction.</p> <p>Annual water quality monitoring reports are being developed in accordance with the approved Water Quality Monitoring Program.</p>

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
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.	All	All	Pre-construction	RMS	The Hydrological Mitigation Report for Corindi was submitted for approval to DP&E on 1/05/15 and approved by the Secretary on the 4/6/17. 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.
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.	All	All	Pre-construction	RMS	The Hydrological Mitigation Report for Corindi was submitted for approval to DP&E on 1/05/15 and approved by the Secretary on the 4/6/17. 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.
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.	All	All	Pre-construction	RMS	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.
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.	All	All	Pre-construction	RMS	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.
D17	The Applicant shall prepare and implement a Signage Policy to address 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.	3, 8, 9, 10	Stage 2	Pre-construction	RMS	Stage 2
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.	All	All	Construction	RMS	Consultation with relevant businesses has been undertaken and strategies implemented following consultation to address changes to access.
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.	All	All	Pre-construction and Construction	Contractor	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.
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;	All	All	Pre-construction and Construction	RMS and Contractor	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 . Works have been undertaken in accordance with the UDLP.
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.	All	All	Pre-construction and Construction	RMS and Contractor	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 □

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
D21	<p>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:</p> <p>(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;</p> <p>(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;</p> <p>(c) a description of the plant, equipment and materials to be used and/or stored on the site, including dangerous and hazardous goods;</p> <p>(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;</p> <p>(e) a summary of the potential environmental impacts associated with the construction and operation of the facility;</p> <p>(f) demonstrate compliance with the locational and environmental criteria in condition B73(a)—B73(n);</p> <p>(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;</p> <p>(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;</p> <p>(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;</p> <p>(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;</p> <p>(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</p> <p>(l) mechanisms for the monitoring, review and amendment of this plan.</p> <p>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.</p> <p>The Applicant may prepare a separate plan for the facility or include multiple sites within a single or multiple management plans.</p>	All	All	Pre-construction and Construction	RMS and Contractor	<p>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</p> <p>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.</p>
D22	<p>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:</p> <p>(a) details of construction/extraction methods and activities carried out at the borrow site;</p> <p>(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;</p> <p>(c) consultation with sensitive receivers; and</p> <p>(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.</p> <p>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.</p>	5, 6, 8, 10	Stage 2	Construction	Contractor	Stage 2
D23	<p>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 Environmental Representative(s) shall:</p> <p>(a) be the principal point of advice in relation to the environmental performance of the SSI;</p> <p>(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;</p> <p>(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;</p> <p>(d) ensure that environmental auditing is undertaken in accordance with the Applicant's Environmental Management System(s);</p> <p>(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;</p> <p>(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);</p> <p>(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;</p> <p>(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</p> <p>(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</p>	All	All	Pre-construction	RMS	<p>Daniel Saunders from SMEC was the Environmental Representatives that was appointed for Stage 1 W2B. Back up ER's have also been approved by the Department of Planning and Environment.</p> <p>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</p>
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.	All	All	Pre-construction and Construction	RMS	Noted.
D25 (a)-(c)	<p>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:</p> <p>(a) a description of activities to be undertaken during construction of the SSI (including staging and scheduling);</p> <p>(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;</p> <p>(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;</p>	All	All	Pre-construction and Construction	Contractor	<p>Utilising the approved Template CEMP, a Construction Environmental Management Plan shall be prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction.</p> <p>The Section 1 CEMP was approved on the 15 May 2015 The Section 2 CEMP was approved on 4 June 2015.</p>

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
D25 (d)	<p>(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:</p> <ul style="list-style-type: none"> (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). <p>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.</p>	All	All	Pre-construction and Construction	Contractor	<p>Utilising the approved Template CEMP, a Construction Environmental Management Plan will be prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction.</p> <p>The Section 1 CEMP was approved on the 15 May 2015 The Section 2 CEMP was approved on 4 June 2015.</p>
D26 (a)	<p>As part of the Construction Environmental Management Plan for the SSI, the Applicant shall prepare and implement:</p> <p>(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:</p> <ul style="list-style-type: none"> (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. 	All	All	Pre-construction and Construction	Contractor	<p>Utilising the approved Template CEMP, a Construction Environmental Management Plan shall be prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction.</p> <p>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.</p>
D26 (b)	<p>(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:</p> <ul style="list-style-type: none"> (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. 	All	All	Pre-construction and Construction	Contractor	<p>Utilising the approved Template CEMP, a Construction Environmental Management Plan shall be prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction.</p> <p>The Section 1 CEMP was approved on the 15 May 2015 The Section 2 CEMP was approved on 4 June 2015.</p>

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
D26 (c)	<p>(c) a Construction Soil and Water Quality Management Plan to manage surface and groundwater impacts during construction of the SSI. The Plan shall be developed in consultation with the EPA, DPI (Fisheries), NOW, Rous Water (in relation to the Woodburn borefield), DoE and the relevant council and include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (i) details of construction activities and their locations, which have the potential to impact on water courses, storage facilities, stormwater flows, and groundwater; (ii) surface water and ground water impact assessment criteria consistent with Australian and New Zealand Environment Conservation Council (ANZECC) guidelines or relevant site specific baseline data collected for known Oxleyan Pygmy Perch waterways; (iii) management measures to be used to minimise surface and groundwater impacts, including details of how spoil and fill material required by the SSI will be sourced, handled, stockpiled, reused and managed; erosion and sediment control measures; salinity control measures and the consideration of flood events; (iv) a Groundwater and Soil Salinity report should geotechnical investigations determine the presence, extent and severity of soil salinity within the SSI boundary, The report shall detail the outcomes of geotechnical investigations and identify and mitigate impacts to groundwater resources; (v) an Acid Sulfate Soils contingency plan, consistent with the Acid Sulfate Soils Manual, to deal with the unexpected discovery of actual or potential acid sulfate soils, including procedures for the investigation, handling, treatment and management of such soils and water seepage; (vi) a tannin leachate management protocol to manage the stockpiling of mulch and use of cleared vegetation and mulch filters for erosion and sediment control; (vii) an Oxleyan Pygmy Perch habitat waterway management framework to detail the measures and construction methods that will be employed to avoid direct discharge of construction water to known Oxleyan Pygmy Perch habitat waterways and downstream impacts to suitable habitat; (viii) management measures for contaminated material and a contingency plan to be implemented in the case of unanticipated discovery of contaminated material during construction; (ix) 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 undertaken, the locations where monitoring would take place, how the results of the monitoring would be recorded and reported, and, if any exceedances of the criteria is detected how any non-compliance can be rectified; and mechanisms for the monitoring, review and amendment of this plan. 			Pre-construction and Construction	Contractor	<p>Utilising the approved Template CEMP, a Construction Environmental Management Plan shall be prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction.</p> <p>The Section 1 CEMP was approved on the 15 May 2015 The Section 2 CEMP was approved on 4 June 2015.</p>
D26 (d)	<p>(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:</p> <ul style="list-style-type: none"> (i) in relation to Aboriginal Heritage: <ul style="list-style-type: none"> (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 recommending 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: <ul style="list-style-type: none"> (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. 	All	All	Pre-construction and Construction	Contractor	<p>Utilising the approved Template CEMP, a Construction Environmental Management Plan shall be prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction.</p> <p>The Section 1 CEMP was approved on the 15 May 2015 The Section 2 CEMP was approved on 4 June 2015.</p>
D26 (e)	<p>(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:</p> <ul style="list-style-type: none"> (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 <i>Phytophthora cinnamomi</i> and myrtle rust (<i>Puccinia psidii</i> 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. 	All	All	Pre-construction and Construction	Contractor	<p>Utilising the approved Template CEMP, a Construction Environmental Management Plan shall be prepared and implemented (following approval by the Secretary) for each package of works under Stage 1, prior to the commencement of construction.</p> <p>The Section 1 CEMP was approved on the 15 May 2015 The Section 2 CEMP was approved on 4 June 2015.</p>

Ministers Condition Of Approval	Requirement	Section	Project Stage	Timing	Responsibility	Comment
D27	<p>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:</p> <p>(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);</p> <p>(b) provisions for periodic review of the compliance status of the SSI against the requirements of this approval;</p> <p>(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;</p> <p>(d) a program for independent environmental auditing in accordance with ISO 19011:2003 - Guidelines for Quality and/or Environmental Management Systems Auditing;</p> <p>(e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;</p> <p>(f) provisions for reporting environmental incidents to the Secretary and relevant public authorities during construction;</p> <p>(g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and</p> <p>(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.</p>	All	All	Pre-construction and Construction	RMS and Contractor	<p>The Compliance Tracking Program for Stage 1 was approved by the Department of Planning & Environment on the 7/5/15.</p> <p>The provisions for periodic reporting including a pre-construction compliance report is being met with this document with 6 monthly reports being provided to the Department of Planning and Environment in accordance with the approved Compliance Tracking Program. The Section 1 pre construction compliance tracking report was submitted on 5 June 2015.</p> <p>This is the 5th 6 monthly Compliance Tracking Report for W2HC.</p>
D28	<p>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.</p> <p>The Applicant shall subsequently prepare an Operational Noise Compliance Report to document this monitoring. The Report shall include, but not necessarily be limited to:</p> <p>(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;</p> <p>(b) a review of the operational noise levels in terms of criteria and noise goals established in the NSW Road Noise Policy 2011;</p> <p>(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;</p> <p>(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;</p> <p>(e) any required recalibrations of the noise model taking into consideration factors such as noise monitoring and actual traffic numbers and proportions;</p> <p>(f) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of feasible and reasonable mitigation measures; and</p> <p>(g) identification of additional feasible and reasonable measures to those identified in the review of noise mitigation measures required by condition 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.</p> <p>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.</p> <p>Note:</p> <ul style="list-style-type: none"> The audit may be staged to suit the staged operation of the SSI. 	All	All	Operation	RMS	Noted for Sections 1 & 2.
D29	<p>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.</p> <p>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.</p>	All	All	Construction and Operation	RMS	Noted for Sections 1 & 2, the contractor is responsible for components of the project as part of a defects period for a period of 12 months post construction. Post completion RMS include the project into the broader RMS Northern Region Management system.
D30	<p>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:</p> <p>(a) be conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary;</p> <p>(b) include consultation with the relevant agencies;</p> <p>(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);</p> <p>(d) review the adequacy of any approved strategy, plan or program required under the abovementioned approvals; and</p> <p>(e) recommend measures or actions to improve the environmental performance of the SSI, and/or any strategy, plan or program required under these approvals.</p> <p>Note:</p> <ul style="list-style-type: none"> 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. 	All	All	Operation	RMS	Noted for Sections 1 and 2
D31	<p>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.</p>	All	All	Operation	RMS	Noted for Sections 1 and 2

Part	Requirement	Section	Timing	Responsibility	Comment
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.	1	Pre-construction and Construction	RMS and Contractor	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.
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.	1	Pre-construction, Construction and Operation	RMS	A consistency review of the current rest area design was undertaken and approved. The design is in accordance with these conditions.
1.10	The potential future service centre does not form part of this approval and shall be subject to a separate approval process.	1	Operation	RMS	Noted.
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.	1	Construction	Contractor	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.
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.	1	Construction	Contractor	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.
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.	1	Construction	Contractor	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.
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.	1	Pre-construction and Construction	RMS and Contractor	The lighting design for the rest area shall be verified and certified by the contractor in accordance with G1.26
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.	1	Pre-construction	RMS	A rainwater tank is included in the rest area design and will be plumbed to the toilet facilities.
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.	1	Pre-construction	RMS	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.
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.	1	Pre-construction and Construction	RMS	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.
2.39	Prior to the operation of the Arrawarra Rest Area, the proponent shall incorporate the rest area into the existing environmental management systems.	1	Construction and Operation	RMS	The ongoing maintenance of the rest area will be in accordance with the handover report and RMS's maintenance unit.
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.	1	Construction and Operation	RMS	Offsetting of clearing associated with the Arrawarra Rest Area has been captured within the W2B Biodiversity Offset Strategy.

COMPLIANCE TRACKING - ENVIRONMENTAL MITIGATION MEASURES

Woolgoolga to Ballina SSI-4963



Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
Aboriginal Heritage							
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.	All	All	Pre-construction Construction	RMS/ Contractor	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.
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.	All	All	Construction	Contractor / RMS	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.
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.	All	All	Pre-construction	RMS	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.
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.	All	All	Pre-construction	RMS/ Contractor	The methodologies proposed by RPS Group and Navin Officer Heritage Consultants go over and above the requirements of this Management Measure.
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.	All	All	Construction Post-construction	RMS	This will be carried out during the analysis phase.
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.	All	All	Construction Post-construction	RMS	This will be carried out after the analysis phase.
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.	All	All	Construction	RMS	This will be carried out on an on-going basis on the discovery of previously unrecorded Aboriginal Heritage evidence.
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	All	Construction	Contractor	All sites on Section 1 have been cleared of heritage constraint by Archaeologists and Aboriginal Stakeholders.
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.	All	All	Construction	Contractor	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.
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).	All	All	Pre-construction Construction	RMS	AFG meetings are held each 6 months
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.	All	All	Pre-construction Construction	Contractor	Heritage awareness training is included in Project Inductions, capturing all project workforce prior to commencing work on-site.
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.	All	All	Pre-construction Construction	RMS	Being prepared Roads and Maritime Environment Branch however still in development
SPIR-AH13	Aboriginal Cultural Heritage	Compliance auditing of the cultural heritage management measures will be undertaken as part of the environmental management audit regime.	All	All	Construction	Contractor	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.

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
SPIR-AH14a	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 1, Site 1a (at Taylors Run 2):</p> <ul style="list-style-type: none"> All previously recorded artefacts must be recovered and removed off-site, and passed to registered Aboriginal stakeholders for reburial or storage at a chosen location, subject to a care agreement being established. If the Aboriginal archaeological site is not to be impacted, an exclusion zone will be established as per management measure AH2. <p>Ancillary facility - Section 1, Site 1a (at Taylors Run 3):</p> <ul style="list-style-type: none"> Exclusion zones will be established as per management measure AH2. <p>Ancillary facility - Section 1, Site 1a (at Taylors Run 1):</p> <ul style="list-style-type: none"> The surface scatter portion of this Aboriginal archaeological site outside the proposed ancillary facility will be avoided. An exclusion zone with a buffer of 15 metres of the surface artefact point will be established as per management measure AH2. Any ground disturbance impacts to the archaeological site in the ancillary facility, will require the top soil down to the sterile clay layer to be graded, stockpiled separately (within a portion of the ancillary facility area), and reinstated at the same area following completion of the activity. Any portions of the Aboriginal archaeological site not to be impacted will be protected by exclusion zones as per management measure AH2. <p>Ancillary facility - Section 1, Site 1a (at WWC37 (22-1-0344)):</p> <ul style="list-style-type: none"> Within the Aboriginal archaeological site in the boundary of the project, after salvage activities, but before any other ground disturbance, the top soil down to the sterile clay layer will be graded from the area, stockpiled separately and used in batters (not fill) of the road/bridge. This will be undertaken in consultation with the relevant registered Aboriginal stakeholders and will be engaged to direct this activity. In addition: The salvage to be excavated by machine is 30 % of the Aboriginal archaeological site. The older house nearest to the river within the Aboriginal archaeological site will be removed, with minimal ground disturbance, before salvage excavations being undertaken, so that this area may be targeted for a portion of the salvage. Their nominated site officers are present during removal of the plastic covering the blueberry bush rows, to identify artefacts on the surface under the plastic – an archaeologist will also be present to document finds. All cultural material recovered will be subject to detailed analysis, which will be included in a technical report, including detailed discussion and interpretation. Any portions of the Aboriginal archaeological site that are not to be impacted will be protected by exclusion zones as per management measure AH2. 	1	Stage 1	Pre-construction Construction	RMS/ Contractor	All ancillary site requirements have been met, excluding WWC7, whereby a salvage strategy was submitted and approved b Department of Planning and Environment prior to use of this site.
SPIR-AH14b	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 1, Site 1a, 1b (at WWC39 (22-1-0343)):</p> <ul style="list-style-type: none"> If impact to WWC39 is necessary, 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. If impacts to the Aboriginal archaeological site are necessary, following archaeological salvage the top soil down to the sterile clay layer will be graded from the area, stockpiled separately and placed in batters. Where ground disturbance is not necessary, geotextile fabric and crushed rock or similar will be used to protect the ground from compaction. The area of the Aboriginal archaeological site not to be impacted will be protected by an exclusion zone as per management measure AH2. 	1	Stage 1	Pre-construction	RMS/ Pacific Complete	<p>Impact to WWC39 has only been within the approved project corridor. Salvage of WWC39 within the approved corridor was completed by RPS on 4 July 2015 with participation from representatives of the registered Aboriginal parties. No further salvage has been undertaken at WWC39.</p> <p>It was agreed by representatives from RMS, OHLY and members of the registered Aboriginal parties that any topsoil (down to sterile clay) which was required to be removed from within the approved project corridor following salvage would be stockpiled separately in a "mound" in front of Taylor's house. The representatives from the RAPs were concerned that if the topsoil was placed in batters, any artefacts would wash away over time.</p>
SPIR-AH14c	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 1, Additional site 5:</p> <ul style="list-style-type: none"> Sub-surface test excavation will be undertaken prior to the use of the ancillary facility. This will be conducted in accordance with the methodology used in the working paper, and will occur several months before any ground disturbance in this location. Further recommendations for the Aboriginal archaeological site will then be made in consultation with the registered Aboriginal stakeholders. 	1	Stage 1	Pre-construction	RMS	Not being utilised
SPIR-AH14d	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 2, Site 1b (at Lemon Tree Road 1 (13-4-0180)):</p> <ul style="list-style-type: none"> An exclusion zone will be established around this Aboriginal site as per management measure AH2. 	2	Stage 1	Construction	Contractor	NA
SPIR-AH14e	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 2, Site 3 (at Kungala Road 1 (13-4-0181)):</p> <ul style="list-style-type: none"> 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. 	2	Stage 1	Pre-construction Construction	RMS/ Contractor	NA
SPIR-AH14f	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 2, Site 4 (at Wells Crossing Artefacts 1 (13-4-0183)):</p> <ul style="list-style-type: none"> 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. 	2	Stage 1	Pre-construction	RMS	NA
SPIR-AH14g	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 2, Site 5b (at WWC139 (13-4-0157)):</p> <ul style="list-style-type: none"> The Aboriginal archaeological site that is not to be impacted will be protected by exclusion zones as per management measure AH2. 	3	Stage 2	Construction	Contractor	NA
SPIR-AH14h	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 3, Site 3b (at WX2I Site 8 (09-4-0108)):</p> <ul style="list-style-type: none"> All previously recorded artefacts will be recovered and removed off-site before construction, subject to a care agreement being established. All cultural material recovered will be subject to detailed analysis, which will be included in a technical report, including detailed discussion and interpretation. 	3	Stage 2	Pre-construction	RMS	NA
SPIR-AH14i	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 3, Site 6b (at Old Tucabia Dump 1 (13-4-0184)):</p> <ul style="list-style-type: none"> An exclusion zone will be established at the boundary of the Aboriginal archaeological site (including a buffer based on the drip zone of the tree) as per management measure AH2. 	3	Stage 2	Construction	Contractor	NA
SPIR-AH14j	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 3, Site 9 (at Upper Coldstream 1 (13-4-0182)):</p> <ul style="list-style-type: none"> All previously recorded artefacts will be recovered and removed off-site, subject to a care agreement being established. Any portions of the Aboriginal archaeological site not to be impacted will be protected by exclusion zones as per management measure AH2. 	3	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH14k	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 4, Site 1:</p> <ul style="list-style-type: none"> Sub-surface test excavations will be undertaken in accordance with the methodology used in the working paper, and will occur 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. 	4	Stage 2	Pre-construction	RMS	NA
SPIR-AH14l	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 4, Site 3:</p> <ul style="list-style-type: none"> This property could not be accessed for field investigations. Sub-surface test excavations are to be undertaken. This will be conducted in accordance with the methodology used in the working paper, and will occur before ground disturbing work for the project or ancillary activities being undertaken at this location. Further recommendations for the Aboriginal archaeological site will then be made in consultation with the RAPs. 	4	Stage 2	Pre-construction	RMS	NA
SPIR-AH14m	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 4, Site 5 (at Hirst 3 (13-1-0192)):</p> <ul style="list-style-type: none"> This Aboriginal archaeological site is to be avoided if possible unless agreement can be reached with the RAPs. An exclusion zone will be established as per management measure AH2. If agreement to use the site is reached with RAPs, 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. 	4	Stage 2	Pre-construction	RMS	NA
SPIR-AH14n	Aboriginal Cultural Heritage	<p>Ancillary facility - Section 5, Site 7 (at Mororo Creek 1 (13-1-0191)):</p> <ul style="list-style-type: none"> This Aboriginal archaeological site within the ancillary facility location will be avoided. An exclusion zone at least five metres outside the boundary of the Aboriginal archaeological site will be established as per management measure AH2. 	5	Stage 2	Construction	Contractor	NA

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
SPIR-AH14o	Aboriginal Cultural Heritage	Ancillary facility - Section 5, Site 5 and Site 7 (at Mororo Creek 2 (13-1-0193): • This Aboriginal archaeological site within the ancillary facility location will be avoided. An exclusion zone at least five metres outside the boundary of the Aboriginal archaeological site will be established as per management measure AH2.	5	Stage 2	Construction	Contractor	NA
SPIR-AH14p	Aboriginal Cultural Heritage	Ancillary facility - Section 7, Site 1: • A site walk over survey will be undertaken to confirm whether sub-surface test excavations are required. This will be conducted in accordance with the methodology used in the working paper, and will occur several months before any ground disturbance at this location. Further recommendations and use of the Aboriginal archaeological site will be developed in agreement with the registered Aboriginal stakeholders.	7	Stage 2	Pre-construction	RMS	NA
SPIR-AH14q	Aboriginal Cultural Heritage	Ancillary facility - Section 7, Site 3 (Dubaijeen Site (New Italy 1): • Salvage excavation of the portion of the Aboriginal archaeological site to be used 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. The excavations apply to the portion of the site that be impacted by the project as well as the ancillary facility. • Any portions of the Aboriginal archaeological site that are not to be impacted will be protected by exclusion zones as per management measure AH2.	7	Stage 2	Pre-construction Construction	RMS/ Contractor	NA
SPIR-AH14r	Aboriginal Cultural Heritage	Ancillary facility - Section 7, Site 4 (The Gap Rd 1(13-1-0194): • If impact to The Gap Rd 1 is necessary, 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. • Any portions of the Aboriginal archaeological site that are not to be impacted will be protected by exclusion zones will be established as per management measure AH2.	7	Stage 2	Pre-construction Construction	RMS/ Contractor	NA
SPIR-AH14s	Aboriginal Cultural Heritage	Ancillary facility - Section 10, Site 1a: • A site walk over survey will be undertaken to confirm whether sub-surface test excavation is required. This will be conducted in accordance with the methodology used in the working paper, and will 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.	10	Stage 2	Pre-construction	RMS/Contractor	NA
SPIR-AH14t	Aboriginal Cultural Heritage	Ancillary facility - Section 10, ancillary facility 5At Rudgley Site 1 (04-4-0167): • This Aboriginal archaeological site will be avoided, where practical, using an exclusion zone as per management measure AH2. • If avoidance is not possible, 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. • Any portions of the Aboriginal archaeological site that are not to be impacted will be protected by exclusion zones as per management measure AH2.	10	Stage 2	Pre-construction Construction	RMS/ Contractor	NA
SPIR-AH14u	Aboriginal Cultural Heritage	Ancillary facility - Section 10, Site 6 (Site 12 (11-2-0082): • If avoidance is not possible, salvage excavation of all portions 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. • Any portions of the Aboriginal archaeological site that are not to be impacted will be protected by exclusion zones as per management measure AH2.	10	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH14v	Aboriginal Cultural Heritage	Ancillary facility - Section 11, Site 1a: • The ground will be inspected for any Aboriginal archaeological material by an archaeologist and registered Aboriginal stakeholders during and following clearing activities. Any archaeological material will be recorded, removed from the Aboriginal archaeological site, and a suitable location for the material determined in consultation with the stakeholders. An AHIMS record will be submitted for any finds and any locations where the material is to be stored – unless reburied on or near Aboriginal archaeological site, establishing a care agreement will also be necessary.	11	Stage 2	Pre-construction Construction	RMS/ Contractor	NA
SPIR-AH15	Aboriginal Cultural Heritage	Salvage excavation will be undertaken within the portion of the site to be impacted by the project footprint as detailed in the Working paper Aboriginal Cultural Heritage (Woolgoolga to Wells Crossing) and in consultation with RAPs. An exclusion zone will be erected around 40% of the site that will be avoided by construction as per management measure AH2.	1	Stage 1	Pre-construction	RMS	RPS Group are implementing the Approved Methodology.
SPIR-AH16	Aboriginal Cultural Heritage	Salvage excavation will be undertaken within the portion of the site to be impacted by the project footprint as detailed in the Working paper Aboriginal Cultural Heritage (Woolgoolga to Wells Crossing) and in consultation with RAPs.	1	Stage 1	Pre-construction	RMS	RPS Group are implementing the Approved Methodology. WWC 46 A and B cleared and exclusion fencing installed
SPIR-AH17	Aboriginal Cultural Heritage	Prior to ground disturbance to WWC Dirty Creek 1c (22-1-0403), the ground surface be inspected within 50 m of the site for any Aboriginal archaeological material by an archaeologist and RAP nominated site officers. Any archaeological material be recorded, removed from the site, and a suitable location for the material determined in consultation with the RAPs. The AHIMS record will be updated with any new finds and any locations where the material is to be stored – unless reburied on or near site, establishing a care agreement be necessary.	1	Stage 1	Pre-construction	RMS	RPS Group are implementing the Approved Methodology. WWC Dirty Creek 1C salvaged
SPIR-AH18	Aboriginal Cultural Heritage	Salvage excavation be undertaken within the portion of the site to be impacted by the project footprint as detailed in the Working paper Aboriginal Cultural Heritage (Wells Crossing to Iluka Road) and in consultation with RAPs.	4	Stage 2	Pre-construction	RMS	NA
SPIR-AH19	Aboriginal Cultural Heritage	Chaffin Creek scarred tree (Chaffin Creek Tree 2): • Before construction, an exclusion zone will be established as per management measure AH2. An arborist will be consulted to develop a management strategy to ensure the health and preservation of the tree.	3	Stage 2	Pre-construction	RMS	NA
SPIR-AH20	Aboriginal Cultural Heritage	Salvage excavation will be undertaken within the portion of the site to be impacted by the project footprint as detailed in the Working paper Aboriginal Cultural Heritage (Iluka Road to Woodburn) and in consultation with RAPs.	8	Stage 2	Pre-construction	RMS	NA
SPIR-AH21	Aboriginal Cultural Heritage	For the Gittoes Jali (09-1-0204, 09-1-0205, 09-1-0203) site: • Where possible, impacts on the Gittoes Jali site will be reduced or avoided. Avoided areas will be protected by an exclusion fence as per management measure AH2. If avoidance is not an option, then extensive salvage will be undertaken as per the methodology detailed in the Ancillary facilities and design change CHAR (refer to Appendix D of the Submissions/ Preferred Infrastructure Report). • Any sediment from the site to 0.6 metre depth proposed to be used outside the site will be sieved to remove any cultural material. Paint wells and grinding rock: • Residue analysis will be undertaken to determine if any pigment is found within the wells. This will be undertaken by a suitably qualified consultant. • The location of these paint wells will be accurately plotted and drawn. • If the paint wells cannot be avoided, they will be relocated; this requires consultation with the registered Aboriginal stakeholders. Geomorphology assessment: • A geomorphology assessment will be undertaken. The assessment will be non-invasive, but could use observations of the machine salvage excavation. Borrow site: • Haul routes from the project formation to the borrow source that limit direct impacts to Aboriginal heritage will be confirmed in consultation with Registered Aboriginal Parties.	8	Stage 2	Pre-construction Construction	RMS/ Contractor	NA
SPIR-AH22	Aboriginal Cultural Heritage	• Salvage excavation will be undertaken at and around the shell midden by the project footprint as detailed in the Working paper Aboriginal Cultural Heritage (Woodburn to Ballina) and in consultation with RAPs. • Any sediment from the site to 1.5 m metre depth proposed to be used outside sites will be sieved to remove any cultural material. Shell Midden: • A sequence of dates (radiocarbon or AMS) will be collected from the hand excavation. • All shell recovered will be subject to analysis including minimum number of individuals (MNI) and weight (g). An analysis of the number of individual specimens (NISP) may	9	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH23	Aboriginal Cultural Heritage	For Site 11 (13-1-0189): • Salvage excavation will be undertaken by the project footprint as detailed in the Working paper Aboriginal Cultural Heritage (Woodburn to Ballina) and in consultation with RAPs. • Any sediment from the sites to 1.5 metre depth proposed to be used outside the site will be sieved to remove any cultural material. Geomorphology assessment: • A geomorphology assessment will be undertaken. The assessment will be non-invasive, but could use observations of the machine salvage excavation.	9	Stage 2	Pre-construction Construction	RMS/Contractor	NA

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
SPIR-AH24	Aboriginal Cultural Heritage	For the Melino (04-4-0173) site: <ul style="list-style-type: none"> Salvage excavation will be undertaken at the artefact scatter including a discrete knapping floor as detailed in the Working paper Aboriginal Cultural Heritage (Woodburn to Ballina) and in consultation with RAPs. Any sediment from the sites to 1.5 metre depth proposed to be used outside the site will be sieved to remove any cultural material. Shell Midden: <ul style="list-style-type: none"> Salvage excavations as detailed in the Working paper Aboriginal Cultural Heritage (Woodburn to Ballina) and in consultation with RAPs. A sequence of dates (radiocarbon or AMS) will be collected from the hand excavation. All shell recovered will be subject to analysis including minimum number of individuals (MNI) and weight (g). An analysis of the number of individual specimens (NISP) may also be undertaken if deemed appropriate. Area surrounding the shell midden: <ul style="list-style-type: none"> Salvage excavations will be undertaken as detailed in the Working paper Aboriginal Cultural Heritage (Woodburn to Ballina) and in consultation with RAPs. Geomorphology assessment: <ul style="list-style-type: none"> A geomorphology assessment will be undertaken. The assessment will be non-invasive, but could use observations of the machine salvage excavation. 	10	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH25	Aboriginal Cultural Heritage	For Site 1 (04-4-0179): <ul style="list-style-type: none"> Further salvage excavations will be undertaken as detailed in the Working paper Aboriginal Cultural Heritage (Woodburn to Ballina) and in consultation with RAPs. Any sediment to one metre depth from the site proposed to be used outside the site will be sieved to remove any cultural material. 	10	Stage 2	Pre-construction Construction	RMS/ Contractor	NA
SPIR-AH26	Aboriginal Cultural Heritage	For Site 2 (04-4-0178): <ul style="list-style-type: none"> Salvage excavation will be undertaken as detailed in the Working paper Aboriginal Cultural Heritage (Woodburn to Ballina) and in consultation with RAPs. Any sediment to 1.5 metres depth from the site proposed to be used outside the site will be sieved to remove any cultural material. Excavation at Site 2 will be undertaken at a time of the year when the water table is at its lowest, to ensure maximum depth can be reached with a machine. 	10	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH27	Aboriginal Cultural Heritage	For Site 3 (04-4-0175): <ul style="list-style-type: none"> Further salvage excavations will be undertaken as detailed in the Working paper Aboriginal Cultural Heritage (Woodburn to Ballina) and in consultation with RAPs. Any sediment to 1.5 metres depth from the site proposed to be used outside the site will be sieved to remove any cultural material. Excavation at Site 3 will be undertaken at a time of the year when the water table is at its lowest, to ensure maximum depth can be reached with a machine. 	10	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH28	Aboriginal Cultural Heritage	For Site 4 (04-04-0132): <ul style="list-style-type: none"> Further salvage excavations will be undertaken as detailed in the Working paper Aboriginal Cultural Heritage (Woodburn to Ballina) and in consultation with RAPs. Any sediment to 0.5 metre depth from the site proposed to be used outside the site will be sieved to remove any cultural material. 	10	Stage 2	Pre-construction Construction	RMS/ Contractor	NA
SPIR-AH29	Aboriginal Cultural Heritage	For Site 12 (04-4-0176): <ul style="list-style-type: none"> An exclusion zone be established at the boundary of the site where construction is to occur within 10 m of the site, as per management measure AH2. 	10, 11	Stage 2	Pre-construction Construction	Contractor	NA
SPIR-AH30	Aboriginal Cultural Heritage	For the Gumi site (04-4-0180): <ul style="list-style-type: none"> The tree (registered on AHIMS database) will be removed and the trunk will be relocated to an area agreed to with the registered stakeholder groups and Roads and Maritime – an arborist will be consulted to guide in the removal of the tree. The final tree location will be visually protected with culturally sensitive plantings or by existing vegetation. Access to the tree will be provided for local Aboriginal people to enable them to be able to use the tree as a teaching site. 	10	Stage 2	Pre-construction Construction	RMS/ Contractor	NA
SPIR-AH31	Aboriginal Cultural Heritage	For the Melino Scarred Tree 4 (04-4-0166) site: <ul style="list-style-type: none"> Prior to construction a 15 metre exclusion zone will be established around the scarred tree as per management measure AH2. An arborist will be consulted to develop an ongoing management strategy to ensure the preservation and health of the tree. 	10	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH32	Aboriginal Cultural Heritage	For the MST3 (04-4-0131) site: <ul style="list-style-type: none"> Prior to construction a 15 metre exclusion zone will be established around the scarred trees as per management measure AH2. An arborist will be consulted to develop an ongoing management strategy to ensure the preservation and health of the tree. 	10	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH33	Aboriginal Cultural Heritage	For the C21 (04-4-0107) site: <ul style="list-style-type: none"> Prior to construction a 15 metre exclusion zone will be established around the scarred trees as per management measure AH2. An arborist will be consulted to develop an ongoing management strategy to ensure the preservation and health of the tree. 	10	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH34	Aboriginal Cultural Heritage	For the MSRT2 (04-4-0130) site: <ul style="list-style-type: none"> Prior to construction a 15 metre exclusion zone will be established around the scarred trees as per management measure AH2. An arborist will be consulted to develop an ongoing management strategy to ensure the preservation and health of the tree. 	10	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH35	Aboriginal Cultural Heritage	For the Rudgley Scarred Tree (04-4-0170) site: <ul style="list-style-type: none"> Prior to construction a 15 metre exclusion zone will be established around the scarred trees as per management measure AH2. An arborist will be consulted to develop an ongoing management strategy to ensure the preservation and health of the tree. 	10	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH36	Aboriginal Cultural Heritage	An exclusion zone will be established 5 metres from the boundary of Rudgley Scarred Tree 2 as per management measure AH2.	10	Stage 2	Pre-construction	RMS/Contractor	NA
SPIR-AH37	Aboriginal Cultural Heritage	The area of site to be impacted be subject to salvage excavation as detailed in the Addendum CHAR (Appendix D of the Submissions/ Preferred Infrastructure Report) and in consultation with RAPs. All cultural material recovered will be subject to detailed analysis, interpretation and reporting.	10	Stage 2	Pre-construction	RMS/Contractor	NA
SPIR-AH38	Aboriginal Cultural Heritage	Educational and cultural signage will be placed at viable locations along the highway in this locality, potentially describing the history of Aboriginal occupation of the area. At a minimum, signage will include acknowledging the area as the traditional lands of the Gumbaynggir peoples. Any signage will be subject to approval by the registered Aboriginal stakeholders.	1	Stage 1	Pre-construction Construction	RMS/Contractor	This is being managed as part of site inductions using the training packages as per the approved Cultural Heritage Management Plan under the CEMP. Interpretation Signage to be included within the Arrawarra Rest Area.
SPIR-AH39	Aboriginal Cultural Heritage	Tyndale and Woodford Island Corridors of Movement: <ul style="list-style-type: none"> Pedestrian access across the project will be provided, if reasonable and feasible within the existing local road network, to maintain the connectivity of this corridor of movement. 	3	Stage 2	Pre-construction Detailed Design Construction	RMS/Contractor	NA

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
SPIR-AH40	Aboriginal Cultural Heritage	Pillar Valley Corridors of Movement: • Pedestrian access across the project will be provided, if reasonable and feasible within the existing local road network, to maintain the connectivity of this corridor of movement.	3	Stage 2	Pre-construction Detailed Design Construction	RMS/Contractor	NA
SPIR-AH41	Aboriginal Cultural Heritage	Place B: • To maintain connectivity, access will be provided across the project area, from the end of Richmond Road, Pine Tree Road, or Fischer Street to Broadwater National Park during construction and operation, in consultation with the traditional owners. • Pedestrian access within the project boundary will be provided, where feasible and reasonable from the eastern side of the project to the western side of Broadwater National Park. A connection from the existing Pacific Highway to Broadwater National Park along Eversons Lane be considered, in consultation with traditional owners and relevant land owners.	9, 10	Stage 2	Pre-construction Detailed Design Construction	RMS/Contractor	NA
SPIR-AH42	Aboriginal Cultural Heritage	Place D: • Welcome to country signage will be installed within the highway corridor between Woodburn and Wardell and information on culture installed at the rest area in Section 10, as agreed with the registered Aboriginal parties.	9, 10	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH43	Aboriginal Cultural Heritage	Place K: • A geomorphological assessment will be undertaken, including the geomorphological setting of the archaeological sites within this landscape, and how the landscape has formed and changed over the last 40,000 years. This take into account both the cultural and scientific significance of the place. • A report will be produced by a geomorphologist in conjunction with an archaeologist / anthropologist.	11	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH44	Aboriginal Cultural Heritage	Place E: • This place will be fenced prior to and during construction to avoid incidental impact. • Surface water runoff from the construction site or from the highway pavement during operation of the project will be prevented from directly entering into Place E.	9	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH45	Aboriginal Cultural Heritage	Place C: • An education package will be prepared. This will include at a minimum a printed document detailing the story of the occupation of this area and the ensuing massacre. Further research and interviews will be undertaken for this purpose. Where possible, oral recordings and/or video footage will also be compiled into the package. • Caution will be undertaken in and around the project in this area with regard to potential human remains.	9, 10	Stage 2	Pre-construction Construction	RMS/Contractor	NA
SPIR-AH46	Aboriginal Cultural Heritage	Before construction at Mororo Road, between station 97.45 and 98.9, a field inspection of the area to be cleared and excavated will be undertaken by an Aboriginal heritage consultant with Registered Aboriginal Parties.	6	Stage 2	Pre-construction	RMS	NA
SPIR-AH47	Aboriginal Cultural Heritage	As the property occurs in an area of low-moderate Aboriginal heritage potential, survey, and if necessary test excavation, should be undertaken to determine the presence and extent of potential archaeological evidence. This will be conducted in accordance with the methodology agreed with RAPs, and prior to ground disturbing works for the project and/or proposed design change. Further recommendations for the site will then be made in consultation with the RAPs.	10	Stage 2	Pre-construction	RMS	NA
SPIR-AH48	Aboriginal Cultural Heritage	The area of this site to be impacted will be subject to salvage excavation as detailed in the Addendum CHAR (Appendix D of the Submissions/ Preferred Infrastructure Report) and in consultation with RAPs. All cultural material recovered will be subject to detailed analysis, interpretation and reporting. The portion of the site that not be impacted (at least 70%), will be protected by fencing as per management measure AH2.	10	Stage 2	Pre-construction	RMS	NA
Air Quality							
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.	All	All	Construction	Pacific Complete	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.
Biodiversity							
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.	All	All	Pre-construction	RMS	No Ecological Monitoring Program Required
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.	All	All	Pre-construction Detailed Design	RMS/ Detailed Designer	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.
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.	All	All	Pre-construction Detailed Design	RMS/ Detailed Designer	Completed as required in accordance with the approved Connectivity Strategy
SPIR-B4	Biodiversity	Opportunities for improved connectivity for koala and Long-nosed Potoroo will be further investigated between station 144.2 and station 146.6.	9 and 10	Stage 2	Pre-construction Detailed Design	RMS/ Detailed Designer	NA
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.	All	All	Pre-construction Detailed Design	RMS/ Detailed Designer	Ongoing review and assessment of final treatment to ensure outcomes are in accordance with the approved Connectivity Strategy
SPIR-B6	Biodiversity	Fauna exclusion fencing in low-lying floodplains between stations 35.0 and 80.2 will where feasible and reasonable, be placed higher on fill embankments to reduce damage from flooding.	3 and 4	Stage 2	Pre-construction Detailed Design	RMS/ Detailed Designer	NA
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.	All	All	Pre-construction Detailed Design	RMS/ Detailed Designer	Completed for Sections 1 & 2 at widened median locations. Rope bridge within Section 2 was relocated slightly in consultation with the EPA to provide for a better connectivity outcome.

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
SPIR-B8	Biodiversity	The design and construction of fauna exclusion fencing, drainage or fauna underpass structures in widened medians minimise vegetation clearing.	1, 2 and 7	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer/ Contractor	Ongoing review and assessment of final treatment to ensure outcomes are in accordance with the approved Connectivity Strategy
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.	1, 2 and 7	All	Construction	Pacific Complete/ Contractor	Where ever possible this measure has been adopted.
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).	All	All	Pre-construction	Pacific Complete/ Contractor	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.
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.	All	All	Pre-construction	RMS/ Pacific Complete	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 FEEMP
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.	All	All	Pre-construction	RMS/ Pacific Complete	The Urban Design Landscape Plan was approved by the Department of Planning & Environment on the 8/5/15
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.	All	All	Pre-construction Detailed Design Construction	Pacific Complete/ Contractor	Design and clearing limits have been focused on minimising clearing wherever possible during detailed design. This is a key objective during the detailed design. The contractors have minimised clearing during construction and ensure compliance with the approved clearing quantities as per MCoA B1.
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).	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer/ Contractor	This has been completed utilising input from DPI / EPA
SPIR-B15	Biodiversity	During detailed design, the waterway class will be confirmed and the design will be reviewed to include appropriate crossing structures for the relevant waterway class at the following locations: • Unnamed waterway station 114.0 • Oaky Creek station 122.5 • Nortons Gully station 123.6 • Unnamed waterway station 133.4 • Unnamed waterway at station 134.7 • Tributary of Macdonalds Creek at station 135.5	7 and 8	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
SPIR-B16	Biodiversity	All drainage structures between stations 134.5 to 143.0 will be reviewed in consultation with Department of Primary Industries (Fisheries) to ensure suitable connectivity for threatened fish species is maintained.	8 and 9	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer/ Contractor	NA
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	This has been completed utilising input from DPI / EPA
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).	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	For Sections 1 & 2, bridge structure design has been completed in accordance with these principals
SPIR-B19	Biodiversity	Where temporary access tracks are required over drainage lines with no flow, fords may be installed.	All	All	Detailed Design Construction	Contractor	Noted
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.	All	All	Construction	Pacific Complete/ Contractor	Existing crossings have been utilised where ever possible as a priority to minimise disturbance to waterways. All temporary crossings have now been removed.
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.	All	All	Detailed Design Construction	Pacific Complete/ Contractor	Temporary Crossings Designed in consultation with ERG, including these provisions. Note - all temporary crossings have now been removed from Section 1.
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.	All	All	Construction	Contractor	Noted. All dams have been dewatered by a fully qualified aquatic ecologist in accordance with the dam dewatering procedure which was commended by Fisheries. There are no further dams identified which need to be dewatered.

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
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: <ul style="list-style-type: none"> • 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. 	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Included in approved Construction Flora and Fauna Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Implemented in accordance with approved Construction Flora and Fauna Management Plan
SPIR-B25	Biodiversity	A staged habitat removal process will be implemented consistent with the Roads and Maritime Biodiversity Guidelines (RTA, 2011a).	All	All	Construction	Pacific Complete/ Contractor	Implemented in accordance with approved Construction Flora and Fauna Management Plan
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).	All	All	Construction	Contractor	Implemented in accordance with approved Construction Flora and Fauna Management Plan
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).	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Included as Appendix in approved Construction Flora and Fauna Management Plan
SPIR-B28	Biodiversity	A site assessment by an ecologist or person trained in weed identification will be undertaken to identify the presence and extent of Alligator weed. If present, management measures in the Weed Management Plan will be in accordance with the Department of Primary Industries Alligator Weed control manual (van Oosterhout, 2007).	7, 8, 9, 10	Stage 2	Pre-construction	Pacific Complete	Included as Appendix in approved Construction Flora and Fauna Management Plan
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).	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Included as Appendix in approved Construction Flora and Fauna Management Plan
SPIR-B30	Biodiversity	If pathogens are identified on site: <ul style="list-style-type: none"> • 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. 	All	All	Construction	Pacific Complete/ Contractor	Included as Appendix in approved Construction Flora and Fauna Management Plan
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: <ul style="list-style-type: none"> • 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. 	All	All	Pre-construction Construction	Pacific Complete	The Nest Box Plan for Sections 1 & 2 was approved by the Department of Planning & Environment on the 17/2/15. 100% of nest boxes have been installed in accordance with the requirements of the approved nest box management plan.
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).	All	All	Construction	Pacific Complete	Project ecologists who are fully qualified and experienced ecologists were onsite at all times to relocate any fauna, including attend to any injured fauna. The project have completed clearing with minimal fauna fatalities. A qualified vet is also on standby during construction in Woolgoolga.
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.	All	All	Construction	Pacific Complete/ Contractor	Ecologist pre-inspection undertaken in accordance with approved CFFMP.
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	This has been completed utilising input from DPI / EPA
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.	All	All	Construction	Pacific Complete/ Contractor	Being implemented in consultation with ERG across the project.
SPIR-B36	Biodiversity	All construction materials used for permanent watercourse crossings (rocks and gravel) are to be free of fine particles to minimise turbidity.	All	All	Construction	Pacific Complete/ Contractor	Being implemented in consultation with ERG across the project.
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.	All	All	Construction	Pacific Complete/ Contractor	Section 1 and 2 has achieved significant savings to riparian vegetation at Corindi Ck, Halfway Creek and Wells Crossing including EEC and threatened species.
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.	All	All	Construction	Pacific Complete/ Contractor	Woody debris left in situ in Section 1 resulting in nil aquatic fauna impacts, in addition root balls have been salvaged from the project to provide additional aquatic habitat at crossings. This has been done in consultations with OEH and DPI
SPIR-B39	Biodiversity	Where feasible and reasonable within the road corridor, existing pools will be retained upstream and downstream of crossings within known habitat of the Oxleyan Pygmy Perch to provide resting and refuge habitat near crossing structures.	6, 7, 8, 9	Stage 2	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	Stage 2
SPIR-B40	Biodiversity	Appropriate plant species will be incorporated into the rehabilitation of disturbed aquatic habitats and drains as a result of construction.	All	All	Construction	Pacific Complete/ Contractor	The landscape plan will be implemented.
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.	All	All	Construction	Pacific Complete/ Contractor	Prior to any creek works, silt curtains and hydrocarbons were installed in addition to other sediment controls around the waterway banks.
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	All	Construction	Pacific Complete/ Contractor	All discharges from site are in accordance with EPL requirements.
SPIR-B43	Biodiversity	No in-stream work will occur in known Oxleyan Pygmy Perch habitat during the Oxleyan Pygmy Perch spawning season (October to December inclusive) or within 24 hours of the commencement of any rainfall event (>10 millimetres).	6, 7, 8, 9	Stage 2	Construction	Pacific Complete/ Contractor	NA
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.	All	All	Operation	Pacific Complete/ Contractor	Operational basins have been designed accordingly and in consultation with Fisheries and EPA.
SPIR-B45	Biodiversity	Chemicals and fuels will be appropriately stored and banded, away from waterways and drainage lines.	All	All	Construction	Pacific Complete/ Contractor	Included in approved CSWMP
SPIR-B46	Biodiversity	Discharges from sediment basins and/or treatment wetlands located in Oxleyan Pygmy Perch habitat that do not meet the water quality parameters for Oxleyan Pygmy Perch (to be determined through pre-construction water quality monitoring) will not be discharged directly into waterways, with other methods or uses employed to discharge. This could include, but not be limited to: <ul style="list-style-type: none"> • Spraying onto adjacent open grass areas or used for construction purposes such as dust. • Treating the water to ensure the pH is between 5.0 and 6.5 and total suspended solids of less than 50 mg/L, before discharging, depending on environmental protection licensing requirements. 	6, 7, 8, 9	Stage 2	Construction	Pacific Complete/ Contractor	NA
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.	All	All	Construction	Pacific Complete/ Contractor	The Water Quality Monitoring Program for Sections 1 & 2 was approved by the Department of Planning & Environment on the 8/5/15. OHLY are undertaking surface water quality monitoring & RMS continues to monitor groundwater levels and water quality in accordance with the approved Program.
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved CSWMP
SPIR-B49	Biodiversity	Specific management measures will be implemented to limit impacts from stockpiling of material for bridgeworks at known and potential areas of Oxleyan Pygmy Perch during the spawning seasons of October to December.	6, 7, 8, 9	Stage 2	Construction	Pacific Complete/ Contractor	Stage 2

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
SPIR-B50	Biodiversity	Batch plants will be located at least 300 metres away from Oxleyan Pygmy Perch habitat where sediment erosion not runoff into waterways (due to the risk of high alkaline runoff).	7,8, and 9	Stage 2	Construction	Pacific Complete/ Contractor	Stage 2
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.	All	All	Pre-construction Construction	Pacific Complete/ Contractor	For Sections 1 & 2, Ancillary Facilities were assessed against the B73 locational criteria and the A2 (d) document with one of the objectives being to avoid Threatened Ecological Communities.
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).	2	Stage 1	Construction	Pacific Complete/ Contractor	NA
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.	2	Stage 1	Construction	Pacific Complete/ Contractor	NA
SPIR-B52c	Biodiversity	Ancillary facility - Section 2 site 6a and 6b: • Site to remain clear (not vegetated) to benefit emus.	2	Stage 1	Construction	Pacific Complete/ Contractor	NA
SPIR-B52d	Biodiversity	Ancillary facility - Section 3 Site 1: • This compound site that was used for the Glenugie Upgrade and has been revegetated post-construction. A site inspection and survey is required prior to construction to determine its suitability for future use as an ancillary site. • Avoid mature trees. • Revegetation of the section of the site in the road reserve or the entire site (if practicable).	3	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52e	Biodiversity	Ancillary facility - Section 3 Site 2: • Provide a buffer of 50 metres minimum from creek and sediment fencing where required. • Avoid mature trees. • Revegetation of the section of the site in the road reserve or the entire site (if practicable).	3	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52f	Biodiversity	Ancillary facility - Section 3 Site 4: • Ancillary site to be restricted to the western parts of the site adjoining Woolli Road. • Vegetation in the road reserve along Woolli Road to be protected from disturbance. • The population of the Slender Screw Fern plants is to be avoided. • Existing trails or disturbed areas to be used for access to site. Bostock Road not to be used for access.	3	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52g	Biodiversity	Ancillary facility - Section 3 Site 8: • Identify and mark Angophora robur during pre-clearing and provide exclusion fencing.	3	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52i	Biodiversity	Ancillary facility - Section 3 Site 9: • Provide buffer to the surrounding forest. • Identify and mark Angophora robur during pre-clearing and provide exclusion fencing • Provide sediment fencing on eastern boundary where required. • Avoid and buffer koala feed trees in the northwest corner of the site. Buffer required from edge of the forest to reduce edge effects, sediment fencing where required.	3	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52j	Biodiversity	Ancillary facility - Section 5 Site 6: • Consult with OEH on future use of this site post-construction, which may have offset potential with assisted regeneration and could be considered as a potential addition to Mororo Creek Nature Reserve • Flag and buffer habitat patch on southern boundary.	5	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52k	Biodiversity	Ancillary facility - Section 5 Additional site 9: Provide buffer around Mororo Creek and sediment fencing to protect riparian areas Flag and buffer habitat patch on southern boundary	5	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52l	Biodiversity	Ancillary facility - Section 6 Site 3a and 3b: • Mark and avoid small dam in north-west corner of site and buffer activities from a large remnant patch adjoining to the north. • Avoid scattered mature trees where possible.	6	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52m	Biodiversity	Ancillary facility - Section 6 site 5: • Site is currently being used as a compound site for the Devils Pulpit upgrade. On completion of construction for that project, the site would be stabilised with a quick growing cover crop to stabilise the site. • A site inspection and survey is required prior to construction to confirm the suitability of the site. • Site to be rehabilitated post- construction.	6	Stage 2	Pre-construction Construction	Pacific Complete/ Contractor	NA
SPIR-B52n	Biodiversity	Ancillary facility - Section 7 Site 1: • To be used for only low risk activities, no chemical or fuel storage on site.	7	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52o	Biodiversity	Ancillary facility - Section 7 Site 2a and 2b: • To be used for only low risk activities, no chemical or fuel storage on site.	7	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52p	Biodiversity	Ancillary facility - Section 7 site 3: • Provide sediment fencing along eastern boundary.	7	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52q	Biodiversity	Ancillary facility - Section 7 Site 4: • Provide buffer of minimum 50 metres from the wetland on northern boundary and sediment fencing where required. Avoid tree removal where possible	7	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52r	Biodiversity	Ancillary facility - Section 8 Site 2a, 2b and 2c: • Recommend use for stockpile only, no chemical or fuel storage on site.	8	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52s	Biodiversity	Ancillary facility - Section 8 Site 3: • Provide bunding around the site. No chemical storage.	8	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52t	Biodiversity	Ancillary facility - Section 9 Site 1: • Provide buffer and sediment fencing at southern end. • Provide sediment fencing at southern end of site, stockpiling only at northern half, no chemical storage	9	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52u	Biodiversity	Ancillary facility - Section 9 site 2: • Provide sediment fencing at southern end of site, stockpiling only at northern half, no chemical storage	9	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52v	Biodiversity	Ancillary facility - Section 9 site 3: • Provide sediment fencing at southern end of site, stockpiling only at northern half, no chemical storage	9	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52w	Biodiversity	Ancillary facility - Section 10 site 1b: • Revegetation of the section of the site in the road reserve or the entire site (if practicable).	10	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52x	Biodiversity	Ancillary facility - Section 10 site 3b: • Map and avoid strip of trees along northern boundary	10	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B52y	Biodiversity	Ancillary facility - Section 10 site 4: • Revegetate site post-construction, focus on approaches to land bridge and avoid Arthraxon hispidus.	10	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B53	Biodiversity	The project footprint in section 1 will be reviewed to identify any opportunities to avoid significant impacts to the existing population.	1	Stage 1	Pre-construction	Pacific Complete/ Detailed Designer	The batters have been steepened up to reduce direct impact on Moonee Quassia
SPIR-B54	Biodiversity	The project footprint and placement of sedimentation basins will be evaluated to minimise impacts to Slender Screw Fern.	6	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
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.	All	All	Pre-construction Detailed Design	RMS/ Pacific Complete/ Detailed Designer	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.
SPIR-B56	Biodiversity	Street lighting on the western roundabout at the interchange at Wardell will be designed to reduce light spill during detailed design. This could include using deflection shields around the lights or using a UV light, with reduced UV light emissions.	10	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
SPIR-B57	Biodiversity	Further investigation will be undertaken of the road runoff capture and storage to the east side of the existing Pacific Highway between station 158.2 and 159.4 to protect remaining in situ aquatic habitats south of Laws Road.	11	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
SPIR-B58	Biodiversity	Roads and Maritime owned land surrounding the dedicated land bridge at station 156.0 be revegetated in accordance with the connectivity strategy and the landscape management plan.	10	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-B59	Biodiversity	The Lang Hill Environmental Management Work Statement be further developed and implemented during the use and rehabilitation of the borrow site.	8	Stage 2	Pre-construction Construction	Pacific Complete/ Contractor	NA
SPIR-B60	Biodiversity	The creek line on the 'Lang Hill' property will should be fenced off from cattle and the vegetation allowed to regenerate to improve the habitat conditions downstream.	8	Stage 2	Construction Operation	Pacific Complete/ Contractor	NA
SPIR-B61	Biodiversity	Detailed design will investigate measures to reduce impacts to Maundia triglochinosides: • Near Redbank Creek (population 14). • Near North of New Italy (population 12).	1, 7	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	For Section 1, Impacts to Maundia triglochinosides were based on designs that focused on minimising impacts to this species, and ensuring that impacts were in accordance with the approved Threatened Flora Management Plan.
Construction & Operational Noise & Vibration							
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.	All	All	Construction	Pacific Complete/ Contractor	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.
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Construction Noise and Vibration Management Plan
SPIR-CNV3	Noise & Vibration	Haulage routes will be located as far away as possible from residential receivers, where this is reasonable and feasible.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Construction Noise and Vibration Management Plan
SPIR-CNV4	Noise & Vibration	Equipment will be maintained in efficient working order.	All	All	Construction	Contractor	Included in approved Construction Noise and Vibration Management Plan
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.	All	All	Construction	Contractor	Included in approved Construction Noise and Vibration Management Plan
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.	All	All	Construction	Contractor	Included in approved Construction Noise and Vibration Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Construction Noise and Vibration Management Plan
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.	All	All	Construction	Contractor	Included in approved Construction Noise and Vibration Management Plan
SPIR-CNV9	Noise & Vibration	Truck movements will be restricted to identified haulage routes and the routes outlined in the Construction Traffic Management Plan.	All	All	Construction	Pacific Complete	Included in approved Construction Traffic Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Construction Noise and Vibration Management Plan
SPIR-CNV11	Noise & Vibration	The use of temporary noise shielding will be considered at locations where substantial exceedances of noise criteria are predicted.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Construction Noise and Vibration Management Plan
SPIR-CNV12	Noise & Vibration	Static noise sources, such as generators, pumps and lighting towers, will be located as far as possible from sensitive receivers.	All	All	Construction	Contractor	Included in approved Construction Noise and Vibration Management Plan
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	All	All	Construction	Pacific Complete/ Contractor	Included in approved Construction Noise and Vibration Management Plan
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.	All	All	Construction	Contractor	Included in approved Construction Noise and Vibration Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Construction Noise and Vibration Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Construction Noise and Vibration Management Plan
SPIR-CNV17	Noise & Vibration	Appropriately sized equipment will be selected to minimise vibration emissions, where required.	All	All	Construction	Contractor	Included in approved Construction Noise and Vibration Management Plan
SPIR-CNV18	Noise & Vibration	A blast management plan will be prepared prior to the start of blasting activities.	All	All	Pre-construction	Pacific Complete/ Contractor	Included in approved Blast Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Blast Management Plan
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.	All	All	Construction	Contractor	Included in approved Blast Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Blast Management Plan
SPIR-CNV22	Noise & Vibration	Monitoring of overpressure and vibration levels will be undertaken for each blast at the potentially most affected receivers.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Blast Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Blast Management Plan
SPIR-CNV24	Noise & Vibration	Should blasting be required within 200 metres of the water reservoirs at the Lang Hill borrow source, a dilapidation or preconstruction condition survey will be undertaken before blasting work commences in consultation with Richmond Valley Council and Rous Water.	8	Stage 2	Construction	Pacific Complete/ Contractor	NA
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.	All	All	Construction	Contractor	Included in approved Blast Management Plan
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).	All	All	Construction	Contractor	Included in approved Blast Management Plan
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).	All	All	Construction	Contractor	Included in approved Blast Management Plan

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Blast Management Plan
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.	All	All	Construction	Contractor	Included in approved Blast Management Plan
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).	All	All	Construction	Contractor	Included in approved Blast Management Plan
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.	All	All	Pre-construction	Pacific Complete/ Contractor	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 during this reporting period.
SPIR-ONV1	Noise & Vibration	Feedback will be collected to help determine the final adopted working hours for the project, with community consultation continuing throughout the project.	All	All	Pre-operation Detailed Design	Pacific Complete/ Contractor	Ongoing with RMS currently at the scoping stage for noise affected receivers
SPIR-ONV2	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.	1,3,4,5,8, and 10	All	Pre-operation Detailed Design	Contractor	This was completed as part of detailed design for Sections 1 & 2.
SPIR-ONV3	Noise & Vibration	Low noise wearing surface will be implemented in areas identified in section 5.3.21 of the EIS.	All	All	Operation	RMS	Noted
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.	All	All	Operation	RMS	Noted
Greenhouse Gas Emissions							
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.	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Fly ash included in concrete mix designs where feasible.
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).	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Reuse of materials maximised
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.	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Where available from commercial steel suppliers within RMS specification and cost, quality and performance competitive; recycled steel will be sourced
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.	All	All	Construction	Contractor	Assessed and not considered feasible for large scale infrastructure project
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.	All	All	Pre-construction Construction	Contractor	Refer to approved Construction Waste and Energy Management Plan
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.	All	All	Pre-construction	RMS/ Pacific Complete	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.
SPIR-GH7	Greenhouse Gas Emissions	An education program will be developed and delivered to the construction personnel to promote energy-efficient work practices.	All	All	Construction	Pacific Complete/ Contractor	Included in project induction
Hydrology & Flooding							
SPIR-HF1	Hydrology and Flooding	Flood models for the areas of the project that are in the Clarence, mid Richmond and lower Richmond rivers will be updated to inform detailed design.	4, 5, 6, 8, 9 and 10	Stage 2	Pre-construction Detailed Design	Pacific Complete	NA
SPIR-HF2	Hydrology and Flooding	Roads and Maritime will update the bathymetrical data at the relevant crossing of the Clarence River to inform detailed design of the crossing.	4, 5	Stage 2	Pre-construction Detailed Design	RMS	NA
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.	All	All	Pre-construction Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	NA
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	This has been addressed during detailed design process
SPIR-HF5	Hydrology and Flooding	Detailed design for permanent road fencing will consider hydrology and flooding impacts.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	This has been addressed during detailed design process
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).	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	This has been addressed during detailed design process
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.	All	All	Detailed Design Construction	Pacific Complete/ Detailed Designer	This has been addressed during the detailed design and is captured within the contract documents
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.	All	All	Detailed Design Construction	Contractor	This has been addressed during the detailed design and is captured within the contract documents.
SPIR-HF9	Hydrology and Flooding	Velocities of flood flows through watercourse and floodplain structures (ie bridges and culverts) will be assessed during detailed design in areas identified as known and potential habitat for the Oxleyan Pygmy Perch and the Purple-spotted Gudgeon in consultation with Department of Primary Industries (Fisheries). The design of these structures will consider the predicted changes to velocities from the existing case due to the project.	3;11	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
SPIR-HF10	Hydrology and Flooding	Batter stability will be assessed and sufficient room provided on both sides of the diversion to allow access for maintenance and to meet batter stability requirements.	3	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
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 <i>Land Acquisition (Just Terms Compensation) Act 1991</i> .	All	All	Pre-construction	RMS	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.
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.	All	All	Pre-construction	RMS	The design considers this impact. Consultation during land acquisition identifies these impacts and is compensated for reduced run-off is expected.
SPIR-HF13	Hydrology and Flooding	Detailed design will consider flood access and evacuation for affected landowners including changes in stock access routes.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	This has been addressed during the detailed design in consultation with affected landowners.
SPIR-HF14	Hydrology and Flooding	The level of flood immunity of Eggs Drive into Corindi will be built at a 100 year ARI as agreed with Coffs Harbour City Council.	1	Stage 1	Construction	RMS	This has been addressed during the detailed design in consultation with Coffs City Council and has achieved a 1 in 100 year flood immunity.

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
SPIR-HF15	Hydrology and Flooding	The potential impacts of ancillary facilities and haul roads on cane drains will be further investigated and addressed when ancillary facility locations are confirmed. The design of these ancillary facilities will be developed in consultation with relevant cane industry stakeholders, affected landowners, and in accordance with the following principles: • Maintain conveyance characteristics of existing cane drains. • Provide adequate capacity in temporary drainage to prevent blockages.	4, 5, 6, 8,9,10,11	Stage 2	Pre-construction Detailed Design Construction	Pacific Complete/ Detailed Designer	NA
SPIR-HF16	Hydrology and Flooding	A drainage structure with an equivalent capacity of the current Goodwood Street underpass will be installed for the duration of construction.	4	Stage 2	Detailed Design Construction	Pacific Complete/ Contractor	NA
SPIR-HF17	Hydrology and Flooding	Any temporary infrastructure associated with the construction of bridges in the Clarence River, Clarence North Arm, Richmond River, Tuckombil Canal and Emigrant Creek will be secured or removed from the river and floodplain during flood events so not to create a debris hazard or blockage during a flood event.	5, 8 and 10	Stage 2	Construction	Contractor	NA
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	This has been addressed during the detailed design
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.	All	All	Detailed Design Construction	Pacific Complete/ Contractor	Noted and applied to the works
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.	All	All	Detailed Design Construction	Pacific Complete/ Detailed Designer	Noted and applied to the works
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).	All	All	Pre-construction Detailed Design Construction	Pacific Complete/ Detailed Designer	This has been addressed during the detailed design
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Contractor	For Sections 1 & 2, Ancillary Facilities will be assessed against the B73 locational criteria and the A2 (d) document.
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 through 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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	This has been addressed during the detailed design process.
SPIR-HF24	Hydrology and Flooding	The design of drainage structures across Chatsworth Island will be further reviewed during detailed design to enable the most appropriate and cost-effective structures to be installed.	5	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
SPIR-HF25	Hydrology and Flooding	Maintenance regime of drainage structures will be considered during detailed design.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	Inspection of drainage structures included in routine site inspections, especially post flooding events.
SPIR-HF26	Hydrology and Flooding	Additional culverts north of Chaffin Creek at the overflow channel around station 52.6, will be hydraulically modelled and confirmed during the detailed design to manage potential flood impacts, to meet the flood management objectives detailed in the EIS.	3	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
SPIR-HF27	Hydrology and Flooding	Roads and Maritime, in consultation with Clarence Valley Council and the relevant landowner, will consider opportunities to improve the drainage system performance in the Shark Creek area, where feasible and reasonable, during the detailed design phase.	4	Stage 2	Pre-construction Detailed Design	RMS/ Detailed Designer	NA
SPIR-HF28	Hydrology and Flooding	The detailed design of the bridges over Shark Creek and Tyndale cane drain 1 and 2 (Crackers and Lee drain) will consider fauna connectivity in addition to the hydraulic function of these structures.	4	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
SPIR-HF29	Hydrology and Flooding	Detailed design will investigate viable options to maintain the existing flood behaviour in James Creek.	5	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
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.	All	All	Pre-construction Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	This has been addressed during the detailed design and will continue during the construction phase.
Non-Aboriginal Heritage							
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.	All	All	Construction	Pacific Complete/ Contractor	Noted
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.	All	All	Construction	Pacific Complete/ Contractor	All subcontractors who are inducted onto the project have received a non-Aboriginal heritage induction as part of the project induction.
SPIR-HH3	Non-Aboriginal Historical Heritage	The Heritage management plan will be developed in consultation with the Heritage Council of NSW.	All	All	Construction	Pacific Complete/ Contractor	The Cultural Heritage Management Plan was developed with all the required stakeholders and government agencies.
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	This has been addressed during the detailed design
SPIR-HH5	Non-Aboriginal Historical Heritage	At project section 1, site 2: a temporary barrier fence will be erected between item 39 and the ancillary site. The fence will remain in place until the conclusion of the use of the ancillary site at which time it will be removed.	1	Stage 1	Construction	Pacific Complete/ Contractor	Temporary barrier fencing in place. Working will not exceed beyond the project boundary.
SPIR-HH6	Non-Aboriginal Historical Heritage	At project section 10, site 4: a temporary barrier fence will be erected to protect the drainage channel that is not directly impacted by the project (item 43). The fence will remain in place until the conclusion of the use of the ancillary site at which time it will be removed.	10	Stage 2	Construction	Pacific Complete/ Contractor	NA
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.	All	All	Pre-construction	Pacific Complete/ Contractor	Noted
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	Noted
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	Noted
SPIR-HH10	Non-Aboriginal Historical Heritage	A temporary barrier fence will be erected between the stockyards and the works area prior to road construction works commencing. The fence will remain in place until the conclusion of the works in the vicinity of the items at which time it will be removed. The batter slope will not be constructed within five metres of the stockyards.	1	Stage 1	Pre-construction Construction	Pacific Complete/ Contractor	Temporary barrier fencing in place. Working will not exceed beyond the project boundary.
SPIR-HH11	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.	1	Stage 1	Pre-construction	Pacific Complete	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.

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
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.	2	Stage 1	Pre-construction Construction	RMS/ Pacific Complete/ Contractor	NA
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.	2	Stage 1	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	NA
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.	2	Stage 1	Pre-construction Construction	Pacific Complete/ Contractor	NA
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.	2	Stage 1	Pre-construction Construction	RMS/ Pacific Complete/ Contractor	NA
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.	2	Stage 1	Pre-construction	RMS/ Pacific Complete	NA
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.	2	Stage 1	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH18	Non-Aboriginal Historical Heritage	Prior to the start of construction, the location and condition of the mature bunya trees will be recorded by an arborist. In consultation with an arborist, protective fencing will be erected adjacent to the property boundary to control impacts on the trees.	3	Stage 2	Pre-construction Construction	RMS/ Pacific Complete/ Contractor	NA
SPIR-HH19	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.	3	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH20	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.	4	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH21	Non-Aboriginal Historical Heritage	Where appropriate, and before construction commences, any loose or unstable components of the heritage item will be secured to minimise vibration impacts and remain secured until the conclusion of construction, at which time the securing mechanism/s will be removed. Any methods to secure the heritage item will be reversible and not cause damage to the item.	4	Stage 2	Pre-construction Construction	RMS/ Pacific Complete	NA
SPIR-HH22	Non-Aboriginal Historical Heritage	The Petticoat Lane tram tracks section will have a protective covering placed over them, (eg a geo textile fabric and heavy duty metal sheeting or similar) to minimise impacts from construction in the area. The covering will be secured before construction and will remain in place until the end of construction.	5	Stage 2	Pre-construction Construction	Pacific Complete/ Contractor	NA
SPIR-HH23	Non-Aboriginal Historical Heritage	The design of the new bridge will be undertaken in accordance with Bridge Aesthetics: Design Guidelines to Improve the Appearance of Bridges in NSW Roads and Maritime 2012 with specific reference to section 6.1, New bridges next to existing bridges.	5	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
SPIR-HH24	Non-Aboriginal Historical Heritage	An archival photographic recording will be made of the convent building and its surrounds in accordance with the Heritage Branch guidelines How to Prepare Archival Records of Heritage Items (NSW Heritage Office, 1998) prior to its removal or relocation.	5	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH25	Non-Aboriginal Historical Heritage	The feasibility of relocating the building to an appropriate site within the Harwood Heritage Conservation Area will be investigated. The investigation will be undertaken in consultation with an appropriately qualified house removal contractor and an appropriately qualified heritage consultant.	5	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH26	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.	5	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH27	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.	7	Stage 2	Pre-construction Construction	RMS/ Pacific Complete/ Contractor	NA
SPIR-HH28	Non-Aboriginal Historical Heritage	Monitoring of dust will be undertaken at this location in accordance with the project dust management plan.	7	Stage 2	Pre-construction Construction	Pacific Complete	NA
SPIR-HH29	Non-Aboriginal Historical Heritage	A temporary fence will be erected between the State Heritage Register boundary and the construction works 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.	7	Stage 2	Operation	Pacific Complete/ Contractor	NA
SPIR-HH30	Non-Aboriginal Historical Heritage	Appropriate directional signage to the New Italy Museum Complex will be installed at both the interchange at Woodburn and interchange at Iluka Road to divert visitors onto the service road in order to access the museum complex. Signage will comply with relevant Pacific Highway signage policy.	7	Stage 2	Operation	Pacific Complete/ Contractor	NA
SPIR-HH31	Non-Aboriginal Historical Heritage	Monitoring of dust will be undertaken at this location in accordance with the project dust management plan.	7	Stage 2	Pre-construction Construction	Pacific Complete	NA
SPIR-HH32	Non-Aboriginal Historical Heritage	A temporary fence will be erected between the location of the memorial and flagpole and the construction works (within five metres of the heritage items) before work starts in the vicinity of the heritage item. The fence will remain in place until conclusion is completed at which time it will be removed.	7	Stage 2	Pre-construction Construction	Pacific Complete/ Contractor	NA
SPIR-HH33	Non-Aboriginal Historical Heritage	Salvage excavation will be undertaken to salvage any subsurface artefacts related to the well and adjacent wall. Excavations will be undertaken under the supervision of an appropriately qualified and experienced historical archaeologist and in accordance with the Heritage Branch guidelines, including an appropriate research design and methodology to best realise the research potential of this area of the site. Consideration will be given to providing salvaged artefacts to the New Italy Museum.	7	Stage 2	Pre-construction Construction	RMS/ Pacific Complete	NA
SPIR-HH34	Non-Aboriginal Historical Heritage	Before construction starts in the vicinity of the orchard, the location and condition of each of the mango trees will be recorded by an arborist.	7	Stage 2	Pre-construction Construction	RMS/ Pacific Complete	NA
SPIR-HH35	Non-Aboriginal Historical Heritage	Protective barrier fencing to protect the mango orchard will be erected between the construction area and the trees with a buffer of at least five metres. This will be erected before construction starts in the vicinity of the items and remain in place until the end of construction at which time it will be removed.	7	Stage 2	Pre-construction Construction	Pacific Complete/ Contractor	NA
SPIR-HH36	Non-Aboriginal Historical Heritage	An archival photographic recording will be made of the mango orchard and its surrounds in accordance with the Heritage Branch guidelines How To Prepare Archival Records Of Heritage Items (NSW Heritage Office, 1998) prior to its demolition.	7	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH37	Non-Aboriginal Historical Heritage	If any historical heritage remains are discovered at the New Italy Village Area during construction, management measure HH1 will be applied.	7	Stage 2	Pre-construction Construction	Pacific Complete/ Contractor	NA
SPIR-HH38	Non-Aboriginal Historical Heritage	An archival photographic recording will be made of the buttery/creamery, the dairy and its surrounds in accordance with the Heritage Branch guidelines How To Prepare Archival Records Of Heritage Items (NSW Heritage Office, 1998) prior to demolition.	9	Stage 2	Pre-construction	RMS/ Pacific Complete	NA

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
SPIR-HH39	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.	9	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH40	Non-Aboriginal Historical Heritage	Further investigations for gold shafts within and adjacent to the project corridor will occur near item 26.	9	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH41	Non-Aboriginal Historical Heritage	If brick material or any other historical heritage remains are discovered during works, management measure HH1 will be applied.	10	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-HH42	Non-Aboriginal Historical Heritage	An archival photographic recording will be made of the stone quarry and small clay pit in accordance with the Heritage Branch guidelines How To Prepare Archival Records Of Heritage Items (NSW Heritage Office, 1998) prior to construction.	9	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH43	Non-Aboriginal Historical Heritage	Salvage excavations to the south of the quarry will be undertaken under the supervision of an appropriately qualified and experienced historical archaeologist. Salvage excavation will be undertaken in accordance with the Heritage Branch guidelines including an appropriate research design and methodology to best realise the research potential of this area of the site.	9	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH44	Non-Aboriginal Historical Heritage	A photographic condition survey and structural audit of the brick-lined well will be undertaken of the current condition of the heritage item with any damage to the item from construction to be repaired once construction is complete.	9	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH45	Non-Aboriginal Historical Heritage	Should blasting be required in the vicinity of this item, a detailed assessment of the level of vibration at the brick-lined well will be undertaken based on factors including distance from the blast site and the quantity of the explosive, and modelling of the predicted vibration levels. This assessment may result in additional mitigation measures for the structure including, but not limited to: • Construction of temporary or permanent supports or shoring within the brick-lined well. • Stabilisation of the brick-lined well. • Installation of vibration monitoring devices.	9	Stage 2	Pre-construction Construction	Pacific Complete/ Contractor	NA
SPIR-HH46	Non-Aboriginal Historical Heritage	Protective barrier fencing will be erected around the brick-lined well with a 15-metre buffer before the start of construction and will remain in place until the conclusion of the work, at which time it will be removed.	9	Stage 2	Pre-construction Construction	Pacific Complete/ Contractor	NA
SPIR-HH47	Non-Aboriginal Historical Heritage	Due to the proximity of the well to the roadway, the well may be closed for safety reasons. Any measures to close the well will enable access in the future for heritage research or other purposes and that no detrimental physical impact on the well occurs.	9	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-HH48	Non-Aboriginal Historical Heritage	An archival photographic recording will be made of the main residence and the drainage system and its surrounds in accordance with the Heritage Branch guidelines How To Prepare Archival Records Of Heritage Items (NSW Heritage Office, 1998) prior to its demolition. A detailed survey and recording of the location of the drainage system within the 'Stonehenge' property will also be undertaken.	10	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH49	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.	10	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
SPIR-HH50	Non-Aboriginal Historical Heritage	To protect the heritage item from construction activities, the boundary of the reserve will be clearly identified on site/construction plans as an area of exclusion, and temporary barrier fencing will be constructed continuously along the project boundary: • Immediately south of the cemetery reserve. • Where it crosses the south east corner of the cemetery reserve. • Where it follows the east boundary of the cemetery reserve.	9	Stage 2	Pre-construction Construction	Pacific Complete/ Contractor	NA
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.	2, 6 and 7	Stage 1 & 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
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.	2, 6 and 7	Stage 1 & 2	Construction	Contractor	NA
SPIR-HH53	Non-Aboriginal Historical Heritage	An archival photographic recording be made of the drainage channels and its surrounds in accordance with the Heritage Branch guidelines prior to its destruction.	10	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
Land Use							
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 <i>Land Acquisition (Just Terms Compensation) Act 1991</i> and Roads and Maritime' Land Acquisition Policy (RTA, 1999).	All	All	Pre-construction	RMS	Noted and is ongoing in accordance with the Land Acquisition (Just Terms Compensation) Act 1991 and RMS' Land Acquisition Policy (RTA, 1999).
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.	All	All	Pre-construction Detailed Design	RMS/ Pacific Complete/ Detailed Designer	Noted and is ongoing in accordance with the Land Acquisition (Just Terms Compensation) Act 1991 and RMS' Land Acquisition Policy (RTA, 1999).
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.	All	All	Pre-construction Detailed Design	RMS/ Pacific Complete/ Detailed Designer	Standard process - ongoing
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).	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	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.
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.	All	All	Pre-construction Detailed Design	RMS/ Pacific Complete/ Detailed Designer	This has been considered where ever possible, and will be finalised post construction
SPIR-LU6	Property & Land use	Where required, acquisition of State forests will be minimised in accordance with the provisions of the <i>Forestry Act 2012</i> . Revocation of land dedicated or reserved as national parks or nature reserves will be in accordance with the <i>National Parks and Wildlife Act 1974</i> . Acquisition of land owned by Local Aboriginal Land Councils will be in accordance with the provisions of the <i>Aboriginal Land Rights Act 1983</i> .	All	All	Pre-construction Detailed Design	RMS/ Pacific Complete/ Detailed Designer	Land acquired from State Forest and Aboriginal Land Councils has been/currently undertaken by RMS Property Section in accordance with relevant legislation.
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.	All	All	Pre-construction Detailed Design	RMS/ Pacific Complete/ Detailed Designer	This requirement has been considered where ever possible, and will be finalised both during and post construction in consultation with relevant industry and Councils
SPIR-LU8	Property & Landuse	The requirement for a retaining wall structure at station 83.2, between the road reserve and adjoining property, will be confirmed during detailed design.	5	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
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.	All	All	Construction	Pacific Complete/Contractor	Access maintained - ongoing.
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.	All	All	Construction	Pacific Complete/Contractor	Access maintained - ongoing.
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.	All	All	Construction	Pacific Complete/Contractor	Achieved via notifications reviewed and approved by RMS
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.	All	All	Construction	Contractor	Included in approved CSWMP
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).	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	Noted
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.	All	All	Construction	Pacific Complete	Harvest of millable timber maximised during clearing operations

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
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.	All	All	Construction	Pacific Complete/ Contractor	Refer to CSWMP and CFFMP
SPIR-LU16	Property & Landuse	Where pesticides are required during construction, implement appropriate environmental management measures to avoid potential impacts on adjoining agricultural properties.	All	All	Construction	Contractor	Included in approved CFFMP
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).	All	All	Construction	Pacific Complete/ Contractor	Noted
SPIR-LU18	Property & Landuse	Ongoing consultation and communication will be undertaken with commercial fishing and relevant aquaculture operators about construction activities within and near the Clarence and Richmond rivers. Stakeholders include the estuary prawn trawl fishery, and estuary general fishery within the Clarence River, the NSW Department of Primary Industries (Fisheries) and licensed fishing interests within the Richmond River regarding the timing and duration of construction, potential impacts (including changes to river access) and proposed mitigation measures.	Stage 2	Stage 2	Construction	Contractor	NA
SPIR-LU19	Property & Landuse	Relocation or adjustment of infrastructure will be planned to minimise disruptions and impacts on surrounding properties.	All	All	Construction	Pacific Complete/ Contractor	Noted and is being undertaken during both preconstruction and construction
SPIR-LU20	Property & Landuse	Communication will be undertaken with nearby communities about the timing and duration of potential disruptions to infrastructure.	All	All	Construction	Pacific Complete/ Contractor	Noted and is being undertaken in accordance with the RMS Communications Strategy and the Contractors Community Action Plan
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.	All	All	Operation	RMS	This is being undertaken in accordance with RMS Property maintenance processes.
SPIR-LU22	Property & Landuse	Excavation works near Lot7008 DP92609 will be carefully managed in consultation with Richmond Valley Council to minimise potential impacts on any unknown heritage items including potential burials.	9	Stage 2	Construction	Pacific Complete/ Contractor	NA
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.	All	All	Operation	Pacific Complete/ Contractor	Noted and is ongoing in accordance with the Land Acquisition (Just Terms Compensation) Act 1991 and RMS' Land Acquisition Policy (RTA, 1999).
SPIR-LU24	Property & Landuse	Consultation with Forestry Corporation will be undertaken regarding access to and within State forests where required, in accordance with the <i>Forestry Act</i> 2012.	All	All	Detailed Design Operation	Pacific Complete/ Contractor	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.
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.	All	All	Detailed Design Operation	Pacific Complete/ Contractor	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.
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.	All	All	Pre-construction Detailed Design	Pacific Complete	Consultation held with relevant stakeholders to capture design requirements. Property acquisition plans include drainage.
SPIR-LU27	Property & Landuse	As far as possible, property accesses will be reinstated or new access provided, in consultation with impacted landowners.	All	All	Detailed Design Operation	Pacific Complete/ Detailed Designer/ Contractor	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.
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.	All	All	Detailed Design Operation	Pacific Complete/ Detailed Designer/ Contractor	Noted
SPIR-LU29	Property & Landuse	Consultation will be undertaken with land owners operating quarries adjacent to the project, including those near Tucabia, Broadwater and Bagotville, and relevant NSW State government agency. Consultation aim to identify appropriate management measures for each affected quarry, particularly regarding operational approvals in terms of site access, extraction limits, blasting limits, and timing of works, noise and vibration.	3, 9 and 10	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer/ Contractor	NA
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.	All	All	Pre-construction	RMS/ Pacific Complete	Noted
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.	All	All	Detailed Design Operation	Pacific Complete/ Detailed Designer/ Contractor	This has been Completed for Sections 1 & 2
SPIR-LU32	Property & Landuse	Consultation will be undertaken with Rous Water and local Aboriginal stakeholders before the removal of part or any of the abandoned pipelines through Lang Hill will be undertaken in consultation	8	Stage 2	Pre-construction	Pacific Complete/ Contractor	NA
SPIR-LU33	Property & Landuse	Consultation will be undertaken with Richmond Valley Council during the detailed design phase, regarding the location and timing of the Broadwater Sewerage Scheme rising pump station, located off Broadwater-Evans Head Road.	9	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
Social & Economic							
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.	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Ongoing consultation with Matilda and Shell service stations being implemented by Community Relations team throughout construction
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.	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Ongoing consultation with Halfway Creek Community Hall being implemented by Community Relations team throughout construction
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.	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Noted and is being undertaken in accordance with RMS communications strategy and the contractors community action plan
SPIR-SE4	Social and Economic	Signage will be implemented for bypassed towns in accordance with Roads and Maritime signage guidelines and in consultation with relevant councils. Signage on the project will identify bypassed townships (Grafton, Ulmarra, Tyndale, Maclean, New Italy, Woodburn, Broadwater and Wardell) as places for 'stopovers' for fuel, supplies and short term accommodation, to support demand for goods and services within these townships.	Stage 2	Stage 2	Detailed Design Construction Operation	Pacific Complete/ Detailed Design/ RMS	Stage 2
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.	All	All	Construction Operation	RMS/ Pacific Complete	Noted and is being undertaken in accordance with RMS communications strategy and the contractors community action plan
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.	All	All	Pre-construction Detailed Design	RMS/ Pacific Complete/ Detailed Designer	Noted Council are invited to the ERG
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.	All	All	Construction	Contractor	Undertaken by Community Relations Team
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.	All	All	Construction	Pacific Complete/ Contractor	Undertaken by Community Relations Team where required
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.	All	All	Operation	RMS	NA
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.	All	All	Detailed Design Operation	Pacific Complete/ Detailed Designer	For sections 1 and 2, this has been undertaken during preconstruction.

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
SPIR-SE11	Social and Economic	Access to Broadwater mill land between MacDonalds Street and River Road will be reviewed at the detailed design stage.	9	Stage 2	Detailed Design Operation	Pacific Complete/ Detailed Designer	NA
SPIR-SE12	Social and Economic	The access arrangements for local traffic at Whytes Lane and the tie into the Ballina bypass upgrade will be reviewed together with any potential boundary refinements at the detailed design stage.	11	Stage 2	Detailed Design Operation	Pacific Complete/ Detailed Designer	NA
Soil & Water							
SPIR-SSW1	Soil & water	Batter slope gradients will be designed to minimise erosion of select topsoil.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	For sections 1 & 2, this has been addressed during 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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	For sections 1 & 2, this has been addressed during detailed design.
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): <ul style="list-style-type: none"> 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. 	All	All	Pre-construction	Pacific Complete/ Contractor	Approved CEMP include Construction Soil and Water Management Plan
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.	All	All	Pre-construction Detailed Design	Contractor	Included as part of approved Construction Soil and Water Management Plan
SPIR-SSW5	Soil & water	A soil conservationist will be engaged during detailed design to inform the soils and water management plan.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	Completed
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.	All	All	Pre-construction Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	Completed
SPIR-SSW7	Soil & water	Exposed areas will be progressively rehabilitated. Methods will include permanent revegetation, or temporary protection with spray mulching or cover crops.	All	All	Construction	Contractor	Included as part of approved Construction Soil and Water Management Plan
SPIR-SSW8	Soil & water	Any necessary approvals will be obtained in accordance with Roads and Maritime specification G36 for permanent and temporary waterway crossings.	All	All	Construction	Pacific Complete/ Contractor	Significant consultation has occurred during preconstruction with several agencies regarding the permanent design and will be ongoing for temporary waterway crossings, including Fisheries and EPA.
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.	All	All	Detailed Design Construction	Pacific Complete/ Contractor	Noted
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.	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Soil and Water Management Plan
SPIR-SSW11	Soil & water	Where reasonable and feasible, stockpiles will: <ul style="list-style-type: none"> 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. 	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Soil and Water Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Soil and Water Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Soil and Water Management Plan
SPIR-SSW14	Soil & water	All construction stockpiles will comply with the requirements of the <i>Protection of the Environment Operations Act 1997</i> 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.	All	All	Construction	Pacific Complete/ Contractor	Noted
SPIR-SSW15	Soil & water	Stockpiles containing potential acid sulfate soils will be lined, bunded and covered in accordance with relevant guidelines.	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Acid Sulphate Materials Management Plan
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).	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Soil and Water Management Plan
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	Completed
SPIR-SSW18	Soil & water	If necessary, a Stage 2 Detailed Site Investigation will be undertaken to: <ul style="list-style-type: none"> 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. 	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	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.
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	Based on outcome of the Stage 1 Investigations, this has not been required.
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	Noted
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.	All	All	Construction	Pacific Complete/ Contractor	Undertaken by a licensed demolition sub-contractor
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.	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Soil and Water Management Plan
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).	All	All	Construction	Pacific Complete/ Contractor	Noted
SPIR-SSW24	Soil & water	Strategies to remove / reduce risks associated with acid sulfate soils will be identified.	All	All	Pre-construction Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	Noted and this has been undertaken during preconstruction and will continue to be applied during the construction phase.
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.	All	All	Construction	Pacific Complete/ Contractor	Noted. (S1 does not have an ASSMP)
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.	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Soil and Water Management Plan
SPIR-SSW27	Soil & water	Works within waterways will consider the need to maintain fish passage, in consultation with the Department of Primary Industries (Fisheries).	All	All	Detailed Design Construction	Pacific Complete/ Contractor	There has been ongoing consultation with DPI and has been ongoing during construction.
SPIR-SSW28	Soil & water	Flow discharge points will be designed with erosion controls to manage the flow velocities.	All	All	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	Noted and addressed during detailed design
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.	All	All	Detailed Design Construction	Pacific Complete/ Detailed Designer	Noted and addressed during detailed design
SPIR-SSW30	Soil & water	Sizing of sedimentation basins that drain into the Solitary Islands Marine Park will be reviewed to consider the use of 90th percentile sedimentation basins.	1	Stage 1	Detailed Design Construction	Pacific Complete/ Detailed Designer	90th percentile basins have been included from chainage 8200 to the southern portion of Section 1 which is considered a part of the upstream catchment to the Solitary Islands Marine Park.
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.	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Soil and Water Management Plan

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
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.	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Soil and Water Management Plan, gypsum & calcium chloride are currently an accepted flocculent & used on the project.
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.	All	All	Construction	Contractor	Included as part of approved Construction Soil and Water Management Plan
SPIR-SSW34	Soil & water	Water from sedimentation basins will be used for construction purposes, such as dust suppression, where feasible.	All	All	Construction	Contractor	Included as part of approved Construction Soil and Water Management Plan
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.	All	All	Construction	Contractor	Included as part of approved Construction Soil and Water Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Soil and Water Management Plan
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 banded storage facilities for chemicals and fuels. • Use of appropriately banded areas for refuelling and washdown. • Availability of effective spill kits at all construction sites.	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Soil and Water Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved ancillary facility management sub plans
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.	All	Stage 2	Construction	Pacific Complete/ Contractor	NA
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.	1, 2, 6, 7, 8 and 9	All	Construction	Pacific Complete/ Contractor	Not applicable for Section 1 or 2.
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	Significant installation and monitoring has been undertaken to date with further monitoring as per the approved Water Quality Management Plan.
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.	All	All	Construction	Pacific Complete/ Contractor	Noted
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.	All	All	Pre-construction	Pacific Complete/ Contractor	Noted
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.	All	All	Construction	Contractor	Included as part of approved Construction Soil and Water Management Plan
SPIR-SSW45	Soil & water	Further investigations will be undertaken to identify any impacts from contaminated groundwater from the former landfill sites at Firth Heinz Road and Crowleys Road.	3	Stage 2	Pre-construction Detailed Design	Pacific Complete	NA
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.	All	All	Pre-construction Detailed Design Construction	Pacific Complete	The Water Quality Monitoring Program for Sections 1 & 2 was approved by the Department of Planning & Environment on the 8/5/15. RMS continues to monitor groundwater levels and water quality in accordance with the approved Program -
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.	All	All	Pre-construction Detailed Design Construction	Pacific Complete	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.
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.	All	All	Pre-construction Detailed Design Construction	Pacific Complete	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.
SPIR-SSW49	Soil & water	Major embankments will be designed to enable distributed flow of surface waters.	All	All	Pre-construction Detailed Design Construction	Detailed Designer	Addressed during 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.	All	All	Pre-construction Detailed Design Construction	Pacific Complete/ Detailed Designer	Significant installation and monitoring has been undertaken to date with further monitoring as per the approved Water QMProgram.
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.	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Noted
SPIR-SSW52	Soil & water	All construction runoff to the Rous Water bore fields will be diverted to appropriate sedimentation controls basins. No runoff will bypass the basins untreated, regardless of the size of the footprint of the work. In addition, all basins in the bore fields will be clay lined to prevent seepage. If required, the depth of the basins will be reduced from the standard depth of two metres to one metre in these areas to avoid penetration of the natural clay layer, with the volume of the basins maintained by increasing their footprint where reasonable and feasible.	8	Stage 2	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	NA
SPIR-SSW53	Soil & water	Sizing of sedimentation basins in the Rous Water bore fields will be reviewed to consider the use of 90th percentile basins.	8	Stage 2	Detailed Design Construction	Pacific Complete/ Detailed Designer	NA
SPIR-SSW54	Soil & water	The following construction activities will not be permitted within the Rous Water bore field catchment without additional control measures to reduce risk of impact to the borefield and groundwater: • Refuelling. • Washdown. • Storage of chemicals or other hazardous substances. • Installation of concrete batch plants.	8	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-SSW55	Soil & water	Water quality ponds will be designed to be shallower between stations 131.1 and 134.0 (namely one metre compared to two metres) to avoid penetration of the natural clay layer, where possible. Alternatively, where not feasible, clay capping/ lining of the basin will be undertaken or consideration of appropriately designed swales.	8	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
SPIR-SSW56	Soil & water	Alternative operational water quality management measures such as the use of biofilters, sand filters or measures used in the Tintenbar to Ewingsdale Pacific Highway upgrade project will be considered during detailed design.	8	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
SPIR-SSW57	Soil & water	Consultation will be undertaken with Rous Water to co-ordinate mitigation actions including the definition of appropriate buffer zones between the project and bores.	8	Stage 2	Pre-construction	Pacific Complete	NA
SPIR-SSW58	Soil & water	Consultation will be undertaken with Rous Water to address the 12 elements of the Australian Drinking Water Guidelines Management Framework.	8	Stage 2	Pre-construction	Pacific Complete	NA
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.	All	All	Detailed Design Operation	Pacific Complete/ Detailed Designer	Addressed during detailed design

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	Addressed during detailed design
SPIR-SSW61	Soil & water	Appropriate scour protection for drainage measures will be determined during detailed design.	All	All	Detailed Design Operation	Pacific Complete/ Detailed Designer	Addressed during detailed design and as per the SWMP
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.	All	All	Pre-construction	Pacific Complete/ Contractor	The Water Quality Monitoring Program for Sections 1 & 2 was approved by the Department of Planning & Environment on the 8/5/15.
SPIR-SSW63	Soil & water	Groundwater monitoring will be undertaken in accordance with the framework outlined in the Working paper – Groundwater (Section 5.2).	All	All	Construction	Pacific Complete/ Contractor	The Water Quality Monitoring Program for Sections 1 & 2 was approved by the Department of Planning & Environment on the 8/5/15. RMS continues to monitor groundwater levels and water quality in accordance with the approved Program -
SPIR-SSW64	Soil & water	Consultation will be undertaken with Department of Defence regarding the potential for unexploded ordnance to be encountered east of Broadwater.	9	Stage 2	Pre-construction	RMS/ Pacific Complete	NA
Transport & Traffic							
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.	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Included in approved Construction Traffic and Access Management Plan
SPIR-T&T2	Traffic & Transport	A strategy will be prepared for bulk earthworks haulage between the crossing of the Richmond River and the interchange at Wardell. The strategy will seek to maximise the extent of haulage within the project boundary and limit the need to haul material through the town of Wardell.	10	Stage 2	Pre-construction Construction	Pacific Complete/ Contractor	NA
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Construction Traffic and Access Management Plan
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.	All	All	Construction	Pacific Complete/ Contractor	Included in approved Construction Traffic and Access Management Plan
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.	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Included in approved Construction Traffic and Access Management Plan
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.	All	All	Pre-construction Construction	Pacific Complete/ Contractor	Included in approved Construction Traffic and Access Management Plan
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.	All	All	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	Included in approved Construction Traffic and Access Management Plan
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.	All	All	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	Consultation with landowners and businesses has been ongoing to discuss upcoming changes in traffic or access arrangements.
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).	All	All	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	Any access through State Forest, the project has liaised with State Forest including occupancy of land.
SPIR-T&T10	Traffic & Transport	Where maritime traffic access to the Clarence and Richmond rivers is affected during construction of bridge crossings, appropriate signage will be provided indicating alternative means of access and the timing of the works.	5 and 10	Stage 2	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	NA
SPIR-T&T11	Traffic & Transport	Access to the Clarence and Richmond rivers will be maintained for industry and recreational waterway users.	5 and 10	Stage 2	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	NA
SPIR-T&T12	Traffic & Transport	Access to Glenugie State Forest around the interchange at Eight Mile Lane and Lookout Road will be further reviewed in consultation with State Forest Corporation.	3	Stage 2	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	NA
SPIR-T&T13	Traffic & Transport	The layout of the intersection at Yamba Road will be reviewed to better meet the needs of truck movements from Harwood Mill, where reasonable and feasible.	5	Stage 2	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	NA
SPIR-T&T14	Traffic & Transport	The need for a full interchange at Yamba Road will be investigated should traffic growth warrant it in the future and when funding is available.	5	Stage 2	Detailed Design Construction	Pacific Complete	NA
SPIR-T&T15	Traffic & Transport	The need for a full interchange with south facing ramps at Watts Lane, Harwood will be investigated should traffic growth warrant it in the future and when funding is available.	5	Stage 2	Detailed Design Construction	Pacific Complete	NA
SPIR-T&T16	Traffic & Transport	The need for the overpass and the arrangement of local access at Chatsworth Road will be reviewed at the detailed design stage depending on specific staging and delivery of the highway.	5	Stage 2	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	NA
SPIR-T&T17	Traffic & Transport	The need for the overpass and arrangement of local access at Carrols Lane will be reviewed at the detailed design stage depending on specific staging and delivery of the highway.	5	Stage 2	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	NA
SPIR-T&T18	Traffic & Transport	Connectivity between the shared user path from Harwood Bridge to Yamba Road would be reviewed to refine pedestrian and cyclist access	5	Stage 2	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	NA
Urban Design							
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).	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	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
SPIR-UD2	Urban Design & Landscape	Changes to the design of the Clarence and Richmond rivers bridges from this EIS, will require further visual assessment. Any changes will consider the principles identified in Working Paper – Urban design, Landscape Character and Visual Impact (Section 4.6.2), the performance criteria outlined in Chapter 5 of the EIS and funding arrangements.	5, 9, 10	Stage 2	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	NA
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.	All	All	Pre-construction	Pacific Complete/ Contractor	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

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
SPIR-UD4	Urban Design & Landscape	The built form of the project, including consideration of the height, bulk, scale, materials and finishes for: <ul style="list-style-type: none"> • 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.	All	All	Pre-construction Detailed Design	Pacific Complete/ Detailed Designer	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
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.	All	All	Pre-construction	Pacific Complete	NA
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.	All	All	Construction	Pacific Complete/ Contractor	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
SPIR-UD7	Urban Design & Landscape	Disturbed areas will be progressively revegetated throughout the construction period.	All	All	Construction	Pacific Complete/ Contractor	Included as part of approved Construction Soil and Water Management Plan
SPIR-UD8	Urban Design & Landscape	Where required, typical landscape treatments for ancillary facilities in forest areas will include: <ul style="list-style-type: none"> • 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. 	All	All	Construction	Pacific Complete/ Contractor	Noted
SPIR-UD9	Urban Design & Landscape	Typical landscape treatments for ancillary facilities in agricultural areas will include: <ul style="list-style-type: none"> • 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. 	All	All	Construction	Pacific Complete/ Contractor	Noted
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.	All	All	Pre-construction	Pacific Complete/ Detailed Designer	Not applicable for Sections 1 & 2 as there are no Borrow sites
SPIR-UD11	Urban Design & Landscape	Any backfilling of the Lang Hill and West of Wardell borrow sites will be undertaken with available surplus material from the project. Rehabilitation of the sites will be undertaken in accordance of the landscape strategy (UD3), design principles (UD5) and the intended future land use of the sites.	8 and 10	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-UD12	Urban Design & Landscape	Any backfilling of the Eatons and Gibson borrow sites will be undertaken with available surplus material from the project. Landscaping on the site use indigenous species, including those species suitable for Koala. The landscaping will connect to the existing vegetation to the east of the project by a fauna land bridge to be constructed at station 147.6. Rehabilitation of the sites will be undertaken in accordance of the landscape strategy (UD3) and design principles (UD5).	10	Stage 2	Construction	Pacific Complete/ Contractor	NA
SPIR-UD13	Urban Design & Landscape	Landscape and rehabilitation works will be monitored and remedial measures implemented where required until vegetation has stabilised.	All	All	Operation	Pacific Complete	Noted
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.	All	All	Detailed Design Construction	Pacific Complete/ Detailed Designer/ Contractor	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
Waste Management							
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.	All	All	Pre-construction	Pacific Complete	Earthwork balances have been achieved for Sections 1 & 2
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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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. 	All	All	Pre-construction Construction	Pacific Complete/ Contractor	The project have an approved Earthworks Management Plan which outlines all of these requirements.
SPIR-WM3	Waste	A waste register will be maintained by each contractor, detailing types of waste collected, amounts, date, time, and details of disposal.	All	All	Construction	Pacific Complete/ Contractor	The project have a current waste register which is continually updated.
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.	All	All	Construction	Pacific Complete/ Contractor	All materials are purchased in bulk to reduce packaging.
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 <i>Environment Operations Act 1997</i> and Waste Classification Guidelines Part 1: Classifying Waste (DECCW, 2009).	All	All	Construction	Pacific Complete/ Contractor	The waste register classifies the different wastes generated onsite according the required classifications.
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: <ul style="list-style-type: none"> • 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.	All	All	Construction	Pacific Complete/ Contractor	There is a focus on waste reduction, for example reducing the amount of fabric to cover batters, where a binder can be used instead. Reusing fabric multiple times occurs regularly. Not over ordering of materials also occurs by stringent procurement process. There are minimal wastes which are transported offsite.
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).	All	All	Construction	Pacific Complete/ Contractor	Millable timber has been harvested for offsite use including blueberry poles, cogeneration plant, & firewood. The project have a project Raw Much Exemption which has been regularly applied for various landowners.
SPIR-WM8	Waste	Sediment removed from sedimentation basins will be used, where appropriate, on-site in landscaping and/or flattening of batters.	All	All	Construction	Contractor	Desilting sedimentation basins continues to ensure the design capacity is maintained, whereby sediment was reused into earthworks, fill, etc.
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.	All	All	Construction	Contractor	Reuse of concrete, timber, plastic, fabric regularly occurs on the project within the various disciplines ie structures, earthworks, etc.
SPIR-WM10	Waste	Site inductions and on-site training will be required to include waste minimisation principles and measures.	All	All	Construction	Pacific Complete/ Contractor	The project induction includes a component on waste management.
SPIR-WM11	Waste	At site compounds, on-site recycling facilities will be provided for recycling paper, plastic, glass and other re-useable materials.	All	All	Construction	Pacific Complete/ Contractor	There are recycling facilities at each compound area.
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.	All	All	Construction	Pacific Complete/ Contractor	Site housekeeping is regularly discussed at daily toolboxes, induction, pre-starts and continually enforced by Environment Team & General Superintendent

Mitigation No.	Category	Management Measure	Section	Stage	Timing	Responsibility	Reference / Comment
SPIR-WM13	Waste	Water captured in excavations will be required to be either: <ul style="list-style-type: none"> • 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. 	All	All	Construction	Contractor	Any site water is captured in sedimentation basins, sumps, or other. This water is tested, treated and discharged in accordance with the SWMP & EPL 20590, or used as dust suppression.
SPIR-WM14	Waste	Appropriate waste and recycling facilities will be provided at rest areas and heavy vehicle checking stations.	All	All	Operation	Pacific Complete/ Contractor	Not applicable to project. Recycling & waste facilities are provided inside the project boundary for construction materials.
SPIR-WM15	Waste	All operational waste will be managed in accordance with the Roads and Maritime waste management procedures and Environmental Management System.	All	All	Operation	RMS	Included in approved CWEMP
SPIR-WM16	Waste	Collection and removal of roadside litter will be undertaken in accordance with the Roads and Maritime Environmental Management System.	All	All	Operation	RMS	Included in approved CWEMP
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 <i>Protection of the Environment Operations (Waste) Regulation 2005</i> .	All	All	Operation	RMS	Sediment will be beneficially reused where ever feasible

Appendix B – Summary Monitoring Data

OHL YORK Monthly Background Surface Water Monitoring (Local Creeks)

Sampling Location	Month Sampled	Comments/Field Observations	Date Sampled	General Monthly Suite											Nutrients - Dissolved				BTEX					Total Recoverable Hydrocarbons (TRH)											
				Temp	pH	Conductivity	Turbidity	Dissolved	Oil and grease	Total Phosphorus	Total Nitrogen	TSS	TSS Dry	TSS Wet	Turbidity	Turbidity	Turbidity	Total Oil and Grease	Nitrate	Nitrite	Phosphate	Ammonium	Benzene	Toluene	Ethylbenzene	m+p-Xylene	o-Xylene	Naphthalene	C6-C9	C10-C14	C15-C28	C29-C36	C10-C16 less Naphthalene	C16-C34	C34-C40
				°C	pH	mS/cm	NTU	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L
SW01-Arrowarra Gully - US	May-Wet		18.3	8.04	0.397	94.8	Not visible	0.06	1.33	11.0	19.00	21.00	39.0	20.40	71.80	2	0.867	0.023	<0.005	0.070	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW01-Arrowarra Gully - DS			18.5	7.35	0.213	83.9	Not visible	0.06	0.66	10.0	19.00	21.00	16.0	20.40	71.80	2	<0.005	0.007	<0.005	0.062	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW02-Corindi Ck - US			18.3	6.80	0.157	89	Not visible	0.04	0.16	<2	5.40	4.40	7.0	7.90	9.10	2	0.017	0.006	<0.005	0.051	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW04-Casson's Ck - US			18.2	6.69	0.23	97.7	Not visible	0.07	0.42	7.0	13.80	6.40	8.2	15.70	28.20	2	<0.005	0.006	<0.005	0.065	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW04-Casson's Ck - DS			18.2	6.72	0.222	98.7	Not visible	0.1	1.02	5.0	13.80	6.40	8.9	15.70	28.20	7	<0.005	0.007	0.011	0.116	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW05-Redbank Ck - US			18.5	6.60	0.192	95.4	Not visible	0.05	0.64	6.0	29.20	63.80	41.0	41.30	167.00	3	0.022	0.013	0.006	0.057	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW05-Redbank Ck - DS			18.3	6.79	0.188	106.6	Not visible	0.04	0.64	7.0	13.80	6.40	31.0	41.30	167.00	4	0.018	0.008	<0.005	0.065	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW06-Dirty Ck - US			18.5	6.72	0.512	88.1	Not visible	0.03	0.18	2.0	n/a	4.00	2.8	n/a	11.00	5	0.010	<0.005	0.008	0.039	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW06-Dirty Ck - DS			18.3	6.71	0.504	91.9	Not visible	0.06	0.84	24.0	n/a	n/a	37.0	n/a	11.00	2	0.651	0.005	0.006	0.040	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW06-Dirty Ck - DSB (Boundary)			17.9	6.74	0.649	97.1	Not visible	0.02	1.09	10.0	n/a	n/a	14.0	n/a	11.00	4	0.10	<0.005	<0.005	0.023	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW07-Dundoo Ck - US			17.6	6.70	0.205	57.9	Not visible	0.06	0.43	6.0	n/a	19.00	24.0	n/a	45.90	3	<0.005	0.006	0.011	0.061	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW07-Dundoo Ck - DS			17.8	6.21	0.392	85.1	Not visible	0.05	0.18	15.0	n/a	n/a	27.0	n/a	45.90	8	0.010	<0.005	<0.005	0.029	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW08-Boney's Ck - US		16.7	6.50	0.245	86.2	Not visible	0.03	0.24	31.0	12.40	68.00	33.0	13.60	124.20	5	0.044	0.013	0.002	0.048	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100		
SW08-Boney's Ck - DS		17.7	6.73	0.392	94.1	Not visible	0.07	0.89	6.0	12.40	68.00	33.0	13.60	124.20	2	0.022	0.013	0.006	0.057	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100		
SW01-Arrowarra Gully - US	May-Wet		23.9	8.45	0.415	133.7	Not visible	0.06	1.45	16.0	19.00	21.00	28.0	20.40	71.80	2	0.881	0.023	0.006	0.045	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW01-Arrowarra Gully - DS			23.2	7.70	0.426	103.4	Not visible	0.07	1.12	17.0	19.00	21.00	30.0	20.40	71.80	3	0.406	0.013	0.011	0.111	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW02-Corindi Ck - US			22.0	7.01	0.246	82.4	Not visible	0.08	0.24	12.0	5.40	4.40	12.0	7.90	9.10	2	<0.005	0.012	0.006	0.075	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW02-Corindi Ck - DS			22.6	7.17	0.163	93.7	Not visible	0.05	0.13	3.0	5.40	4.40	7.7	7.90	9.10	2	<0.005	0.016	0.018	0.039	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW04-Casson's Ck - US			22.6	6.86	0.276	88.1	Not visible	0.07	0.89	8.0	13.80	6.40	7.8	15.70	28.20	3	<0.005	0.006	0.007	0.039	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW04-Casson's Ck - DS			22.9	6.50	0.262	73.5	Not visible	0.05	0.84	6.0	13.80	6.40	7.5	15.70	28.20	3	0.008	0.007	<0.005	0.041	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW05-Redbank Ck - US			22.9	6.21	0.19	87.3	Not visible	0.05	0.34	4.0	29.20	63.80	16.0	41.30	167.00	2	<0.005	0.011	0.015	0.029	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW05-Redbank Ck - DS			22.2	6.82	0.211	84.6	Not visible	0.03	0.51	6.0	29.20	63.80	25.0	41.30	167.00	2	0.035	0.008	0.006	0.035	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW06-Dirty Ck - US			23.4	6.76	0.474	96.9	Not visible	0.03	0.15	26.0	n/a	4.00	9.5	n/a	11.00	4	<0.005	0.007	0.012	0.067	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW06-Dirty Ck - DS			22.4	6.92	0.453	99.7	Not visible	0.06	0.64	7.0	n/a	n/a	12.0	n/a	11.00	2	0.585	<0.005	0.040	0.018	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW06-Dirty Ck - DSB (Boundary)			22.1	6.62	0.406	75.1	Not visible	0.02	1.56	10.0	n/a	n/a	24.0	n/a	11.00	2	1.150	0.007	<0.005	0.034	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW07-Dundoo Ck - US			22.2	7.48	0.213	70.8	Not visible	0.03	0.24	19.0	n/a	19.00	27.0	n/a	45.90	3	<0.005	0.006	0.007	0.028	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW07-Dundoo Ck - DS		22.4	6.55	0.193	76.1	Not visible	0.03	0.36	6.0	n/a	n/a	17.0	n/a	45.90	2	0.055	0.007	0.005	0.037	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100		
SW08-Boney's Ck - US		23.0	6.76	0.316	86.4	Not visible	0.08	0.79	30.0	12.40	68.00	40.0	13.60	124.20	2	0.213	0.033	0.010	0.082	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100		
SW08-Boney's Ck - DS		23.0	6.76	0.316	86.4	Not visible	0.08	0.79	30.0	12.40	68.00	40.0	13.60	124.20	2	0.213	0.033	0.010	0.082	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100		
SW01-Arrowarra Gully - US	May-Dry		17.5	7.29	0.217	111.4	Not visible	0.14	<0.005	0.86	14.0	19.00	21.00	80.0	20.40	71.80	2	<0.005	0.006	0.006	0.105	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100
SW01-Arrowarra Gully - DS			17.6	7.10	0.453	93.7	Not visible	0.06	1.24	14.0	19.00	21.00	29.0	20.40	71.80	2	0.377	0.013	0.005	0.188	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW02-Corindi Ck - US			18.2	7.24	0.175	102.6	Not visible	0.09	0.17	<2	5.40	4.40	8.0	7.90	9.10	4	0.018	0.006	0.043	0.028	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW02-Corindi Ck - DS			19.1	7.10	0.168	100.3	Not visible	0.03	0.14	<2	5.40	4.40	8.2	7.90	9.10	2	0.017	0.006	0.008	0.069	<1	<1	<1	<2	<1	<1	<10	<50	<100	<100	<50	<50	<100	<100	
SW04-Casson's Ck - US			18.6	6.69	0.267	75	Not visible	0.05	0.87	3.0																									

Sampling Location	Month Sampled	Comments/Field Observations	Date Sampled	General Monthly Suite											Nutrients - Dissolved				BTEX					Total Recoverable Hydrocarbons (TRH)																		
				Temp	pH	Conductivity	Turbidity	Dissolved Oxygen	Oil and grease-VISIBLE	Total Phosphorus	Total Nitrogen	TSS	TSS Dry P80	TSS Wet P80	Turbidity (lab) NTU	Turbidity (lab) NTU	Turbidity (lab) NTU	Total Oil and Grease	Nitrate	Nitrite	Phosphate	Ammonium	Benzene	Toluene	Ethylbenzene	m+p-Xylene	o-Xylene	Naphthalene	C6-C9	C10-C14	C15-C28	C29-C36	C10-C16	C10-C16 less Naphthalene	C16-C34	C34-C40						
				°C	pH	mS/cm	NTU	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	µg/L or ppb	µg/L or ppb	µg/L or ppb	µg/L or ppb	µg/L or ppb	µg/L or ppb	µg/L or ppb	µg/L or ppb	µg/L or ppb	µg/L or ppb	µg/L or ppb	µg/L or ppb	µg/L or ppb						
SW06-Dirty Ck - DS		Too DRY - no sample		16.8	6.89	0.392	6.12	Not visible	0.03	0.22	27.0	n/a	n/a	10.0	n/a	<2	0.005	<0.005	0.007	0.031																						
SW06-Dirty Ck - DSB (Boundary)		Too DRY - no sample		16.6	6.99	0.212	5.41	Not visible	0.06	0.43	8.0	n/a	19.00	17.0	n/a	2	<0.005	0.007	0.019	0.094																						
SW07-Dundoo Ck - US		Too DRY - no sample		16.3	6.86	1.46	48.3	Not visible	0.02	0.24	13.0	n/a	19.00	7.4	n/a	2	0.008	<0.005	0.007	0.062																						
SW08-Boney's Ck - US		Too DRY - no sample		16.1	6.85	0.459	43.2	Not visible	0.04	0.23	15.0	n/a	19.00	11.0	n/a	2	0.013	<0.005	0.007	0.233																						
SW08-Boney's Ck - DS		Too DRY - no sample		16.2	6.84	0.17	49.5	Not visible	0.02	0.17	4.0	n/a	19.00	5.2	n/a	2	0.025	<0.005	0.007	0.043																						
SW01-Arrowarra Gully - US	September-Dry	Too DRY - no sample		22.5	8.27	0.328	5.91	Not visible			16.0	19.00	21.00	8.1	20.40	71.80																										
SW01-Arrowarra Gully - DS		Too DRY - no sample		21.1	7.95	0.149	6.12	Not visible			3.0	n/a	19.00	4.8	n/a	2	0.030	0.006	0.034	0.214																						
SW02-Corindi Ck - US		Too DRY - no sample		21.3	7.54	0.147	5.64	Not visible			2.0	5.40	4.40	5.3	7.90	9.10																										
SW04-Casson's Ck - US		Too DRY - no sample		21.9	7.27	1.26	5.86	Not visible			6.0	13.80	6.40	15.5	15.70	28.20																										
SW04-Casson's Ck - DS		Too DRY - no sample		21.6	7.27	1.26	5.86	Not visible			6.0	13.80	6.40	15.5	15.70	28.20																										
SW05-Redbank Ck - US		Too DRY - no sample		22.9	7.46	0.626	6.85	Not visible			17.0	n/a	n/a	14.0	n/a	11.00																										
SW06-Dirty Ck - US		Too DRY - no sample		20.4	7.13	0.811	5.53	Not visible			17.0	n/a	n/a	4.7	n/a	n/a																										
SW06-Dirty Ck - DSB (Boundary)		Too DRY - no sample		20.8	7.32	0.249	4.92	Not visible			13.0	n/a	19.00	22.0	n/a	45.90																										
SW07-Dundoo Ck - US		Too DRY - no sample		20.2	7.14	0.439	5.97	Not visible			6.0	12.40	68.00	13.0	13.60	124.20																										
SW08-Boney's Ck - US		Too DRY - no sample		20.2	7.19	0.174	5.72	Not visible			2.0	12.40	68.00	4.0	13.60	124.20																										
SW08-Boney's Ck - DS		Too DRY - no sample		20.2	7.19	0.174	5.72	Not visible			2.0	12.40	68.00	4.0	13.60	124.20																										
SW01-Arrowarra Gully - US		October-Wet	Too DRY - no sample		22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																				
SW01-Arrowarra Gully - DS	Too DRY - no sample			22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW02-Corindi Ck - US	Too DRY - no sample			22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW02-Corindi Ck - DS	Too DRY - no sample			22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW04-Casson's Ck - US	Too DRY - no sample			22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW04-Casson's Ck - DS	Too DRY - no sample			22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW05-Redbank Ck - US	Too DRY - no sample			22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW05-Redbank Ck - DS	Too DRY - no sample			22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW06-Dirty Ck - US	Too DRY - no sample			22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW06-Dirty Ck - DSB (Boundary)	Too DRY - no sample			22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW07-Dundoo Ck - US	NO ACCESS			22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW08-Boney's Ck - US	NO ACCESS			22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW08-Boney's Ck - DS	NO ACCESS		22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																						
Arrowarra Interchange Culvert US				22.0	7.21	0.142	6.33	Not visible	0.03	0.03	10.0	19.00	21.00	3.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW01-Arrowarra Gully - US	October-Wet			22.1	7.72	0.656	5.24	Not visible	0.09	1.92	47.0	19.00	21.00	38.0	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW01-Arrowarra Gully - DS				22.2	7.70	0.656	5.04	Not visible	0.07	1.94	5.0	19.00	21.00	5.3	20.40	71.80	<2	0.030	0.006	0.034	0.214																					
SW02-Corindi Ck - US				22.2	6.96	0.154	4.55	Not visible	0.04	0.22	4.0	5.40	4.40	4.5	7.90	9.10	2	<0.005	<0.005	0.006	0.057																					
SW02-Corindi Ck - DS				22.1	7.28	0.174	4.27	Not visible	0.05	0.22	21.0	n/a	n/a	32.0	n/a	45.90																										
SW04-Casson's Ck - US				22.3	7.07	0.873	3.92	Not visible	0.18	1.85	51.0	13.80	6.40	38.0	15.70	28.20	5	0.008	<0.005	0.010	0.034																					
SW04-Casson's Ck - DS				22.3	6.93	0.864	4.64	Not visible	0.12	1.58	36.0	13.80	6.40	34.0	15.70	28.20	7	0.008	<0.005	0.010	0.034																					
SW05-Redbank Ck - US				22.3	7.75	0.4	4.0	Not visible	0.11	1.12	36.0	29.20	63.80	65.0	41.30	167.00	3	0.008	<0.005	0.010	0.034																					
SW05-Redbank Ck - DS				22.4	7.49	0.383	4.0	Not visible	0.09	1.03	36.0	29.20	63.80	65.0	41.30	167.00	3	0.008	<0.005	0.010	0.034																					
SW06-Dirty Ck - US			</																																							

SW01 (Wet) - Arrawarra Gully

Wet Event Monitoring

Monitoring Location	Field Notes	Date	pH (field)	Temperature (field)	Electrical Conductivity (field)	Dissolved Oxygen (field)	Dissolved Oxygen (field)	Turbidity (field)	Suspended Solids	Oil & Grease	Total Phosphorus	Total Nitrogen	Phosphate	Ammonia	Nitrate	Nitrite	TPH Wet C10-C16 Fraction	TPH Wet C16-C34 Fraction	TPH Wet C34-C40 Fraction
			pH unit	°C	mS/cm	mg/L	%	NTU	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	µg/L	µg/L	µg/L

Downstream Monitoring

SW01-Arrawarra Gully - DS	Upstream and downstream sites not connected. No visible flow, low water level. Weather fine.	3/02/2018	7.69	22.8	0.77	4.14	49.1	18	9	1	0.015	0.57	0.015	0.025	0.025	0.025			
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P80 & P20 Values (calculated from baseline and upstream data below)

P80			7.88		0.58			41	33	5	0.09	1.30	0.018	0.092	0.343	0.022	25	50	50
P20			6.21		0.24	4.48													

Baseline (pre-construction) Monitoring

SW01-Arrawarra Gully		15/05/2013																	
SW01-Arrawarra Gully		13/06/2013	8.60	15.7	0.16	9.59		39	21	2	0.03	0.79							
SW01-Arrawarra Gully		18/07/2013																	
SW01-Arrawarra Gully		21/08/2013																	
SW01-Arrawarra Gully		17/09/2013	5.55	20.2	0.35	4.38		16	11	2	0.04	0.83							
SW01-Arrawarra Gully		25/10/2013																	
SW01-Arrawarra Gully		26/11/2013																	
SW01-Arrawarra Gully		20/12/2013																	
SW01-Arrawarra Gully		9/01/2014																	
SW01-Arrawarra Gully		26/02/2014																	
SW01-Arrawarra Gully		21/03/2014	6.39	22.8	0.40	2.94		94	21	1	0.05	0.67	0.005	0.205	0.011	0.003	25	50	50
SW01-Arrawarra Gully		7/04/2014																	

Upstream Monitoring

SW01-Arrawarra Gully - US	Upstream and downstream sites not connected. No visible flow, low water level. Weather fine.	3/02/2018	8.73	34.3	0.54	8.49	119.5	110	11	1	0.03	0.88	0.015	0.025	0.025	0.025			
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SW02 (Wet) - Corindi Creek

Wet Event Monitoring

Monitoring Location	Field Notes	Date	pH (field)	Temperature (field)	Electrical Conductivity (field)	Dissolved Oxygen (field)	Dissolved Oxygen (field)	Turbidity (field)	Suspended Solids	Oil & Grease	Total Phosphorus	Total Nitrogen	Phosphate	Ammonia	Nitrate	Nitrite	TPH Wet C10-C16 Fraction	TPH Wet C16-C34 Fraction	TPH Wet C34-C40 Fraction
			pH unit	°C	mS/cm	mg/L	%	NTU	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	µg/L	µg/L	µg/L
Downstream Monitoring																			
SW02-Corindi Ck - DS	Upstream and downstream sites connected. No visible flow, medium water level. Weather fine.	3/02/2018	7.04	23.2	0.19	1.26	15.1	5	13	1	0.04	0.79	0.015	0.025	0.025	0.025			
P80 & P20 Values (calculated from baseline and upstream data below)																			
P80 (80th Percentile)			7.27		0.26			18	14	6	0.06	0.56	0.016	0.085	0.023	0.011	25	50	50
P20 (20th Percentile)			6.57		0.16	4.22													
Baseline (pre-construction) Monitoring																			
SW02-Corindi Ck		15/05/2013																	
SW02-Corindi Ck		13/06/2013	7.25	16.3	0.14	5.44		28	1	4	0.04	0.25							
SW02-Corindi Ck		18/07/2013																	
SW02-Corindi Ck		21/08/2013																	
SW02-Corindi Ck		17/09/2013	6.84	18.6	0.17	5.11		7	2	1	0.02	0.18							
SW02-Corindi Ck		25/10/2013																	
SW02-Corindi Ck		26/11/2013																	
SW02-Corindi Ck		20/12/2013																	
SW02-Corindi Ck		9/01/2014																	
SW02-Corindi Ck		26/02/2014																	
SW02-Corindi Ck		21/03/2014	6.61	22.9	0.20	2.11		4	6	1	0.03	0.38	0.005	0.135	0.042	0.005	25	50	50
SW02-Corindi Ck		7/04/2014																	
Upstream Monitoring																			
SW02-Corindi Ck - US	Upstream and downstream sites connected. No visible flow, medium water level. Weather fine.	3/02/2018	6.97	22.2	0.19	0.60	7.1	0	11	1	0.03	0.44	0.015	0.025	0.025	0.025			

SW04 (Wet) - Casson's Creek

Wet Event Monitoring

Monitoring Location	Field Notes	Date	pH (field)	Temperature (field)	Electrical Conductivity (field)	Dissolved Oxygen (field)	Dissolved Oxygen (field)	Turbidity (field)	Suspended Solids	Oil & Grease	Total Phosphorus	Total Nitrogen	Phosphate	Ammonia	Nitrate	Nitrite	TPH Wet C10-C16 Fraction	TPH Wet C16-C34 Fraction	TPH Wet C34-C40 Fraction
			pH unit	°C	mS/cm	mg/L	%	NTU	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	µg/L	µg/L	µg/L

Downstream Monitoring

SW04-Casson's Ck - DS	Upstream and downstream sites connected. No visible flow, medium water level. Weather fine.	3/02/2018	7.53	23.1	0.60	2.10	25.1	3	7	1	0.015	0.88	0.015	0.050	0.025	0.025			
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P80 & P20 Values (calculated from baseline and upstream data below)

P80 (80th Percentile)			6.83		0.39			21	11	7	0.07	0.88	0.015	0.087	0.003	0.012	25	50	50
P20 (20th Percentile)			6.00		0.17	4.29													

Baseline (pre-construction) Monitoring

SW04-Casson's Ck		15/05/2013																	
SW04-Casson's Ck		13/06/2013	5.98	16.2	0.29	5.38		34	8	7	0.03	0.43							
SW04-Casson's Ck		18/07/2013																	
SW04-Casson's Ck		21/08/2013																	
SW04-Casson's Ck		17/09/2013	6.13	19.4	0.29	4.55		19	4	1	0.02	0.42							
SW04-Casson's Ck		25/10/2013																	
SW04-Casson's Ck		26/11/2013																	
SW04-Casson's Ck		20/12/2013																	
SW04-Casson's Ck		9/01/2014																	
SW04-Casson's Ck		26/02/2014																	
SW04-Casson's Ck		21/03/2014	6.47	23.9	0.33	3.79		5	3	2	0.02	0.59	0.005	0.111	0.003		25	50	50
SW04-Casson's Ck		7/04/2014																	

Upstream Monitoring

SW04-Casson's Ck - US	Upstream and downstream sites connected. No visible flow, medium water level. Weather fine.	3/02/2018	7.65	24.3	0.62	4.22	51.3	23	12	1	0.015	0.72	0.015	0.025	0.025	0.025			
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SW05 (Wet) - Redbank Creek

Wet Event Monitoring

Monitoring Location	Field Notes	Date	pH (field)	Temperature (field)	Electrical Conductivity (field)	Dissolved Oxygen (field)	Dissolved Oxygen (field)	Turbidity (field)	Suspended Solids	Oil & Grease	Total Phosphorus	Total Nitrogen	Phosphate	Ammonia	Nitrate	Nitrite	TPH Wet C10-C16 Fraction	TPH Wet C16-C34 Fraction	TPH Wet C34-C40 Fraction
			pH unit	°C	mS/cm	mg/L	%	NTU	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	µg/L	µg/L	µg/L
Downstream Monitoring																			
SW05-Redbank Ck - DS	Upstream and downstream sites connected. No visible flow, very low water level. Weather fine.	3/02/2018	7.78	25.4	0.42	3.42	42.5	31	19	1	0.015	0.55	0.015	0.025	0.025	0.025			
P80 & P20 Values (calculated from baseline and upstream data below)																			
P80 (80th Percentile)			7.07		0.20			120	45	5	0.08	0.81	0.017	0.111	0.011	0.022	25	50	50
P20 (20th Percentile)			5.82		0.12	4.56													
Baseline (pre-construction) Monitoring																			
Redbank Creek		15/05/2013																	
Redbank Creek		13/06/2013	6.10	16.6	0.12	6.31		21	7	4	0.03	0.51							
Redbank Creek		18/07/2013																	
Redbank Creek		21/08/2013																	
Redbank Creek		17/09/2013	5.52	20.9	0.12	4.56		164	83	1	0.04	0.81							
Redbank Creek		25/10/2013																	
Redbank Creek		26/11/2013																	
Redbank Creek		20/12/2013																	
Redbank Creek		9/01/2014																	
Redbank Creek		26/02/2014																	
Redbank Creek		21/03/2014	5.94	23.0	0.07	3.44		169	35	1	0.04	0.72	0.086	0.149	0.010	0.015	25	50	50
Redbank Creek		7/04/2014																	
Upstream Monitoring																			
SW05-Redbank Ck - US	Upstream and downstream sites connected. No visible flow, low water level. Weather fine.	3/02/2018	8.04	27.7	0.70	7.23	92.8	79	18	1	0.03	3.38	0.015	0.280	2.230	0.050			

SW07 (Wet) - Dundoo Creek

Dry Event Monitoring

Monitoring Location	Field Notes	Date	pH (field)	Temperature (field)	Electrical Conductivity (field)	Dissolved Oxygen (field)	Dissolved Oxygen (field)	Turbidity (field)	Suspended Solids	Oil & Grease	Total Phosphorus	Total Nitrogen	Phosphate	Ammonia	Nitrate	Nitrite	TPH Wet C10-C16 Fraction	TPH Wet C16-C34 Fraction	TPH Wet C34-C40 Fraction
			pH unit	°C	mS/cm	mg/L	%	NTU	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	µg/L	µg/L	µg/L
Downstream Monitoring																			
SW07-Dundoo Ck - DS	Upstream and downstream sites connected. No visible flow, medium water level. Weather fine.	3/02/2018	7.46	22.3	0.68	3.33	39.2	81	33	1	0.03	0.79	0.015	0.025	0.025	0.025			
P80 & P20 Values (calculated from baseline and upstream data below)																			
P80 (80th Percentile)			6.97		0.30			68	49	4	0.10	0.95	0.018	0.066	0.005	0.017	25	50	50
P20 (20th Percentile)			6.30		0.20	4.50													
Baseline (pre-construction) Monitoring																			
SW07-Dundoo Creek		15/05/2013																	
SW07-Dundoo Creek		13/06/2013	6.30	17.1	0.24	4.99		46	19	1	0.04	0.44							
SW07-Dundoo Creek		18/07/2013																	
SW07-Dundoo Creek		21/08/2013																	
SW07-Dundoo Creek		17/09/2013																	
SW07-Dundoo Creek		25/10/2013																	
SW07-Dundoo Creek		26/11/2013																	
SW07-Dundoo Creek		20/12/2013																	
SW07-Dundoo Creek		9/01/2014																	
SW07-Dundoo Creek		26/02/2014																	
SW07-Dundoo Creek		21/03/2014																	
SW07-Dundoo Creek		7/04/2014																	
Upstream Monitoring																			
SW07-Dundoo Ck - US	Upstream and downstream sites connected. No visible flow, low water level. Weather fine.	3/02/2018	7.46	22.8	0.52	2.31	27.4	72	20	1	0.03	0.65	0.015	0.025	0.080	0.025			

SW08 (Wet) - Boney's Creek

Wet Event Monitoring

Monitoring Location	Field Notes	Date	pH (field)	Temperature (field)	Electrical Conductivity (field)	Dissolved Oxygen (field)	Dissolved Oxygen (field)	Turbidity (field)	Suspended Solids	Oil & Grease	Total Phosphorus	Total Nitrogen	Phosphate	Ammonia	Nitrate	Nitrite	TPH Wet C10-C16 Fraction	TPH Wet C16-C34 Fraction	TPH Wet C34-C40 Fraction
			pH unit	°C	mS/cm	mg/L	%	NTU	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	mg/L	µg/L	µg/L	µg/L
Downstream Monitoring																			
SW08-Boney's Ck - DS	Upstream and downstream sites connected. Very low flow, medium water level. Weather fine.	3/02/2018	7.28	21.2	0.39	3.52	40.7	37	11	1	0.015	0.88	0.015	0.070	0.070	0.025			
P80 & P20 Values (calculated from baseline and upstream data below)																			
P80 (80th Percentile)			7.22		0.42			81	46	4	0.08	0.60	0.017	0.097	0.165	0.023	25	50	50
P20 (20th Percentile)			6.26		0.23	5.70													
Baseline (pre-construction) Monitoring																			
SW08-Boneys Creek		15/05/2013																	
SW08-Boneys Creek		13/06/2013	6.28	16.8	0.23	5.82		153	83	5	0.04	0.44							
SW08-Boneys Creek		18/07/2013																	
SW08-Boneys Creek		21/08/2013																	
SW08-Boneys Creek		17/09/2013	6.41	20.3	0.30	5.68		9	8	1	0.03	0.37							
SW08-Boneys Creek		25/10/2013																	
SW08-Boneys Creek		26/11/2013																	
SW08-Boneys Creek		20/12/2013																	
SW08-Boneys Creek		9/01/2014																	
SW08-Boneys Creek		26/02/2014																	
SW08-Boneys Creek		21/03/2014																	
SW08-Boneys Creek		7/04/2014																	
Upstream Monitoring																			
SW08-Boney's Ck - US	Upstream and downstream sites connected. No visible flow, medium water level. Weather fine.	3/02/2018	7.84	23.0	0.37	4.01	47.8	13	24	1	0.015	0.80	0.025	0.060	0.025	0.025			

