

Transport
for NSW

Henry Lawson Drive Upgrade Stage 1A

Addendum review of
environmental factors

September 2023



Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

Prepared by Quickway Constructions Pty Ltd and Transport for NSW.

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Executive summary

The proposed modification

Transport for NSW ('Transport') proposes to modify the approved Henry Lawson Drive Upgrade Stage 1A project, which was determined in July 2022. The key feature of this proposed modification is continued use of the established compound site (Zone D) at the southwestern corner of Newbridge Road and Henry Lawson Drive intersection until project completion.

Background

In 2021, Transport prepared a Review of Environmental Factors (REF) and Environmental Impact Statement (EIS) for the upgrade of 1.3 kilometres of Henry Lawson Drive between Keys Parade, Milperra, to Tower Road, Bankstown Aerodrome. The overall proposal would create two lanes in each direction along Henry Lawson Drive, including the duplication of the Henry Lawson Drive Road bridge to the south of Auld Avenue.

A REF was prepared for the project that was subject to Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act). However, parts of the project are located within areas mapped as coastal wetlands under the former Coastal Management SEPP. Work within these mapped coastal wetlands was classified as designated development and a separate EIS was prepared under Part 4 of the EP&A Act.

A Submissions report was prepared in May 2022 following the display of the REF and amended the project to include additional utilities work at the southern end of the project. The project REF and Submissions report changes were approved in July 2022. An addendum REF was also prepared in November 2022 to assess scope changes includes use of what is known as compound site (Zone D - located in the south west corner of the intersection of Henry Lawson Drive and Newbridge Road) for the purposes of Jemena underbore works. The proposed modification subject to this Addendum REF affects the REF proposal area only and there is no change to the EIS proposal approved by Canterbury – Bankstown City Council on 6 December 2021.

The proposed modification lies within the approved project boundary (assessed under the addendum REF, November 2022) however was only approved for short term construction use. This Addendum REF seeks to extend the use of this area for the remainder of the project construction period.

Need for the proposed modification

The extended use of the compound site in Zone D until project completion is needed to facilitate works within this zone and surrounding project site. The use of the compound will result in less movement of material and plant between other project zones, facilitate safer access to the project site, improving safety and reducing vehicle movements.

Due to the site constraints and the availability of areas within the project boundary, this compound will facilitate a small stockpile site for the works in the immediate area as well as be available for storage of material and access for machinery to the intersection.

The development of the proposed modification would support the future road and traffic conditions identified within the REF project area. The modified project would support the need for the overall proposal which is to:

- Alleviate congestion along the corridor that causes frustrating and costly delays for all road users across spreading peaks
- Address a road environment contributing to a high rate of casualty crashes
- Support growth in the area from large scale development in and around Milperra and the Bankstown Airport.

Without the development of the overall proposal, future road and traffic conditions within the overall proposal area would continue to decline into the future. Congestion would be expected to worsen, particularly during peak periods and road safety unimproved. The proposed modification is consistent with the strategic need for the REF project and relevant government policies and strategies.

Proposal objectives

The objectives of the proposed modification are consistent with that outlined in the project REF.

These include:

- Improved travel times, journey reliability and road safety outcomes for all road users.
- Improved freight efficiency and reduce vehicle operating costs on the road network.
- Support new development in the precinct by improving traffic flow and connectivity.

Options considered

Following commencement of project construction two options were identified for further investigation:

- Option 1 – proceed with the approved project as described in the project REF and addendum REF (2022)
- Option 2 – proposed modification

Option 2 was selected as the preferred option as it would help deliver the project more efficiently due to less movement of material and plant between other project zones, facilitate safer access to the project site, improving safety and reducing vehicle movements.

Statutory and planning framework

The proposed modification can be assessed under Division 5.1 of the *Environmental Planning and Assessment Act 1979 (NSW)* as it is for a road and road infrastructure facilities and is to be carried out by Transport. Development consent from council is not required.

This REF fulfils Transport's obligation under Section 5.5 of the EP&A Act including to examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity. An assessment of the proposed modification concluded that it would not significantly impact on the matters of national environmental significance protected under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) or significantly affect threatened species or ecological communities and their habitats under the Biodiversity Conservation Act 2016 (BC Act). Therefore, the proposed modification is a valid development to be taken forward under Division 5.1 of the EP&A Act and no further planning approval requirements would be triggered under the EPBC Act or BC Act.

Community and stakeholder consultation

The consultation strategy relevant to the proposed modification remains consistent with Section 5.1 of the project REF. Consultation with the adjoining property owners and the Canterbury Bankstown Council (Council), being the maintainers of the land, has occurred as detailed in section 5 of this addendum.

Transport will continue to consult with the community and relevant stakeholders during design and construction of the overall proposal. A SEPP (Transport and Infrastructure) consultation checklist has been prepared for the proposed modification. This identified that the proposed modifications would not need to undertake any further consultation under the T & I SEPP.

This addendum REF will be made available on the Transport website, so that the community and stakeholders are informed about what is being proposed.

Environmental impacts

The main environmental impacts of the proposed modification are:

Traffic and transport

The proposed modification construction impacts would be consistent with those described in the project REF and addendum REF (2022). This includes retention of the redirected pedestrian footpath and shared path through the parkland connecting to the under bridge access at Georges River. Pedestrian access along Henry Lawson Drive would be maintained. Construction traffic would continue to access the compound via Henry Lawson Drive as described in the addendum REF (2022). No additional operational impacts would occur.

Noise and Vibration

The proposed modification is located adjacent to residents on Henry Lawson Drive. Construction noise impacts would however be consistent with those assessed in the project and addendum REF (2022). No additional noise impacts are anticipated. No additional operational noise impacts would occur.

On the 17th June 2023 the adjoining property owner 384 Henry Lawson Drive to compound D, was consulted by Quickway's Communications manager. The resident has no opposition to the extended use of the compound for the remainder of the project.

Landscape Character and Visual Impact

The proposed modification construction impacts would be consistent with those described in the project REF and addendum REF (2022). Stockpiling and the use of the site for storage of material and access for machinery to the intersection would result in temporary visual impacts on views nearby. The greatest impact would be to adjoining properties that overlook the site. These impacts would however be temporary. The site will be reinstated to its pre-construction condition at completion of the project in consultation with Council.

Other impacts

Other notable impacts associated with the proposed modification would include:

- Construction activities have the potential to result in temporary impacts from disturbance to soils, topography, vegetation, and air quality dust issues to adjacent residential properties.

Justification and conclusion

The proposed modification may result in some additional, minor, adverse environmental impacts. These impacts would be managed in accordance with the mitigation and

management measures provided in the project REF and addendum REF (2022). No additional mitigation and management measures are proposed.

The proposed modification is considered justified as it would support the outcomes of the Henry Lawson Drive stage 1A project including to alleviate congestion along the corridor, support growth in the region and address concern about the high rate of casualty crashes.

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Appendices

- A Consideration of section 171(2) factors and matters of National Environmental Significance and Commonwealth land
- B Statutory consultation checklists

1. Introduction

1.1 Proposed modification overview

Transport for NSW proposes to modify the approved Henry Lawson Drive Upgrade Stage 1A REF (July 2022). The key feature of this modification is to continue access and use of the compound site (Zone D -located in the south west corner of the intersection of Henry Lawson Drive and Newbridge Road) for use as a materials storage and stockpile site for the works and access for machinery to the intersection until project completion (early 2025).

The location of the proposed modification is shown in Figure 1 and the proposed modification is shown in Figure 2. Figure 3 identifies the project construction zones. Section 3 describes the proposed modification in more detail.

A review of environmental factors (REF) was prepared for the Henry Lawson Drive Road Upgrade, Stage 1a –Tower Rd to Auld Avenue on July 2021 (referred to in this addendum REF as the project REF). The project REF was placed on public display between 4 August 2021 and 17 September 2021 for community and stakeholder comment. A Submissions report dated May 2022 was prepared to respond to issues raised in the 44 formal submissions received.

Part of the Henry Lawson Drive Upgrade Stage 1A project required the preparation of an Environmental Impact Statement (EIS) under Part 4 of the Environmental Planning and Assessment Act 1979 as it intersected with coastal wetlands. Under the Coastal Management SEPP (now the SEPP (Resilience and Hazards) 2021), this development was also declared as designated development pursuant to Clause 10(2). This EIS was approved by Canterbury-Bankstown City Council on 6 December 2021.

The proposed modification would only affect the area of the project assessed under the project REF. It would not impact on the area assessed under the EIS.

In addition, the following addendum REFs for the Henry Lawson Drive Road Upgrade, Stage 1a have previously been approved.

- Henry Lawson Drive Upgrade Stage 1A Addendum review of environmental factors November 2022 (referred to as addendum REF 2022).

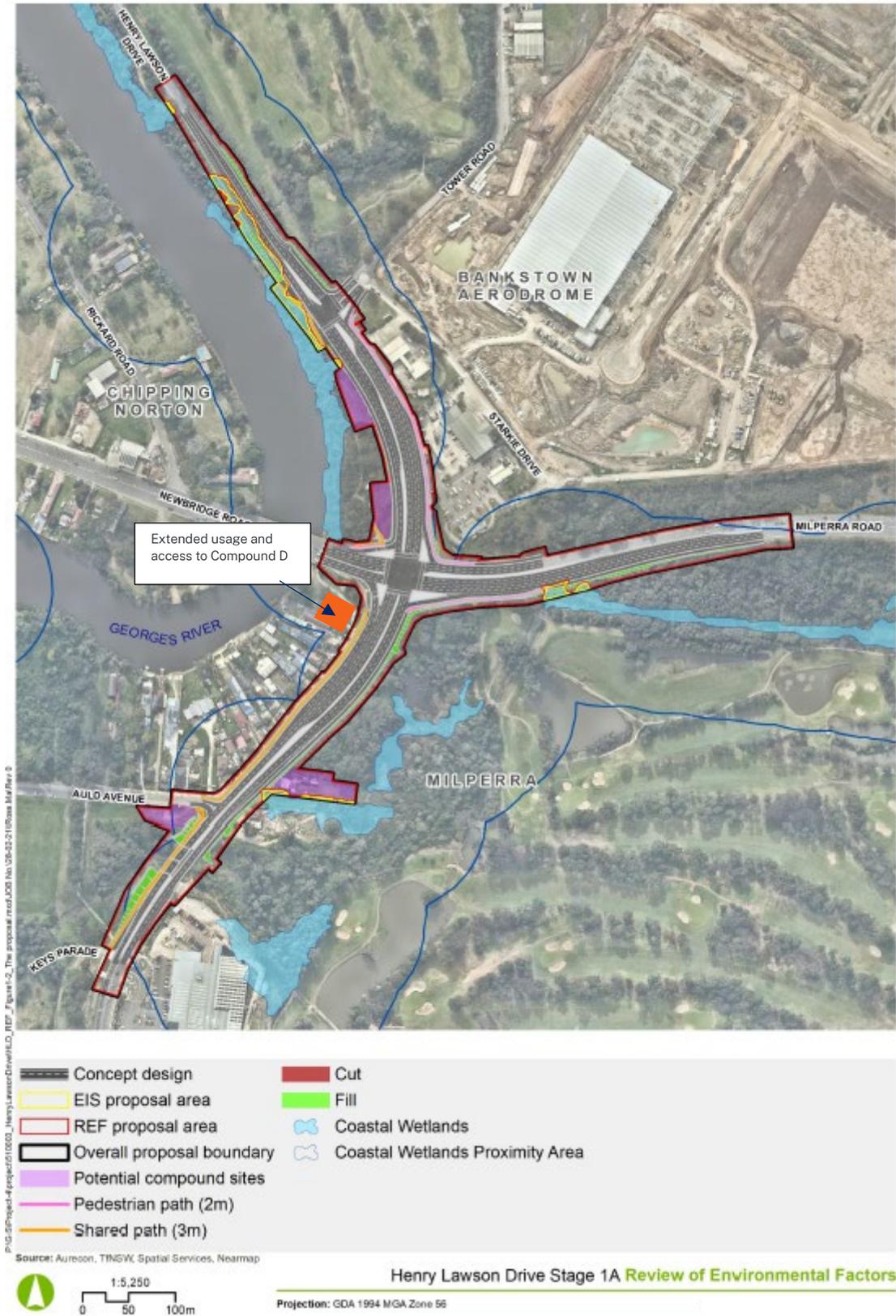


Figure 1 Proposed modification location

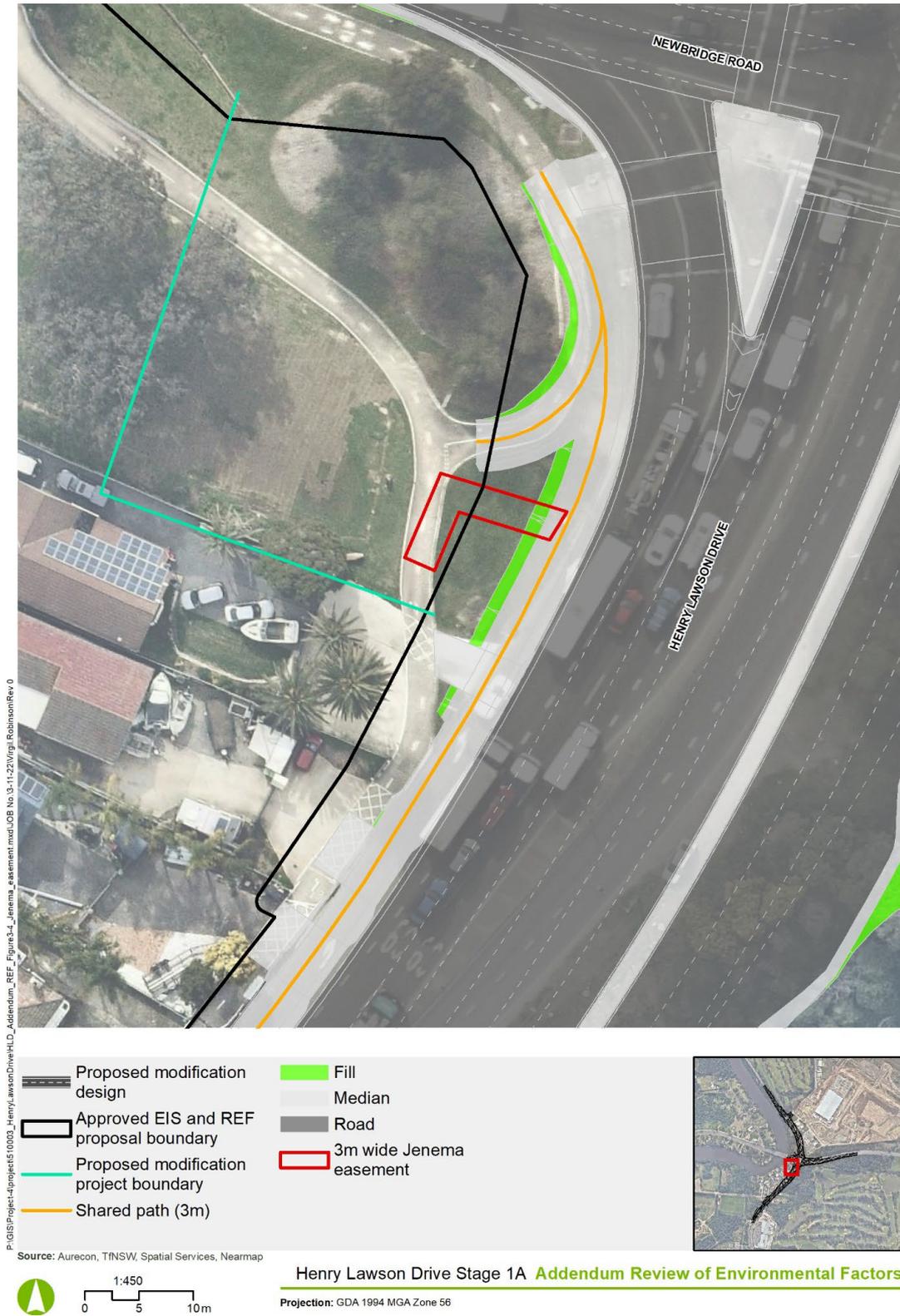


Figure 2 The approved modification as shown in addendum REF (2022).

Construction Work Zones

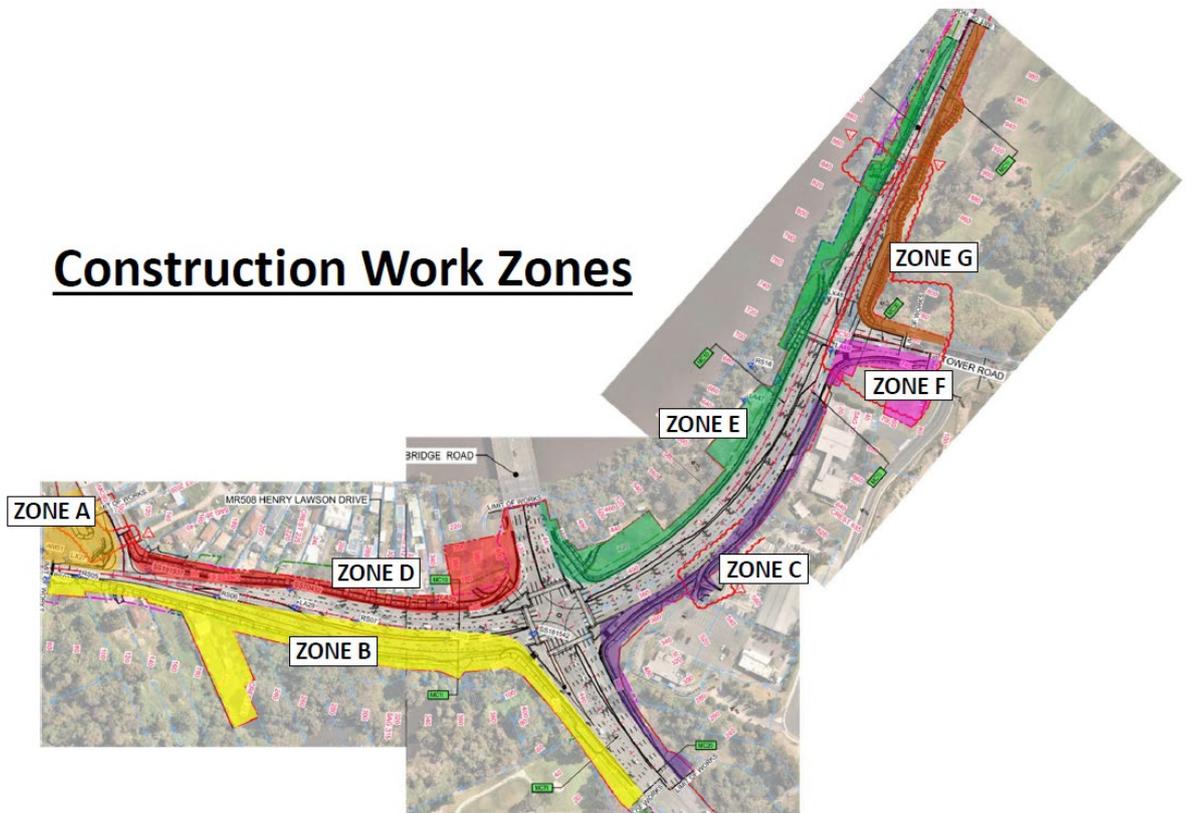


Figure 3 Project construction zones

1.2 Purpose of the report

This addendum review of environmental factors (REF) has been prepared by Quickway on behalf of Transport for NSW Sydney. For the purposes of these works, Transport for NSW is the proponent and the determining authority under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This addendum REF is to be read in conjunction with the project REF, submissions report and addendum REF (2022) for the project. The purpose of this addendum REF is to describe the proposed modification, to document and assess the likely impacts of the proposed modification on the environment, and to detail mitigation and management measures to be implemented.

The description of the proposed work and assessment of associated environmental impacts has been undertaken in context of section 171 of the Environmental Planning and Assessment Regulation 2021, Is an EIS Required? Best Practice Guidelines for Part 5 of the Environmental Planning and Assessment Act 1979 (Is an EIS Required? guidelines) (DUAP, 1995/1996), Roads and Road Related Facilities EIS Guideline (DUAP, 1996), the Biodiversity Conservation Act 2016 (BC Act), the Fisheries Management Act 1994 (FM Act), and the Australian Government's Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

In doing so, the addendum REF helps to fulfil the requirements of:

- Section 5.5 of the EP&A Act including that Transport examine and take into account to the fullest extent possible, all matters affecting or likely to affect the environment by reason of the activity
- The strategic assessment approval granted by the Federal Government under the EPBC Act in September 2015, with respect to the impacts of Transport for NSW's Road activities on nationally listed threatened species, ecological communities, and migratory species.

The findings of the addendum REF would be considered when assessing:

- Whether the proposed modification is likely to result in a significant impact on the environment and therefore the necessity for an environmental impact statement to be prepared and approval to be sought from the Minister for Planning under Division 5.2 of the EP&A Act
- The significance of any impact on threatened species as defined by the BC Act and/or FM Act, in section 1.7 of the EP&A Act and therefore the requirement for a Species Impact Statement or a Biodiversity Development Assessment Report
- The significance of any impact on nationally listed biodiversity matters under the EPBC Act, including whether there is a real possibility that the activity may threaten long-term survival of these matters, and whether offsets are required and able to be secured
- The potential for the proposed modification to significantly impact any other matters of national environmental significance or Commonwealth land and therefore the need to make a referral to the Australian Department of Climate Change, Energy, the Environment and Water for a decision by the Australian Government Minister for the Environment on whether assessment and approval is required under the EPBC Act.

2. Need and options considered.

2.1 Strategic need for the proposed modification

The extended use of the compound site until project completion is needed to facilitate works within this zone and surrounding project site. The use of the compound will result in less movement of material and plant between other project zones, facilitate safer access to the project site, improving safety and reducing vehicle movements.

Due to the site constraints and minimal storage areas available, this compound will facilitate a small stockpile location for the works in the immediate area only (works surrounding the Zone D compound) as well as be available for storage of material and access for machinery to the intersection. Referring to "Stage 2C" of Quickways construction staging, there are further works required in and surrounding this area for the remainder of the project including major upgrade at the traffic signals.

As the constructed temporary footpath was approved as part of the addendum REF 2022 including approval by the stakeholders and community, the intention is to retain this for the remainder of the project to minimise further changes and avoid multiple and unnecessary switches to the pedestrian/cyclist movements.

Section 2 of the project REF addresses the strategic need for the project, the project objectives and the options that were considered. The proposed modification described and assessed in this addendum REF is consistent with the strategic need for the project.

2.2 Project objectives and development criteria

Section 2.4 of the project REF identifies the objectives and development criteria that apply to the proposed modification and remain consistent with the project REF.

These include the following:

- Improve travel times, journey time reliability and road safety outcomes for all road users.
- Improve freight efficiency and reduce vehicle operating costs on the road network.
- Support new development in the precinct by improving traffic flow and connectivity.

2.3 Alternatives and options considered.

2.3.1 Identified options

Option 1 – proceed with approved project

This option would proceed with the approved project as described in the project REF and addendum REF (2022) requiring compound use to cease at completion of Jemena underbore works (mid 2023).

Option 2-proposed modification

This option involves the continued use of the compound site including associated stockpile, and access until project completion.

The compound site is required to support the remainder of project construction. Refer to figure 4 for layout of the compound. Works assessed and approved under addendum REF 2022 included:

- Installation of construction boundary hoarding/ fencing
- Installation of sediment and erosion controls
- Vegetation removal and grubbing works
- Installation of temporary traffic and pedestrian controls
- The existing compound is set up in an arrangement to detour pedestrian and cyclist access around the compound area. The proposal is to keep the internal arrangement for spoil /backfill containment bays due to the required works outlined in further items.

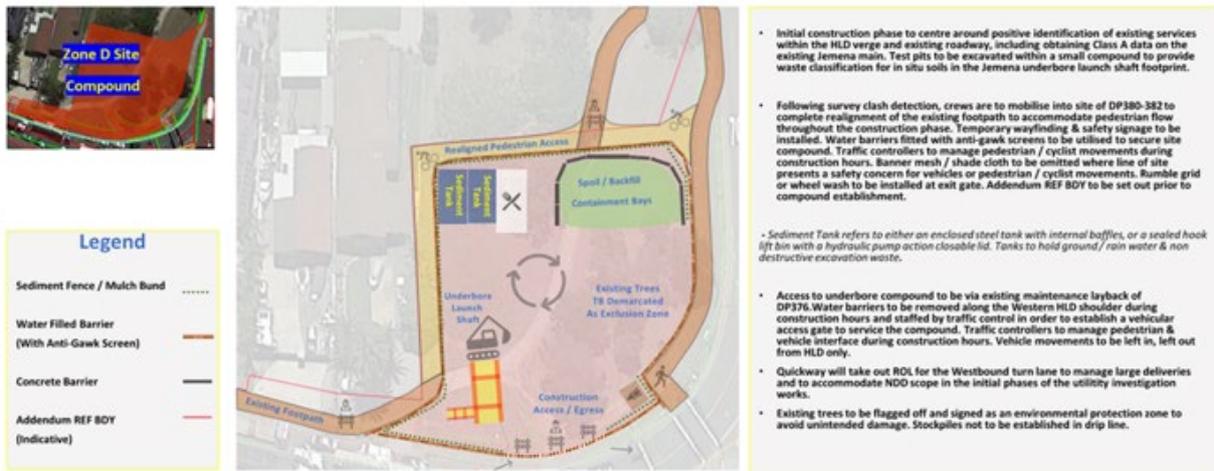


Figure 4 The Layout of the compound

2.3.2 Analysis of options

Option 1 to proceed with the approved project, would meet the project objectives but would not provide the additional benefits afforded by Option 2. Option 1 would facilitate:

- Improved travel times, journey time reliability and road safety outcomes for all road users.
- Improved freight efficiency and reduced vehicle operating costs on the road network.
- Supporting new development in the precinct by improving traffic flow and connectivity to Bankstown Airport, Milperra Industrial Estate and proposed residential development in the area and the surrounding road network in the southwest of Sydney
- Improved connectivity and safety for pedestrians and cyclists.

Option 2 would satisfy the project objectives as identified with Option 1; however, it would provide additional benefits including:

- Improve constructability including minimising movement of material throughout the site and access to works required at the intersection, by utilising the established compound site until project completion.

2.4 Preferred option

Option 2 was selected as the preferred option as it would provide greater short and long-term benefits compared to 'Option 1', whilst resulting in minimal additional impacts. Option 2 would help deliver the project more efficiently due to less movement of material and plant between project zones, facilitate safer access to the project site, improving safety and reducing vehicle movements. The design features have been further detailed in Chapter 3 of this addendum REF.

3. Description of the proposed modification

3.1 The proposed modification

Transport for NSW proposes to modify the Henry Lawson Drive Stage 1A to extend use and access of the compound site (previously established Jemena work area and compound D). The proposed modification is shown in Figures 1 to 3.

Compound sites are required to support construction by enabling safe access to the project site and storage of site materials and machinery, The proposed modification is the extension of compound site (Zone D) for the remainder of the project.

3.2 Construction activities

Refer to project REF July 2021 Section 3.3

This section summarises the likely method, work hours, plant and equipment and associated activities for construction of the proposed modification. The work method as described in this section is indicative. The construction activities and their sequencing would be finalised during the pre-construction phase and described in full in the project Construction Environmental Management Plan (CEMP). Any work outside the scope of activities described in the project REF or addendum REF (2022) would require additional assessments.

3.2.1 Work methodology

Refer to project REF July 2021 Section 3.3.3

3.2.2 Construction hours and duration

Construction commenced in early 2023 and would take about two years to complete.

Construction works including use of the proposed modification area would be undertaken in both standard hours and out-of-hours works (OOHW) for the proposal. Standard construction hours as defined in the Interim Construction Noise Guideline (DECC 2009b) (ICNG) are:

- Monday to Friday: 7am – 6pm
- Saturday: 8am – 1pm
- Sunday and Public Holidays: No work

Out of hours works would be required to minimise disruptions to the road network. The main works that would be required to occur out of hours would include:

- intersection works at the Milperra Road/ Henry Lawson Drive and Tower Road/ Henry Lawson Drive intersections
- The compound site would require use outside of standard hours

Any OOHV would be undertaken in accordance with the *Construction Noise and Vibration Guidelines* (Roads and Maritime 2016) and project requirements.

3.2.3 Plant and equipment

No additional plant equipment is proposed outside that assessed in the project REF. Refer to project REF Section 3.3.6

3.2.4 Earthworks

No additional earthworks are proposed outside that assessed in the project REF and addendum REF (2022). Refer to project REF Section 3.3.7

3.2.5 Traffic management and access

Traffic management and access would remain consistent with that assessed in the project REF and addendum REF (2022). Refer to project REF Section 3.3.9

3.3 Ancillary facilities

The proposed modification assessed the extended use of a compound site until project completion. Refer to project REF Section 3.4

4. Statutory and planning framework

The statutory and planning framework remains consistent with that described in section 4 of the project REF.

Other than this addendum REF, no additional approvals are required.

4.1 Confirmation of statutory position

The proposed modification is categorised as development for the purpose of a road and/or road infrastructure facilities and is being carried out by or on behalf of a public authority. Under section 2.108 of SEPP (Transport and Infrastructure) the proposed modification is permissible without consent. The proposed modification is not State significant infrastructure or State significant development. The proposed modification can be assessed under Division 5.1 of the EP&A Act. Consent from Council is not required.

Transport is the determining authority for the proposed modification. This addendum REF fulfils Transport's obligation under section 5.5 of the EP&A Act including to examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity.

5. Consultation

The overarching consultation strategy remains consistent with that described in Chapter 5 of the project REF.

5.1 Consultation outcomes

On the 17th June 2023 the adjoining property owner 384 Henry Lawson Drive to compound D, was consulted by Quickway's Communications manager. The resident has no opposition to the extended use of the compound for the remainder of the project.

Council consultation was undertaken with a response received on 8 September 2023. Council does not have any objections to the proposal subject to the following:

- Safe pedestrian access being maintained through the park.
- The cycleway access through the park being retained as much as is practical during the works schedule, and the community being notified as to dates when it will be closed / altered.
- Suitable and safe access for Council's parks teams is to be allowed for maintenance of the unoccupied sections of the park.
- Reinstating the park to its pre-occupation condition as per Council's direction.

5.2 Ongoing or future consultation

Transport will continue to consult with the community and relevant stakeholders during construction of the overall proposal, with any property or business owners that are directly impacted by the proposed modifications. This addendum REF will be made available on the Transport website, so that the community and stakeholders are informed about what is being proposed.

6. Environmental assessment

This section of the addendum REF provides a detailed description of the potential environmental impacts associated with the construction and operation of the proposed modification of the Henry Lawson Drive Upgrade Stage 1A project. All aspects of the environment potentially impacted upon by the proposed modification are considered. This includes consideration of the guidelines Roads and Related Facilities EIS Guideline (DUAP, 1996) and Is an EIS required? (DUAP, 1999) the factors specified in section 171 of the Environmental Planning and Assessment Regulation 2021. The factors specified in section 171(2) of the Environmental Planning and Assessment Regulation 2021 are also considered in Appendix A

Site-specific safeguards and management measures are provided to ameliorate the identified potential impacts.

6.1 Traffic and transport

6.1.1 Methodology

A traffic and transport assessment was prepared for the project REF and outlined in Section 6.6.1 of the project REF. No additional database searches or site inspections were required to assess the proposed modification beyond those carried out for the project REF.

6.1.2 Existing environment

The existing traffic and transport environment relevant to the proposed modification is consistent with that described in Section 6.6.2 of the project REF.

6.1.3 Potential impacts

Construction

Generally, the potential traffic impacts of the modified project would be consistent with those described in Section 6.6.3.1 of the project REF and section 6.1.3 of the addendum REF (2022).

The proposed modification would maintain the pathway and cycleway detour assessed in the addendum REF (2022). The proposed modification would reduce the amount of heavy and light vehicles movements throughout the site by enabling stockpiling and placement of plant and machinery adjoining works associated with the intersection upgrade.

Operation

This assessment remains consistent with section 6.6 of project REF.

6.1.4 Safeguards and management measures

Safeguards T1 to T8 of the REF remain applicable and considered adequate to address the traffic and access impacts of the proposed modification.

6.2 Noise and Vibration

This section describes the noise and vibration impacts that may occur when constructing and operating the proposed modification. It reviews the information presented in Section 6.7 of the project REF.

6.2.1 Methodology

The methodology remains consistent with that presented in section 6.7.1 of the project REF.

6.2.2 Existing environment

As detailed in section 6.7.2 of the project REF the area surrounding the proposed modification has been divided into several Noise Catchment Areas (NCAs) based on similar land use and similar location. NCA 2 contains residential receivers directly adjacent to the proposed modification.

6.2.3 Potential impacts

Construction

The proposed modification activities including use of relevant machinery and equipment was captured in section 6.7.4 of the project REF. The impacts remain consistent with this assessment noting that receivers located in NCA 2 may experience exceedance of the noise management levels for standard and out of hours works. The proposed modification is not likely however to exceed the noise levels of the assessed project works including upgrade of the intersection.

Operational

The proposed modification works would not result in any additional operational noise and vibration impacts.

6.2.4 Safeguards and management measures

Safeguards from the project REF remains applicable and are considered adequate to address the noise and vibration impacts of the proposed modification. No additional measures are proposed.

6.3 Landscape character and visual impacts

This section describes the noise and vibration impacts that may occur when constructing and operating the proposed modification. It reviews the information presented in Section 6.7 of the project REF.

6.3.1 Methodology

The methodology remains consistent with that presented in section 6.10.1 of the project REF. No additional specialist assessments were prepared.

6.3.2 Existing environment

As identified in Section 6.10.2 of the project REF, a review of the physical and social context of the overall proposal was undertaken to understand the present context and attributes of place to be able to determine the potential impact. The existing environment remains consistent with that detailed in the project REF.

6.3.3 Potential impacts

Construction

The proposed modification construction impacts would be consistent with those described in the project REF and addendum REF (2022). Stockpiling and the use of the site for storage of material and access for machinery to the intersection would result in minor temporary visual impacts on views nearby. The greatest impact would be to adjoining properties that overlook the site. These impacts would however be temporary. The site is currently fenced and where appropriate shade cloth has been installed to minimise visual impacts.

Operation

No additional operational impacts are anticipated. At project completion the site will be rehabilitated to pre-construction conditions in consultation with Council.

6.4 Other impacts

Environmental factors with negligible to minor impacts have been assessed in the table below. Existing environment and potential impacts

Table 1 Existing environment and potential impacts

Environmental factor	Existing environment	Potential impacts
Surface water	The existing environment for the proposed modification is consistent with Section 6.3.2 of the project REF, works are located within the Georges River catchment. Poor water quality health is evident throughout most of the catchment because of urbanisation and development. Similarly surface water quality of waterways has been heavily impacted over the last two centuries due to changing land uses within the catchment.	Potential construction impacts to surface water were assessed in Section 6.3.4 of the project REF. No additional impacts are expected to surface water. Appropriate mitigation measures as described in Section 6.3.5 of the project REF would be implemented to manage potential impacts on the Georges River.
Soils	As described in Section 6.5.2 of the project REF, at current the overall proposal area is used as a transport corridor within major intersections of Milperra Road/Newbridge Road and at Tower Road. As per the project REF, the modified proposal sits within a natural low point in the region, funnelling down into the Georges River. The area lies in a flat floodplain area for the nearby Georges River and is underlain with poorly drained and low permeability soils.	The proposed modification includes stockpiling of soils within the compound site, The highest potential for soil disturbance and loss would be associated with this stockpiling. It is unlikely there would be any additional potential impacts to soils and contaminated land beyond those described in Section 6.5.3 of the project REF.

<p>Biodiversity</p>	<p>A Biodiversity Assessment Report was prepared by WSP for the project REF to assess biodiversity impacts during construction and operation of the project REF (refer to Section 6.1.1 of the project REF). An additional biodiversity consistency assessment was prepared as part of the addendum REF 2022 to assess impacts of the area relevant to this addendum (refer Appendix E).</p>	<p>No additional construction or operational biodiversity impacts are anticipated as part of the proposed modification.</p>
<p>Air quality</p>	<p>The modified proposal is near existing high-volume roads and airport, the air quality data from the surrounding air quality stations shows that the performance standards are generally being met. Motor vehicles on Henry Lawson Drive and the surrounding road network are a significant local source of air pollutant emissions. Higher emissions would be experienced during periods of traffic congestion. Further detail is provided in Section 6.12.1 of the project REF</p>	<p>The potential Impacts of the proposed modification on air quality would be generally consistent with those described in Section 6.12.2 of the project REF. Mitigation measures in Section 6.12.3 of the project REF would be employed to minimise any impacts to air quality during construction.</p>
<p>Aboriginal Heritage</p>	<p>As detailed in Section 6.8.2 of the project REF the proposal area and surrounding region are known to have been important and extensively used in the past by Aboriginal people. Databases searches confirmed no additional Aboriginal sites or declared Aboriginal places within or adjacent to the study area.</p>	<p>The proposed modification boundary falls within an area assessed under CHAR (as detailed in the REF) and would not impact on any additional known Aboriginal heritage sites. However, an Unexpected Finds procedure would be in place for the overall project that will be implemented should any items be uncovered during construction.</p>
<p>Non-Aboriginal Heritage</p>	<p>A Non-Aboriginal Heritage Statement of Heritage Impact –Henry Lawson Drive Stage 1A was prepared by Aurecon for the project REF to assess the potential non-Aboriginal (historical) impacts during construction and operation of the project. The study area assessed in the project REF addressed the areas of the project modification also. No additional database searches or site inspections were required to assess the proposed modification beyond those carried out for the project REF.</p>	<p>No additional Non-Aboriginal heritage items or sites are located within the proposed modification. No further construction or operational impacts are anticipated.</p>
<p>Hazard and risk</p>	<p>The hazards and risks of the existing environment identify land within the REF proposal on Milperra Road, and the</p>	<p>The potential impacts of the proposed modification on hazards and risk management would be generally</p>

	<p>southern side of Henry Lawson Drive to be located within the council mapped 'Bushfire Prone Land'. Land to the north of the Henry Lawson Drive and Milperra Road/Newbridge Road intersection is not included on the bush fire prone area land mapping. For BAL land any development within areas affected by acid sulphate soils will be subject to the required development assessment process.</p>	<p>consistent with those described in Section 6.13.3 of the project REF.</p>
<p>Waste management</p>	<p>As per the REF, Transport is committed to ensuring the responsible management of unavoidable waste and promotes the reuse of such waste in accordance with the resource management hierarchy principles outlined in the Waste Avoidance and Resource Recovery Act 2001.</p>	<p>The potential impacts of the proposed modification on waste and resources would be consistent with those described in Section 6.14.1 of the project REF. Additional waste quantities due to the proposed modification would be negligible in the context of the project and no additional types of waste have been identified.</p>

6.5 Cumulative impacts

The incremental effect of multiple sources of impact (past, present, and future) are referred to as cumulative impacts (Contant and Wiggins, 1991, Council on Environmental Quality, 1978). Cumulative impact assessment considers a Proposal within the context of other past, present, and likely future sources of impact. This is necessary to identify any impacts associated with the Proposal that may have an additive effect or interaction with impacts from other activities within the locality to the extent that the overall (cumulative) impact becomes significant when it would not otherwise have been significant.

6.5.1 Potential impacts

The proposed modification is not expected to materially change the assessment of cumulative impacts provided in Section 6.15.3 of the project REF.

6.5.2 Safeguards and management measures

Safeguard CU1 is considered adequate to address the other impacts of the proposed modification and no additional measures are proposed

Table 2 Safeguards and management measures

Impact	Environmental safeguards	Responsibility	Timing	Reference
Cumulative – Cumulative impacts	Ongoing coordination and consultation will be undertaken between the proposal contractors and other developments in the area to make sure cumulative traffic impacts are appropriately assessed and managed particularly during peak holiday periods.	Contractor	Pre-construction/ During Construction	CU1

7. Environmental management

7.1 Environmental management plans (or system)

The following additional safeguards and management measures are proposed as part of the proposed modification.

Refer to addendum REF (2022) section 7.2, Table 7-1 Summary of safeguards and management measures for all pre-existing safeguards.

No.	Impact	Environmental safeguards and management measures	Responsibility	Timing	Reference
<u>T10</u>	<u>Access</u>	<u>Safe pedestrian access to be maintained through the park</u>	<u>Contractor</u>	<u>Construction</u>	<u>New safeguard</u>
<u>T11</u>	<u>Access</u>	<u>Park cycleway access to be retained as far as practical during construction</u>	<u>Contractor</u>	<u>Construction</u>	<u>New safeguard</u>
<u>T12</u>	<u>Access</u>	<u>Suitable and safe access to be provided for Council maintenance of unoccupied section of the park</u>	<u>Contractor</u>	<u>Construction</u>	<u>New safeguard</u>
<u>B21</u>	<u>Rehabilitation</u>	<u>Area to be reinstated to its pre-occupation condition in consultation with council</u>	<u>Contractor</u>	<u>Construction</u>	<u>New safeguard</u>

7.2 Licensing and approvals

All relevant licenses, permits, notifications and approvals needed for the Henry Lawson Drive Stage 1A and when they need to be obtained are listed in Table 7-2. No additional or changes to licences and approvals are identified for the proposed modification.

8. Conclusion

8.1 Justification

8.1.1 Social factors

As documented in Section 6, the proposed modification would have some minor short-term negative socio-economic impacts because of the extended usage of compound site, that would occur during construction. The effect of retention of pedestrian access changes and general disturbance caused by the construction activity would result in a general loss of amenity that would be temporary and short-term in duration for several residents. These impacts are generally consistent with the project and addendum REF (2022).

Overall, the proposed modification would be considered to have positive social benefit in the long term through improvements to access and connectivity around Henry Lawson Drive.

8.1.2 Biophysical factors

The proposed modification involves the extended usage of the compound site and does not have any impacts on biodiversity.

8.1.3 Economic factors

The benefits of the proposed modification for improving safety and efficiency are considered to outweigh the mostly temporary adverse impacts and risks associated with the project.

8.1.4 Public interest

The modified project represents a cost-efficient investment in public infrastructure that would maximise the long-term social and economic benefits, while minimising the long-term negative impacts on communities and the environment. The project REF aims to improve transport amenities and with the support of the proposed modification these objectives would better enable the movement of people, goods and services.

The proposed modification would result in some consistent short-term impacts on amenity, access and noise during construction.

Mitigation measures would be implemented to manage and reduce short term construction impacts.

8.2 Objects of the EP&A Act

Table 3 Objects of the EP&A Act

Object	Comment
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1.3(a) To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources.	The overall proposal is needed to ensure that Henry Lawson Drive, which is a major metropolitan transport and freight route, remains a functional and improved route in the future.
1.3(b) To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment.	The principles of ecologically sustainable development are considered with respect to the proposed modification in Section 8.3
1.3(c) To promote the orderly and economic use and development of land.	The proposed modification supports the project REF which is required to cater for the safe and efficient movement of people and goods along Henry Lawson Drive, and to support the nearby large-scale traffic generating development
1.3(d) To promote the delivery and maintenance of affordable housing.	Not relevant to the project or proposed modification.
1.3(e) To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats.	The need to minimise impacts on the environment, including threatened and native species, has been considered during development of the proposed modification. Native vegetation would be re-established in accordance with Guide 3: Re-establishment of native vegetation of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA Projects (Roads and Traffic Authority, 2011) and the REF and overall proposal's Landscaping Plans
1.3(f) To promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage).	The need to minimise impacts on built and cultural heritage has been considered during development of the proposed modification. The proposed extension of usage and access to Compound site has no Aboriginal cultural heritage impacts with modification works being minor in nature, and the impact, similar to the REF, is considered to be neutral. An unexpected finds procedure would be put in place during construction should any sites/items be identified.
1.3(g) To promote good design and amenity of the built environment.	The project has been designed in accordance with the urban design objectives and principles as outlined in Section 2.4.2 of the project REF
1.3(h) To promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants.	Not relevant to the project or proposed modification.
1.3(i) To promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State.	Not relevant to the project or proposed modification.
1.3(j) To provide increased opportunity for community participation in environmental planning and assessment.	The project development process has involved consultation with relevant stakeholders. Consultation carried out to date and proposed for the future is outlined in Section 5

8.3 Ecologically sustainable development

Ecologically sustainable development (ESD) is development that improves the total quality of life, both now and in the future, in a way that maintains the ecological processes on which life depends. The principles of ESD have been an integral consideration throughout the development of the proposed modification.

ESD requires the effective integration of economic and environmental considerations in decision-making processes. The four main principles supporting the achievement of ESD are discussed below.

8.3.1 The precautionary principle

The precautionary principle deals with reconciling scientific uncertainty about environmental impacts with certainty in decision-making. It provides that where there is a threat of serious or irreversible environmental damage, the absence of full scientific certainty should not be used as a reason to postpone measures to prevent environmental degradation.

The proposed modification has sought to take a precautionary approach to minimise environmental impacts, including through assessing impacts based on the 'worst-case' or conservative scenarios. This has also been applied in the development of safeguards and management measures using best available technical information, environmental standards and guidelines.

This addendum REF has been prepared using the precautionary principle and appropriate mitigation measures are outlined to address all of the potential impact identified for the modified project.

Additional environmental assessment would be carried out where there is an identified inconsistency with this addendum REF as well as the project REF. This again would ensure that uncertainty is identified, addressed and resolved throughout the project's design lifecycle by implementing precaution at all stages

8.3.2 Intergenerational equity

Social equity is concerned with the distribution of economic, social, and environmental costs and benefits. Inter-generational equity introduces a temporal element with a focus on minimising the distribution of costs to future generations.

The modified project area would not impact on the health, diversity and productivity of the local environment or communities in a way that would disadvantage future generations.

8.3.3 Conservation of biological diversity and ecological integrity

Preserving biological diversity and ecological integrity requires that ecosystems, species, and biological diversity are maintained to ensure their survival.

No additional biodiversity impacts are anticipated.

8.3.4 Improved valuation, pricing and incentive mechanisms

The principle of internalising environmental costs into decision making requires consideration of all environmental resources which may be affected by the carrying out of a project, including air, water, land and living things.

Environmental issues were considered as key matters in the options selection process and in the economic and financial feasibility assessments for the proposed modification. The value of the proposed modification to the community in terms of improved safety was also recognised.

Environmental safeguards and management measures for the avoidance, reuse, recycling and management of waste during construction and operation are to be implemented

8.4 Conclusion

This addendum REF has examined and taken into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the proposed activity.

This has included consideration where relevant, of conservation agreements and plans of management under the NPW Act, biodiversity stewardship sites under the BC Act, wilderness areas, areas of outstanding value, impacts on threatened species, populations and ecological communities and their habitats and other protected fauna and native plants. It has also considered potential impacts to matters of national environmental significance listed under the Federal EPBC Act.

The proposed modification as described in the addendum REF best meets the project objectives but would still result in some temporary impacts on noise and vibration, traffic and socioeconomic. Safeguards and management measures as detailed in the original REF, addendum REF November 2022 and this addendum REF would ameliorate or minimise these expected impacts. The proposed modification would also contribute to improving traffic conditions and alleviate congestion along Henry Lawson Drive. On balance the proposed modification is considered justified, and the following conclusions are made.

8.4.1 Significance of impact under NSW legislation

The proposed modification as described in the addendum REF best meets the project objectives but would still result in some temporary impacts on biodiversity, traffic and transport, non-Aboriginal heritage and socioeconomic. Safeguards and management measures as detailed in this addendum REF would ameliorate or minimise these expected impacts. The proposed modification would also improve traffic conditions and alleviate congestion along Henry Lawson Drive. On balance the proposed modification is considered justified, and the following conclusions are made.

8.4.2 Significance of impact under Australian legislation

The proposed modification would not likely cause a significant impact on matters of national environmental significance or the environment of Commonwealth land within the meaning of the EPBC Act. A referral to the Australian Government Department of Climate Change, Energy, the Environment and Water is not required.

9. Certification

This addendum review of environmental factors provides a true and fair review of the proposed modification in relation to its potential effects on the environment. It addresses to the fullest extent possible all matters affecting or likely to affect the environment as a result of the proposed modification.

Paris Spellson
Senior Environmental Advisor
Quickway Transport & Utilities Infrastructure

Date: 10th August 2023

I have examined this addendum review of environmental factors and accept it on behalf of Transport for NSW.

RMurray

Rebecca Murray
Senior Environment & Sustainability Officer

Transport for NSW

Date: 12 September 2023

10. EP&A Regulation publication requirement

Respondent	Yes/No
Does this REF need to be published under section 171(4) of the EP&A Regulation?	Yes

11. Terms and acronyms used in this addendum REF

Table 4 Terms and acronyms

Term /acronym	Description
BC Act	<i>Biodiversity Conservation Act 2016 (NSW).</i>
CEMP	Construction / Contractor’s environmental management plan
EIA	Environmental impact assessment
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW).</i> Provides the legislative framework for land use planning and development assessment in NSW
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth).</i> Provides for the protection of the environment, especially matters of national environmental significance, and provides a national assessment and approvals process.
ESD	Ecologically sustainable development. Development which uses, conserves and enhances the resources of the community so that ecological processes on which life depends, are maintained and the total quality of life, now and in the future, can be increased
LEP	Local Environmental Plan. A type of planning instrument made under Part 3 of the EP&A Act.
NES	Matters of national environmental significance under the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999.</i>
NPW Act	National Parks and Wildlife Act 1974 (NSW)
SEPP	State Environmental Planning Policy. A type of planning instrument made under Part 3 of the EP&A Act.
QA Specifications	Specifications developed by Roads and Maritime Services for use with road work and bridge work contracts let by Transport for NSW.

12. References

Department of Environment and Climate Change NSW. 2008. Managing Urban Stormwater - Soils and Construction. <https://www.environment.nsw.gov.au/-/media/OEH/CorporateSite/Documents/Water/Water-quality/managing-urban-stormwater-soils-construction-volume2a-installation-services-0801.pdf>

Department of Environment and Climate Change. 2009. Interim Construction Noise Guideline (ICNG).

Department of Primary Industries. 2013. Policy and guidelines for fish habitat conservation and management (update 2013).

Environment Protection Authority. 2014. Waste Classification Guidelines. November 2014.

Landcom. 2004. Soils and Construction – Managing Urban Stormwater Volume “the Blue Book”. <https://www.environment.nsw.gov.au/-/media/OEH/CorporateSite/Documents/Water/Water-quality/managing-urban-stormwater-soils-construction-volume-1-fourth-edition.pdf>

Roads and Maritime. 2016. Construction Noise and Vibration Guideline.

Transport for NSW. 2015. The Standard Management Procedure - Unexpected Heritage Items

Transport for NSW. 2020. Traffic control at work sites Technical Manual: Issue 6.0.

Appendix A

Consideration of clause 228(2) factors and matters of national environmental significance and Commonwealth land

Section 171(2) checklist

In addition to the requirements of the Is an EIS required? (1995/1996) guideline and the *Roads and Related Facilities EIS Guideline* (DUAP, 1996) as detailed in the addendum REF, the following factors, listed in section 171(2) of the Environmental Planning and Assessment Regulation 2021, have also been considered to assess the likely impacts of the proposed modification on the natural and built environment.

Table 5 Section 171(2) checklist

Factor	Impact
<p>Any environmental impact on a community?</p> <ul style="list-style-type: none"> The proposed modification would result in the following environmental impacts on the community: removal of native and non-native vegetation during construction minor temporary traffic and pedestrian impacts temporary amenity impacts. 	<p>Long-term positive impacts</p> <p>Short term moderate negative impacts</p>
<p>Any transformation of a locality?</p> <p>The proposed modification is unlikely to result in any transformation of the locality as it would not change the current land use of properties adjoining the project footprint</p>	<p>Nil</p>
<p>Any environmental impact on the ecosystems of the locality?</p> <p>The proposed modification has safeguards and mitigation measures proposed in Section 7.2, to manage and minimise these impacts where possible.</p>	<p>Short term minor negative impact</p>
<p>Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?</p> <p>The proposed modification may result in a temporary reduction in the aesthetic and recreational quality of the area during the construction phase in the form of visual impacts.. Safeguards and mitigation measures have been proposed to manage and minimise these impacts where possible.</p>	<p>Short-term minor negative impact</p>
<p>Any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations?</p> <p>The proposed modification would have no significant effects</p>	<p>Nil</p>
<p>Any impact on the habitat of protected fauna (within the meaning of the <i>National Parks and Wildlife Act 1974</i>)?</p> <p>The proposed modification would have no significant effects on habitat of protected fauna</p>	<p>Nil</p>
<p>Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?</p> <p>The proposed modification would have no significant effects on endangering any species of animal or plant living on land or in the air</p>	<p>Nil</p>
<p>Any long-term effects on the environment?</p> <p>The proposed modification would result in loss of vegetation due to the works, however this would not result in a significant impact to the environment.</p>	<p>Long-term minor negative impact</p>
<p>Any degradation of the quality of the environment?</p>	<p>Nil</p>

Factor	Impact
Providing the mitigation measures outlined in this proposed modification are implemented (refer to Section 7.2), the proposed modification is not expected to result in noticeable degradation of the quality of the environment	
<p>Any risk to the safety of the environment?</p> <p>By improving the road environment, the proposed modification could result in increased safety for road users.</p>	Long-term major positive impact
<p>Any reduction in the range of beneficial uses of the environment?</p> <p>The proposed modification would not result in a reduction in the range of beneficial uses of the environment</p>	Nil
<p>Any pollution of the environment?</p> <p>Providing the mitigation measures outlined in this proposed modification are implemented (refer to Section 7.2), the proposed modification is not expected to result in pollution of the environment.</p>	Nil
<p>Any environmental problems associated with the disposal of waste?</p> <p>The proposed modification is not likely to cause environmental problems associated with the disposal of waste. Standard mitigation measures have been proposed in Section 7.2.</p>	Nil
<p>Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?</p> <p>The proposed modification is not likely to result in increased demands on resources which are or are likely to become in short supply.</p>	Nil
<p>Any cumulative environmental effect with other existing or likely future activities?</p> <p>Cumulative impacts could occur due to a number of other developments occurring at a similar construction timeframe as the proposed modification. This could include cumulative impacts around amenity and traffic disruption.</p> <p>During operation, in conjunction with other infrastructure projects along Henry Lawson Drive, would result in cumulative positive traffic impacts.</p>	<p>Short-term minor negative impact</p> <p>Long-term minor positive impact</p>
<p>Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?</p> <p>The proposed modification would not impact on coastal processes or hazards, including those under projected climate change conditions.</p>	Nil
<p>Applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1.</p>	The proposed modification positively supports the overall project and these works are consistent with the REF. Additional strategic planning statements include those addressed in Section 2.2 of the project REF
Other relevant environmental factors	In considering the potential impacts of this proposed modification all relevant environmental factors have been considered, refer to Chapter 6 of this assessment.

Matters of National Environmental Significance and Commonwealth land

Under the environmental assessment provisions of the EPBC Act, the following matters of national environmental significance and impacts on Commonwealth land are required to be considered to assist in determining whether the proposed modification should be referred to the Australian Government Department of Climate Change, Energy, the Environment and Water.

Under the EPBC Act strategic assessment approval a referral is not required for proposed road actions that may affect nationally listed threatened species, populations, endangered ecological communities and migratory species. Impacts on these matters are assessed in detail as part of this addendum REF in accordance with Australian Government significant impact criteria and taking into account relevant guidelines and policies.

Table 6 Matters of National Environmental Significance and Commonwealth land

Factor	Impact
Any impact on a World Heritage property?	Nil
Any impact on a National Heritage place?	Nil
Any impact on a wetland of international importance?	Nil
Any impact on a listed threatened species or communities?	Nil
Any impacts on listed migratory species?	Nil
Any impact on a Commonwealth marine area?	Nil
Does the proposed modification involve a nuclear action (including uranium mining)?	Nil
Additionally, any impact (direct or indirect) on Commonwealth land?	Nil

Appendix B

Statutory consultation checklists

Matters of National Environmental Significance and Commonwealth land

Table 7 Certain development types

Development type	Description	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) section
Car park	Does the project include a car park intended for the use by commuters using regular bus services?	No		Section 2.110
Bus depots	Does the project propose a bus depot?	No		Section 2.110
Permanent road maintenance depot and associated infrastructure	Does the project propose a permanent road maintenance depot or associated infrastructure such as garages, sheds, tool houses, storage yards, training facilities and workers' amenities?	No		Section 2.110

Table 8 Development within the Coastal Zone

Issue	Description	Yes / No / N/A	If 'yes' consult with	SEPP (Transport and Infrastructure) section
Development with impacts on certain land within the coastal zone	Is the proposal within a coastal vulnerability area and is inconsistent with a certified coastal management program applying to that land?	No		Section 2.14

Note: See interactive map [Coastal management - \(nsw.gov.au\)](https://www.nsw.gov.au). Note the coastal vulnerability area has not yet been mapped.

Note: a certified coastal zone management plan is taken to be a certified coastal management program.

Table 9 Council related infrastructure or services

Development type	Potential impact	Yes / No	If 'yes' consult with the relevant local council(s).	SEPP (Transport and Infrastructure) section
Stormwater	Are the works likely to have a substantial impact on the stormwater management services which are provided by council?	No		Section 2.10
Traffic	Are the works likely to generate traffic to an extent that will strain the capacity of the existing road system in a local government area?	No		Section 2.10
Sewerage system	Will the works involve connection to a council owned sewerage system? If so, will this connection have a substantial impact on the capacity of any part of the system?	No		Section 2.10
Water usage	Will the works involve connection to a council owned water supply system? If so, will this require the use of a substantial volume of water?	No		Section 2.10
Temporary structures	Will the works involve the installation of a temporary structure on, or the enclosing of, a public place which is under local council management or control? If so, will this cause more than a minor or inconsequential disruption to pedestrian or vehicular flow?	No		Section 2.10
Road and footpath excavation	Will the works involve more than minor or inconsequential excavation of a road or adjacent footpath for which council is the roads authority and responsible for maintenance?	No		Section 2.10

Table 10 Local heritage items

Development type	Potential impact	Yes / No	If 'yes' consult with the relevant local council(s).	SEPP (Transport and Infrastructure) section
Local heritage	Is there is a local heritage item (that is not also a State heritage item) or a heritage conservation area in the study area for the works? If yes, does a heritage assessment indicate that the potential impacts to the heritage significance of the item/area are more than minor or inconsequential?	No		Section 2.11

Table 11 Flood liable land

Development type	Potential impact	Yes / No	If 'yes' consult with	SEPP (Transport and Infrastructure) section
Flood liable land	Are the works located on flood liable land? If so, will the works change flood patterns to more than a minor extent?	No		Section 2.12
Flood liable land	Are the works located on flood liable land? (to any extent). If so, do the works comprise more than minor alterations or additions to, or the demolition of, a building, emergency works or routine maintenance	No		Section 2.13

Note: Flood liable land means land that is susceptible to flooding by the probable maximum flood event, identified in accordance with the principles set out in the manual entitled Floodplain Development Manual: the management of flood liable land published by the New South Wales Government.

Table 11 Public authorities other than councils

Development type	Potential impact	Yes / No	If 'yes' consult with the relevant local council(s).	SEPP (Transport and Infrastructure) section
National parks and reserves	Are the works adjacent to a national park or nature reserve, or other area reserved under the <i>National Parks and Wildlife Act 1974</i> , or on land acquired under that Act?	No	DPE	Section 2.15
National parks and reserves	Are the works on land in Zone E1 National Parks and Nature Reserves or in a land use zone equivalent to that zone?	No	DPE	Section 2.15
Aquatic reserves and marine parks	Are the works adjacent to an aquatic reserve or a marine park declared under the <i>Marine Estate Management Act 2014</i> ?	No	Department of Industry	Section 2.15
Sydney Harbour foreshore	Are the works in the Sydney Harbour Foreshore Area as defined by the <i>Sydney Harbour Foreshore Authority Act 1998</i> ?	No	Sydney Harbour Foreshore Authority	Section 2.15
Bush fire prone land	Are the works for the purpose of residential development, an educational establishment, a health services facility, a correctional centre or group home in bush fire prone land?	No	Rural Fire Service	Section 2.15
Artificial light	Would the works increase the amount of artificial light in the night sky and that is on land within the dark sky region as identified on the dark sky region map? (Note: the dark sky region is within 200 kilometres of the Siding Spring Observatory)	No	Director of the Siding Spring Observatory	Section 2.15
Defence communications buffer land	Are the works on buffer land around the defence communications facility near Morundah? (Note: refer to Defence Communications Facility Buffer Map referred to in section 5.15 of Lockhart LEP	No	Secretary of the Commonwealth Department of Defence	Section 2.15

Development type	Potential impact	Yes / No	If 'yes' consult with the relevant local council(s).	SEPP (Transport and Infrastructure) section
	2012, Narrandera LEP 2013 and Urana LEP 2011).			
Mine subsidence land	Are the works on land in a mine subsidence district within the meaning of the <i>Mine Subsidence Compensation Act 1961</i> ?	No	Mine Subsidence Board	Section 2.15

SEPP (Precincts – Central River City) 2021 and SEPP (Precincts – Western Parkland City) 2021

Table 12 SEPP

Development type	Potential impact	Yes / No	If 'yes' consult with the relevant local council(s).	SEPP (Transport and Infrastructure) section
Clearing native vegetation	Do the works involve clearing native vegetation (as defined in the Local Land Services Act 2013) on land that is not subject land (as defined in cl 17 of schedule 7 of the <i>Threatened Species Conservation Act 1995</i>)?	No	Department of Planning and Environment	Section 3.24



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