

WestConnex - M4 Widening Major Civil Works

Pre-construction Compliance Report

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Contents

Glossary / Abbreviations	1
1 Introduction	1
1.1 Background	1
1.2 Purpose of this report	1
2 Pre-construction Activities	2
2.1 Nomination and approval of Environment Representative (ER)	2
2.2 Detailed Design Activities	2
2.3 Pre-construction field work activities	2
2.4 Community Consultation	3

Appendices

Appendix A Appointment of Environmental Representative	
Appendix B Conditions of Approval	
Appendix C Management measures from Environmental Impact Statement and Submission Report	

Glossary / Abbreviations

Term / Abbreviation	Meaning / Description
Ancillary facility	Temporary facility for construction, including for example an office and amenities compound, construction compound, batch plant (concrete or bitumen), materials storage compound, maintenance workshop, testing laboratory or material stockpile area.
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
Construction	<p>Includes all work in respect of the SSI other than:</p> <ul style="list-style-type: none"> a) survey works including general alignment survey and survey controls (including installation of global positioning system (GPS), repeater stations, survey of existing and future utilities or building/road dilapidation surveys. b) further investigations including investigative drilling, excavation or salvage; treatment of contaminated sites or work undertaken in accordance with a strategy or salvage operation required by the conditions of this approval. c) minor clearing or translocation of native vegetation, as identified in the Environmental Impact Statement, Submissions Report, or in accordance with approved strategies, plans, programs and other documents required by the conditions of this approval; d) establishing ancillary facilities/construction work sites (in locations meeting the criteria identified in the conditions of approval), or where criteria are not fully satisfied, those ancillary facility sites which have been assessed against criteria, and approved in accordance with Conditions D28 and D31. This includes the establishment of ancillary facilities access roads and the provision of services to the facility and installation of erosion and sedimentation controls. e) installation of environmental impact mitigation measures (including erosion and sedimentation control, temporary exclusion fencing for sensitive areas, and at-house acoustic treatment) and measures identified in approved strategies, plans, programs and other documents required by the conditions of this approval. f) property acquisition adjustment works including the installation of property fencing, demolition and removal of buildings; g) relocation of utilities; h) other activities determined by the Environmental Representative to have minimal environmental impact (e.g. minor access roads, minor adjustments to services/ utilities, temporary relocation of pedestrian and cycle paths and property access, etc); i) maintenance.

	<i>Note - work where heritage, threatened species, populations or endangered ecological communities would be affected that work is classified as construction, unless otherwise approved by the Secretary in consultation with the Office of Environment and Heritage</i>
D&C Deed	Design and Construct Deed
DP&E	Department of Planning and Environment
DPI	Department of Primary Industries (including Agriculture NSW, Fisheries NSW and NSW Office of Water)
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).
EIS	Environmental Impact Statement
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 team	Members of the RLJV's staff including sub-contractors authorised by the Environmental Manger to work on environmental issues related to the M4W Major Civil Works
Environmental Representative (ER)	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>
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence
ERG	Environmental Review Group – comprising representatives of WDA, Environmental Representative, Project delivery team, regulatory authorities (EPA, DPI – Fishing and Aquaculture, NOW) and councils (Holroyd,

	Parramatta, Auburn and Strathfield). 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.
ESA	Environmentally Sensitive Areas
EWMS	Environmental work method statements
SH&E	Safety, Health & Environment
IC	Independent Certifier
ITS	Intelligent Transport System
LCPL	Leighton Contractors Proprietary Limited
M4W Major Civil Works	That portion of the M4 Widening project which is the subject of this CEMP.
Minister, the	NSW Minister for Planning
Non-compliance	Failure to comply with the requirements of the Instrument of 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.
NSW Heritage Council	Heritage Council of NSW or its delegate.
NOW	(NSW) Office of Water
OEH	(NSW)Office of Environment and Heritage
Operation	Means the operation of the SSI, but does not include commissioning trials of equipment or temporary use of parts of the SSI during construction.
Project, the	WestConnex – M4W Major Civil Works
Project Team	Members of the M4W Major Civil Works RLJV staff including sub-contractors authorised by the Project Manager to work on the M4W Major Civil Works.
Proponent	The person or organisation that proposes carrying out a project or activity. The WestConnex Delivery Authority (WDA) was established by the NSW Government to deliver the WestConnex series of projects. The WDA is a public subsidiary corporation of the (NSW) Roads and Maritime Services (Roads and Maritime). Its role and functions are set out in Part 4A of the (NSW) Transport Administration (General) Regulation 2013. Roads and Maritime is the M4 Widening project proponent
RLJV	Rizzani de Eccher Australia Pty Ltd/Leighton Contractors Pty Ltd Joint Venture.
Roads and Maritime	(NSW) Roads and Maritime Services
RTA	(NSW) Roads and Traffic Authority (now Roads and Maritime Services)
Secretary of DP&E	Secretary of the Department of Planning and Environment.
SOPA	Sydney Olympic Park Authority
SMEC	SMEC Pty Ltd – RLJV design sub-contractor
SSI	State Significant Infrastructure as defined in the Instrument of Approval; <i>Widening and upgrading the M4 Motorway generally between Pitt Street,</i>

	<p><i>Parramatta and Holroyd and Homebush Bay Drive, Homebush West, including</i></p> <ul style="list-style-type: none"> - <i>Construction of a new two lane viaduct for westbound traffic, on the southern side of the existing viaduct structure between Church Street, Parramatta and Wentworth Street, Granville and reconfiguration of the traffic lanes on the existing viaduct structure to four lanes eastbound and two lanes westbound; and a new bridge/viaduct over Duck River at Auburn;</i> - <i>Widening of the existing motorway to the south of the westbound carriageway between Wentworth Street, Granville and Duck River, Auburn; and within the existing motorway corridor between Junction Street, Auburn and Homebush Bay Drive, Homebush to provide four traffic lanes westbound and four traffic lanes eastbound;</i> - <i>Construction of a new westbound G-loop on-ramp to the M4 Motorway from Homebush Bay Drive, Homebush and a new eastbound on-ramp to the M4 Motorway from Hill Road, Lidcombe;</i> - <i>Widening and/or lengthening of existing ramps at Church Street, James Ruse Drive, Silverwater Road, Hill Road and Homebush Bay Drive;</i> - <i>Provision of Intelligent Transport Systems (ITS) infrastructure for motorway operations;</i> - <i>Provision of road infrastructure and complementary technology services to support the future implementation of smart motorway operations.</i> - <i>Provision of tolling infrastructure such as gantries and control systems;</i> - <i>Provision of new and modified noise barriers and new asphalt wearing surface to the existing M4 Motorway.</i>
WDA	WestConnex Delivery Authority

1 Introduction

1.1 Background

WestConnex is a 33 kilometre tolled motorway linking the M4 at Parramatta with the central business district, airport and port precincts and the M5 at Beverly Hills. WestConnex is being delivered through a series of projects in three stages over 10 years:

Stage 1: M4 Widening – Parramatta to Homebush

Stage 1: M4 East – Homebush to Haberfield

Stage 2: New M5 – Beverly Hills to St Peters

Stage 2: New M5 King Georges Road Interchange Upgrade

Stage 3: M4-M5 Link – Haberfield to St Peters

WestConnex aims to accommodate the growing transport needs of greater Sydney and strengthen access for industry to commercial centres, improving growth opportunities for local businesses. It is also designed to stimulate urban renewal along the Parramatta Road corridor.

The NSW Government has established the WestConnex Delivery Authority (WDA) to deliver the WestConnex scheme. WDA has been established as an independent subsidiary agency of (NSW) Roads and Maritime Services (Roads and Maritime).

The M4 Widening is part of the first stage of the WestConnex scheme and involves the widening and upgrade of approximately 7.5 kilometres of the existing M4 Motorway between the Pitt Street overpass at Parramatta and Homebush Bay Drive, Homebush.

The M4 Widening was assessed as State significant infrastructure under Part 5.1 of the (NSW) Environmental Planning and Assessment Act 1979 (EP&A Act). An Environmental Impact Statement (EIS) was prepared and placed on public exhibition for 31 days between August and September 2014. Following consideration of submissions made during the exhibition period, the submissions report, including any changes to the proposal following consideration of submissions was submitted to the Minister for Planning seeking approval.

Approval of the M4 Widening was granted on 21 December 2014.

The Rizzani de Eccher Australia Pty Ltd/Leighton Contractors Pty Ltd Joint Venture, (RLJV) has been awarded the contract to design and construct the M4 Widening (M4W) Major Civil Works Project (the Project).

1.2 Purpose of this report

This report has been prepared and structured to address Condition of Approval (CoA) A12 (c) (i) of the M4 Widening Instrument of Approval, which outlines the requirements for a Compliance Tracking Program and associated Pre-Construction Compliance Report.

This report addresses compliance with pre-construction CoA and provides current information for CoAs relevant to construction and operational phases of the project – refer to **Appendix B**. Additionally, a compliance status update for management measures documented in the EIS and Submission Report is provided in **Appendix C**.

2 Pre-construction Activities

2.1 Nomination and approval of Environment Representative (ER)

In accordance with CoA D1, Ashley Robinson from GHD Pty Ltd was approved as the Environmental Representative for the project by the Secretary of Department of Planning and Environment (DP&E) (under delegation) on 9th February 2015. The approval letter is attached in **Appendix A**.

2.2 Detailed Design Activities

Detailed design elements underway prior to the commencement of construction include:

- Engagement of Flood Mitigation Strategy Peer Reviewer and completion of the Flood Mitigation Strategy
- Engagement of Proof Engineer
- Development of Urban Design and Landscape Plan
- Detailed design development for design elements including drainage, concrete elements pre-cast yard and structures (bridges and noise walls)

In addition to the fortnightly Project Design Group (PDG) meetings, the following technical meetings and Design-related consultation workshops have been held (attendees provided in brackets):

- Transport for NSW (TfNSW) meeting (RLJV, WDA, SMEC, TfNSW);
- Sydney Trains meeting (RLJV, WDA, Sydney Trains);
- Safety in design workshop (RLJV, SMEC, DEAL (bridge designers), Coffey, WDA, Independent Certifier (IC));
- Risk and opportunity workshop (RLJV, SMEC, DEAL, Coffey, WDA, IC);
- Flood mitigation workshop (RLJV, SMEC, WDA); and
- Duck River Bridge meeting (RLJV, DEAL, WDA, IC).

2.3 Pre-construction field work activities

Essential pre-construction activities have commenced to enable detailed design to progress, along with other field activities that need to occur prior to the commencement of construction of the M4 Widening major civil works. These include;

- Survey works;

- Geotechnical and hydrological investigation;
- Contamination investigation; and
- Utility location activities.

The above activities have occurred between Pitt Street, Parramatta and Homebush Bay Drive, Homebush, this includes at locations beneath the M4 Motorway; locations adjacent to the Motorway and within the median on the Motorway.

2.4 Community Consultation

As outlined in Section 2.3 pre-construction activities have commenced. As such community notifications for field works have been distributed. The notifications included letters provided to Local Councils for dissemination. The following Local Councils were provided with letter notifications:

1. Holroyd City Council
2. Parramatta City Council
3. Strathfield Council
4. Auburn City Council

Approximately six hundred (600) letterbox drops were also undertaken to residents along the alignment potentially affected by works. The pre-construction activities commenced on Monday 12 January and were completed during May 2015. There have been no enquiries or complaints received about traffic management or delays to date.

APPENDIX A – Appointment of Environmental Representative (DP&E Correspondence)

APPENDIX B – Conditions of Approvals

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
A1	In addition to meeting the specific performance criteria established under this approval, the Proponent 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.	All Stages	Both specific performance criteria and reasonable and feasible measures have been incorporated into the Projects system documentation including the Construction Environmental Management Plan (CEMP). Ongoing compliance with the CEMP and other associated documents shall be tracked throughout the construction and operational (where applicable) phases of the project.
A2 (a-d)	The Proponent shall carry out the SSI generally in accordance with the: (a) State significant infrastructure application SSI-6148 (b) WestConnex M4 Widening Environmental Impact Statement, prepared by SMEC Australia and dated 7 August 2014; (c) WestConnex M4 Widening Submissions Report, prepared by SMEC Australia and dated October 2014; and (d) conditions of this approval.	All Stages	The CEMP and associated sub plans include the relevant management measures required to undertake the project in accordance with the requirements of CoA A2(a-d). The Compliance Tracking Program (CTP) is the document that is used to describe how compliance shall be monitored and tracked. A Pre-Construction Compliance Report (this report) has been submitted to DP&E. In accordance with the requirements of the condition, Quarterly Compliance Reports and a Pre-Operational Compliance Report will be submitted to DP&E to provide regular updates on compliance for the project. Compliance with this condition is ongoing throughout the M4 Widening project works.
A3 (a & b)	In the event of an inconsistency between: (a) the conditions of this approval and any document listed from condition A2(a) to A2(c) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and (b) any document listed from condition A2(a) to A2(c) inclusive, and any other document listed from condition A2(a) to A2(c) inclusive, the most recent document shall prevail to the extent of the inconsistency.	All Stages	Noted and shall be implemented throughout construction and operation of the project. Compliance with this condition is ongoing throughout the M4 Widening project works.
A4	The Proponent shall comply with any reasonable requirement(s) of the Secretary arising from the Department's assessment of: (a) any reports, plans or correspondence that are submitted in accordance with this approval; and (b) the implementation of any actions or measures contained within these reports, plans or correspondence.	All Stages	Noted and shall be implemented throughout construction and operation of the project. Compliance with this condition is ongoing throughout the M4 Widening project works.
A5	This approval shall lapse ten years after the date on which it is granted, unless works that are the subject of this project approval are physically commenced on or before that date	All Stages	Noted.
A6	The Proponent 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 Proponent to obtain, renew or comply with such licences, permits or approvals.	All Stages	Appendix A1 of the CEMP contains a full list of applicable legislation and associated permits, licences or approvals. The Project team will obtain all necessary licenses and approvals relevant to the M4 Widening project. An Environment Protection Licence (EPL) in accordance with the Protection of the Environment Operations Act 1997 was obtained by Leighton Contractors Pty Ltd as part of the RLJV on the 20 th April 2015. A copy of the EPL is available on the EPA, WDA and Leighton Contractor websites. In accordance with CoA C4 (d), licenses, approvals and permits will be displayed on the project website.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
A7	<p>The Proponent may elect to construct and/ or operate the SSI in stages. Where staging is proposed, the Proponent shall submit a Staging Report to the Secretary prior to the commencement of the first proposed stage. The Staging Report shall provide details of:</p> <p>(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</p> <p>(b) details of the relevant conditions of approval, which would apply to each stage and how these shall be complied with across and between the stages of the SSI.</p> <p>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).</p>	All Stages	The project will not be staged, thus a Staging Report is not applicable.
A8	<p>The Proponent shall ensure that all plans, sub-plans and other management documents required by the conditions of this approval and relevant to each stage (as identified in the Staging Report) are submitted to the Secretary no later than one month prior to the commencement of the relevant stages, unless otherwise agreed by the Secretary. Notes:</p> <ul style="list-style-type: none"> • While any strategy, plan or program may be submitted on a progressive basis, the Proponent 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. 	All Stages	<p>RLJV and WDA developed a document development, review and submission program to achieve the required timeframes. This program was provided to DP&E.</p> <p>The following plans were submitted to the Secretary of DP&E a minimum of one month prior to commencement of construction;</p> <ul style="list-style-type: none"> - CEMP (CoA D31) (submitted 7/4/15) - CEMP – Sub plans (CoA D32) (submitted 7/4/15) - Water Quality Plan and Monitoring Program (CoA B7) (submitted 7/4/15) - Community Involvement Management Plan (including the Community Communication Strategy) (CIP) (CoA C1) (submitted 8/4/15) - Pre-Construction Compliance Report (CoA A12(c) i) (submitted 8/4/15) - Compliance Tracking Program (CoA A12) (submitted 8/4/15) <p>With agreement from DP&E the Flood Mitigation Strategy (CoA B5) was submitted on the 21st May 2015. Additionally, the Soil Contamination Report (CoA B8) was provided to DP&E on the 4th May 2015</p> <p>The Urban Design and Landscape Plan (CoA B26) will be submitted to the Secretary (pending agreement) by the 10th June 2015.</p>
A9	<p>The Proponent shall ensure that employees, contractors and sub-contractors are aware of, and comply with, the requirements of the conditions of this approval relevant to their respective activities.</p>	All Stages	<p>All RLJV employees and subcontractors shall attend training and awareness sessions outlining relevant project requirements in accordance with CEMP Section 5. Along with ongoing and regular inspections and monitoring, all construction works associated with the project will be audited on a three (3) monthly basis to verify compliance with all approval, legal and other requirements. The Project team will prepare a three (3) monthly construction compliance reports that will be submitted to DP&E and provided to other relevant government authorities, and made publicly available through the project website.</p>
A10	<p>The Proponent 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.</p>	All Stages	<p>All RLJV employees, subcontractors and visitors shall attend training and awareness sessions prior to entering site as outlined in Section 5 of the CEMP. For example, project the induction is mandatory for all RLJV personnel. Visitors will undertake a visitor induction prior to entering site.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
A11	<p>In the event of a dispute between the Proponent and a public authority, in relation to an applicable requirement in this approval or relevant matter relating to the activity, 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.</p>	All Stages	<p>Disputes are managed in accordance with Section 9 of the CIP. No disputes which require DP&E resolution have occurred to date.</p>
A12	<p>The Proponent shall develop and implement a Compliance Tracking Program to track compliance with the requirements of this approval. The Program shall be submitted to the Secretary for approval prior to the commencement of construction and operate for a minimum of 18 months following commencement of operation, subject to the Secretary's review of the outcomes of the Independent Environmental Audit Report referred to in condition E9. The operation of the program may be extended if the Secretary determines that there has been unsatisfactory compliance.</p> <p>The Program shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) provisions for the notification of the Secretary prior to the commencement of construction and prior to the commencement of operation of the SSI (including prior to each stage, where works are being staged); (b) provisions for periodic review of the compliance status of the SSI against the requirements of this approval; (c) provisions for periodic reporting of compliance status to the Secretary, including but not limited to: <ul style="list-style-type: none"> (i) a Pre-Construction Compliance Report prior to the commencement of construction; (ii) quarterly Construction Compliance Reports, for the duration of construction; and (iii) a Pre-Operation Compliance Report prior to the commencement of operation; (d) a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems; (e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents; (f) provisions for reporting environmental incidents to the Secretary during construction, in accordance with conditions A13 and A14; (g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and (h) provisions for ensuring all employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities. 	All Stages	<p>A Compliance Tracking Program (CTP) has been developed and submitted to DP&E a minimum of one month prior to the commencement of Construction (submitted 8th April 2015). The CTP was approved by DP&E on the 13th May 2015.</p> <p>This report addresses CoA A12 (c) (i). As requested by DP&E, an updated Pre-Construction Compliance Report including pre-construction approvals has been prepared (this report) and shall be issued to DP&E prior to or within one week of commencement of construction.</p>
A13	<p>The Proponent shall notify the EPA in relation to any pollution incident in carrying out the SSI as required by the Protection of the Environment (Operations) Act 1997 as required by that Act. The Proponent shall provide the Secretary with a record of any such notification.</p>	All Stages	<p>N/a to date. The requirement of EPA notification and Secretary notification has been included in Section 7 of the CEMP. Notifications shall occur in accordance with the CEMP during Construction as necessary.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
A14	The Proponent shall notify the Secretary (using the contact name and phone number notified by the Department from time to time) of any incident (other than those relating to the Protection of the Environment (Operations) Act 1997) with actual or potential significant off-site impacts on people or the biophysical environment within 24 hours of becoming aware of the incident on weekdays, or the following business day on weekends. The Proponent shall provide full written details of the incident to the Secretary within seven days of the date on which the incident occurred.	All Stages	N/a to date. This requirement has been included in Section 7 of the CEMP. Notifications shall occur in accordance with the CEMP during Construction as necessary.
A15	The Proponent 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 A14, within such period as the Secretary may require.	All Stages	N/a to date. This requirement has been included in Section 7 of the CEMP.
B1	Except as may be provided by an EPL, the SSI shall be constructed and operated to comply with section 120 of the Protection of the Environment Operations Act 1997, which prohibits the pollution of waters.	All Stages	In addition to the detail design phase which incorporates measures to avoid operational water pollution, a Soil and Water Management Plan (SWMP) (refer Appendix B4 of the CEMP) will be implemented during Construction which includes environmental measures to control and manage construction water. Site specific environmental work method statements shall also be developed for works near waterways and construction methodologies implemented to avoid water pollution events. Ongoing consultation with the EPA and other environmental management professionals shall be carried out during Construction via regular site inspections and documentation review processes.
B2	Watercourse crossings, including temporary work platforms, waterway crossings and/or coffer dams, shall be designed and constructed in consultation with the DPI (Fisheries), EPA, and NOW, 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 Stages	This requirement has been incorporated into the SWMP (refer Appendix B4 of the CEMP). Any proposed work platforms/ temporary crossings or coffer dams shall be designed in accordance with the referenced documents.
B3	Drainage swales are to be constructed outside of areas of marine vegetation (i.e. mangrove and saltmarsh habitat).	All Stages	Drainage swales have been designed so that they will not be constructed in areas of marine vegetation (Reference: WestConnex Stage 1A: M4 Widening Design Report: Drainage and Water Quality Developed Concept Design M4W-DR-001-RPT-0001).
B4	The bridge over the Duck River shall be designed to minimise, as far as is feasible and reasonable, the number of piers within the bed and banks of the river. Where feasible and reasonable, pier locations should be located alongside existing bridge piers.	All Stages	As far as feasible and reasonable, the bridge over Duck River has been designed to minimise the number of piers within the bed and banks of the river. (Reference: WestConnex Stage 1A: M4 Widening Design Report: Bridges Developed Concept Design M4W-BR-004-RPT-DCD-0001)

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B5	<p>A Flood Mitigation Strategy shall be prepared and the SSI shall be designed to ensure that the SSI, where feasible and reasonable, does not worsen existing flooding characteristics in the vicinity of the SSI. The Strategy shall include but not be limited to:</p> <p>(a) the identification of flood risks to the SSI and adjoining areas, including remodelling and the consideration of local drainage catchment assessments, and climate change implications on rainfall, drainage and tidal characteristics. This must consider blockages of waterway structures from floating debris in its flood level modelling;</p> <p>(b) the identification of design and mitigation measures that would be implemented to protect proposed operations and not worsen existing flooding characteristics within and in the vicinity of the project boundary, particularly within the A'Becketts Creek catchment during construction and operation, including soil erosion and scouring;</p> <p>(c) consideration of limiting flooding characteristics to the following levels:</p> <p>i) a maximum increase in inundation time of one hour in a 1 in 100 year ARI rainfall event;</p> <p>ii) a maximum increase of 10mm in inundation at properties where floor levels are currently exceeded in a 1 in 100 year ARI rainfall event; and</p> <p>iii) a maximum increase of 50mm in inundation at properties where floor levels would not be exceeded in a 1 in 100 year ARI rainfall event.</p> <p>or else provide alternative flood mitigation solutions consistent with the intent of these limits;</p> <p>(d) the identification of 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;</p> <p>(e) a dam failure assessment on the retarding basin at Reach E, including demonstration of sufficient drainage capacity in the event of an insufficient spillway;</p> <p>(f) identification of drainage system upgrades; and</p> <p>(g) identification of the timing and maintenance responsibility of any necessary works.</p> <p>The strategy shall be prepared by a suitably qualified and experienced person in consultation with directly affected landowners, the Department of Primary Industries (Office of Water), the Office of Environment and Heritage and Relevant councils.</p> <p>The Strategy shall be peer reviewed and confirmed as meeting the requirements of this condition by an independent and a suitably qualified hydrological engineer approved by the Secretary. The Strategy shall be submitted to the Secretary and Relevant councils prior to the commencement of construction, or as otherwise agreed by the Secretary.</p>	<p>Prior to Construction or as otherwise agreed by the Secretary</p>	<p>The Flood Mitigation Strategy has been prepared in consultation with relevant councils (Holroyd City & Parramatta City), directly affected landowners, the Department of Primary Industries (Office of Water) and the Office of Environment and Heritage.</p> <p>DP&E approved, on 03/03/15, the nominated Hydrologic Engineers, Ian Rath and Luiz Segundo from Hyder Consulting Pty Ltd to peer review and confirm that the Strategy meets the requirements of CoA B5.</p> <p>With agreement from DP&E, the draft Strategy was submitted to the Secretary of DP&E on the 21st May 2015, with the final strategy scheduled to be submitted 12th June 2015.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
B6	All relevant information shall be provided to the Relevant council and/ or NSW State Emergency Service, to assist in the preparation of 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.	Prior to Construction (or as per B5)	The Flood Mitigation Strategy has been provided to Parramatta City and Holroyd City Councils and the NSW State Emergency Service on the 20 th May and 22 nd May respectively to assist in the preparation of any new or necessary update(s) to the relevant plans and documents in relation to flooding.
B7	<p>A Water Quality Plan and Monitoring Program shall be prepared and implemented to ensure that the project is designed and constructed to meet condition B1 and to monitor impacts on surface and groundwater quality and resources and wetlands, during construction and operation. The Plan and Program shall be developed in consultation with the EPA, DPI (Fishing and Aquaculture), NOW, SOPA, and councils and shall include but not necessarily be limited to:</p> <p>(a) identification of surface and groundwater quality monitoring locations (including watercourses, waterbodies and wetlands) which are representative of the potential extent of impacts from the SSI;</p> <p>(b) 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;</p> <p>(c) the presentation of water quality standards and parameters having regard to the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000 (Australian and New Zealand Environment Conservation Council, 2000);</p> <p>(d) identification of environmental management measures relating to surface and groundwater during construction and operation, including sediment and stormwater management measures consistent with Water Sensitive Urban Design measures, where relevant;</p> <p>(e) representative background monitoring of surface and groundwater quality parameters 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 one year following the completion of construction. If impacts are identified after one year of monitoring, continue monitoring for a further two years 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 vegetation swales);</p> <p>(g) contingency and ameliorative measures in the event that adverse impacts to water quality are identified; and</p> <p>(h) reporting of the monitoring results to the Secretary, EPA, DPI and NoW.</p> <p>The Plan and Program shall be submitted to the Secretary for approval prior to the commencement of construction of the SSI, or as otherwise agreed by the Secretary. A copy of the Plan and Program shall be submitted to the EPA, DPI (Fishing and Aquaculture), NOW and councils prior to its implementation.</p>	All stages	<p>A Water Quality Plan and Monitoring Program has been developed as part of the SWMP (Appendix B4 of the CEMP) and in consultation relevant stakeholders. The stakeholders consulted include:</p> <ul style="list-style-type: none"> • Department of Primary Industries (Office of Water) • Department of Primary Industries (Fisheries and Aquaculture) • Environment Protection Authority • Auburn City Council • Holroyd City Council • Strathfield Council • Parramatta City Council • Sydney Water • Sydney Olympic Park Authority <p>A copy of the final Plan and Program has been provided to the EPA, DPI (Fishing and Aquaculture), NOW and councils prior to its implementation – provided on the 22nd May 2015.</p> <p>The Plan and Program was approved by DP&E on the 13th May 2015.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
B8	<p>Prior to the commencement of site preparation and excavation activities, or as otherwise agreed by the Secretary, in areas identified in the Phase II Contamination and Acid Sulfate Soil Investigation and Assessment WestConnex – M4 Widening (GHD, 2013) as being potentially contaminated, a Soil Contamination Report shall be prepared by a suitably qualified person(s) in accordance with the requirements of the Contaminated Land Management Act 1997 and associated guidelines, detailing the outcomes of Phase 2 contamination investigations within these areas. The Report shall detail, where relevant, whether the soil is suitable (for the intended land use) or can be made suitable through remediation and/or outline the potential contamination risks from the project to human health and receiving waterways.</p> <p>For land to be disturbed by the SSI, 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 Report and incorporated into the Construction Environmental Management Plan required under conditions D31 and D32. Should a remediation strategy be required, the Report shall include a remediation plan for addressing the disturbed area, and how the environmental and human health risks will be managed during the disturbance, remediation and/or removal of contaminated soil or groundwater.</p> <p>If required, the Report shall be accompanied by a Site Audit Statement(s), prepared by an accredited Site Auditor under the Contaminated Land Management Act 1997, verifying that the disturbed area has been or can be remediated to a standard consistent with the intended land use. A final Site Audit Statement(s), if required, shall be prepared by an accredited Site Auditor, certifying that the contaminated disturbed areas have been remediated to a standard consistent with the intended land use and shall be submitted to the Secretary and Relevant council's prior to operation of the site.</p>	<p>Prior to commencement of site preparation and excavation occurring – Construction phase</p>	<p>A Soil Contamination Report has been prepared by Coffey Geotechnics Pty Ltd in accordance with the Contaminated Land Management Act 1997 and associated guidelines to meet the requirements of condition B8. The report was provided to the Secretary prior to commencement of site preparation and excavation activities – 4th May 2015.</p>
B9	<p>The Proponent shall not destroy, modify or otherwise physically affect any heritage items outside the SSI footprint.</p>	<p>Ongoing throughout construction</p>	<p>Measures to prevent damage to heritage items have been incorporated into the Heritage Management Plan (Appendix B5 of the CEMP). These include heritage items shown on environmentally sensitive area maps, delineation of heritage items, avoiding using vibration equipment in close proximity to buildings and vibration monitoring. Compliance will be tracked using the CTP during Construction and reported quarterly in accordance with CoA A12.</p>
B10	<p>The Proponent shall implement recommendations 1 to 5 of the WestConnex M4 Widening Project Pitt Street, Parramatta to Homebush Bay Drive, Homebush, Non-Indigenous Heritage Assessment and Statement of Heritage Impacts, Artefact Heritage, July 2014.</p>	<p>Prior to Construction Ongoing throughout construction</p>	<p>These measures have been incorporated into the Heritage Management Plan (Appendix B5 of the CEMP). Compliance monitoring of this condition will be ongoing during Construction.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
B11	Prior to conducting acoustic treatment at any heritage items in accordance with this approval, the Proponent shall obtain and implement the advice of an appropriately qualified and experienced built heritage expert to ensure any such work is carried out in a manner sympathetic to the heritage values of the item.	Prior to conducting acoustic treatments – Construction Phase	N/a to date. Any work required at any heritage item will be done in accordance with the Heritage Management Plan (Appendix B5 of the CEMP).
B12	The SSI is to be designed with the objective of minimising adverse changes to existing access arrangements and services for other transport modes. This includes minimising impacts to public transport bus services (speed and reliability) and the implementation of bus priority measures, where feasible and reasonable, in consultation with Transport for NSW.	Design Phase	The Traffic and Access Management Plan (TAMP) (refer Appendix B1 of the CEMP) describes the process for maintaining access arrangements during the Project. Compliance with this condition will be reported quarterly in accordance with the CTP.
B13	The SSI shall be designed to minimise impacts on future opportunities to improve pedestrian and cycle connectivity across and adjacent to the project.	Design Phase	Noted. The Project has been designed to minimise impacts on future opportunities to improve pedestrian and cycle connectivity across and adjacent to the Project, reference: Design Report: Main Alignment and Local Roads (M4W-RD-001-RPT-0001).
B14	In relation to new or modified local road, parking, pedestrian and cycle infrastructure, the SSI shall be designed: (a) in consultation with the relevant roads authority; (b) to 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 be endorsed by an suitably qualified and experienced person that has considered the above matters.	Design Phase	Noted: The Project has been designed to meet condition B14, for new or modified local road, parking, pedestrian and cycle infrastructure, reference: Design Report: Main Alignment and Local Roads (M4W-RD-001-RPT-0001). Consultation with the relevant road authorities is scheduled to occur in mid May 2015 prior to endorsement of the design by a suitably qualified and experienced person.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
B15	<p>Within 12 months of the SSI approval, or as otherwise agreed by the Secretary, the Proponent shall prepare a Road Network Performance Mitigation Plan in consultation with relevant Councils that includes:</p> <p>(a) an updated analysis, including modelling of traffic impacts to the adjoining road network, as a consequence of the SSI. This shall include a review of new information available about potential land use changes, including those associated with Auto Alley and the Carter Street and Wentworth Point Urban Activation Precincts;</p> <p>(b) an updated description and explanation of the extent of SSI improvements and the area of affected road network considered in the updated analysis and its consistency or otherwise with the affected network considered in Chapter 7 of the WestConnex M4 Widening, Traffic and transport working paper – working paper 4, August 2014, Jacobs AECOM. Notwithstanding, the Birnie Avenue / Parramatta Road intersection is to be considered in the updated analysis as part of the adjoining road network</p> <p>(c) updated consideration of potential mitigation measures to manage any predicted traffic performance deficiencies, including bus priority measures and management measures to minimise toll avoidance, particularly for heavy vehicles;</p> <p>(d) the predicted traffic performance improvements from these measures, including any cumulative improvements;</p> <p>(e) justification of why the predicted ‘do minimum’ performance of any intersection on the adjoining road network cannot be maintained (if necessary); and</p> <p>(f) an updated description and proposed timing of potential mitigation measures (including bus priority measures to address condition B12).</p> <p>The purpose of the Mitigation Plan is to manage the performance impacts of the SSI on the adjoining road network by identifying or confirming mitigation improvements that could be required in areas where traffic performance may be unsatisfactory at time of completion of construction.</p> <p>The Proponent is responsible for the implementation of the identified measures, if required. The Mitigation Plan shall be provided to the Secretary, Relevant Councils and be made publicly available.</p> <p>Note: Identified mitigation measures may need to be further assessed under the Environmental Planning and Assessment Act, 1979. Works will need to meet relevant design standards and be subject to independent road safety audits.</p>	<p>Within 12 months of the SSI approval, or otherwise agreed by the Secretary</p>	<p>Noted. This Plan will be prepared in accordance with the condition within 12 months of the SSI approval - by 21 December 2015.</p>
B16	<p>The Proponent shall liaise with Parramatta Council during detailed design in relation to improved integration of the motorway with the local and regional road network, with the objective of identifying future road network connections that should not be precluded by the development of the SSI. The outcomes of this consultation will be reported and incorporated in the Road Network Performance Mitigation Plan required by condition B15.</p>	<p>Design Phase</p>	<p>Noted. Roads and Maritime Services is intending to liaise with Parramatta Council in accordance with this CoA during detailed design of the project.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
B17	<p>Within 12 months of operation, the Proponent shall prepare a Hill Road Options Review for a westbound off ramp and associated works at the Hill Road interchange. This review shall be prepared in consultation with relevant stakeholders including, but not limited to the Department, Sydney Olympic Park Authority, the relevant Council, community groups, business associations and major landowners within the Sydney Olympic Park, Carter Street and Wentworth Point precincts, and include, but not necessarily be limited to:</p> <p>(a) consideration of land use changes in the vicinity of the interchange, including the Carter Street and Wentworth Point Urban Activation Precincts and associated traffic implications;</p> <p>(b) options for a westbound off ramp and associated works at Hill Road, or alternative works that provide access to or near Hill Road; and</p> <p>(c) potential delivery mechanisms and timing.</p> <p>The Review shall be provided to the Secretary, stakeholders and be made publicly available.</p>	Operation	Not applicable at this time.
B18	<p>Within 12 months of SSI approval, the Proponent shall, in consultation with the relevant Council, prepare a report on any additional interchange / intersection works / treatments at the Hill Road and Silverwater Road off-ramps and associated intersections necessary to minimise queuing back on to the main M4 carriageway. The report shall be submitted to the Secretary outlining any identified options for improvements to the functioning of these interchanges. If the preferred option identifies additional works, these works are to be completed prior to operation or as otherwise agreed to by the Secretary.</p> <p>Note: Identified mitigation measures that are not consistent with the environmental impacts described in the documents listed in condition A2, will need to be further assessed under the Environmental Planning and Assessment Act, 1979. Works will need to meet relevant design standards and be subject to independent road safety audits.</p>	Construction	Noted. This Report will be prepared in accordance with the condition within 12 months of the SSI approval – by 21 December 2015.
B19	The clearing of native vegetation shall be minimised with the objective of reducing impacts to any threatened species or Endangered Ecological Communities to the greatest extent practicable. Impacted vegetation shall be rehabilitated with endemic species to the greatest extent practicable.	Construction	Minimal clearing widths have been incorporated into the detailed design.
B20	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 Stages	This requirement has been incorporated into the Waste and Energy Management Plan (Appendix B7 of the CEMP). N/a to date. Compliance monitoring of this condition will be ongoing during Construction.
B21	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 Stages	This requirement has been incorporated into the Waste and Energy Management Plan (Appendix B7 of the CEMP). Compliance monitoring of this condition will be ongoing during Construction.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
B22	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 Stages	This requirement has been incorporated into the Waste and Energy Management Plan (Appendix B7 of the CEMP). Compliance monitoring of this condition will be ongoing during Construction.
B23	All waste materials removed from the SSI site shall only be directed to a waste management facility or premises lawfully permitted to accept the materials.	All Stages	This requirement has been incorporated into the Waste and Energy Management Plan (Appendix B7 of the CEMP). Compliance monitoring of this condition will be ongoing during Construction.
B24	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 Proponent.	All Stages	A number of services have been identified for relocation to date. Pre-construction utility location works have been carried out in consultation with all relevant utility providers. These include; Optus, Jemena, Telstra, Viva Energy, Caltex and Shell Fuel Line, Freyssinet - Qenos Ethylene Gas Pipeline, Ausgrid, Endeavour Air and Sydney Water. All relocation and protection works shall continue to be carried out in consultation and via approvals from relevant stakeholders.
B25	The Proponent, in consultation with Relevant councils, shall where feasible and reasonable, implement the urban design objectives and principles, giving consideration to the opportunities, design strategies and design elements identified in WestConnex M4 Widening, Pitt Street, Parramatta to Homebush Bay Drive, Homebush, Urban Design Concept, Landscape Character and Visual Impact Assessment Report, Ki Studio, July 2014. Where an urban design principle or objective is not considered feasible or reasonable, this will be clearly demonstrated to the Secretary in conjunction with the submission of the Urban Design and Landscape Plan required by condition B26.	Prior to commencement of permanent built works and/or landscaping	Noted. The preparation of the Urban Design and Landscape Plan (UDLP) has commenced and where feasible and reasonable will detail the implementation of the urban design objectives and principles as required by condition B25. Consultation with the relevant Councils is scheduled to occur in June/ July 2015 prior to the finalisation of the plan. Pending agreement of DP&E, the UDLP is scheduled to be submitted to the Secretary on 27 th July 2015.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
B26	<p>Prior to the commencement of permanent built works and/ or landscaping, or as otherwise agreed by the Secretary, an Urban Design and Landscape Plan shall be prepared and implemented (following approval) for the SSI. The Plan shall be prepared by suitably qualified and experienced person(s), in consultation with the relevant Council and community, for the approval of the Secretary. The Plan shall present an integrated urban and landscape design for the SSI, and shall include, but not necessarily be limited to:</p> <p>(a) identification of design objectives, principles and standards based on:</p> <p>iv) local environmental and heritage values, v) urban design context, vi) sustainable design and maintenance, vii) community safety, amenity and privacy, including ‘safer by design’ principles where relevant; viii) relevant design standards and guidelines; and ix) the urban design objectives and principles outlined in WestConnex M4 Widening, Pitt Street, Parramatta to Homebush Bay Drive, Homebush, Urban Design Concept, Landscape Character and Visual Impact Assessment Report, Ki Studio, July 2014;</p> <p>(b) landscaping opportunities to mitigate visual impacts of the viaduct section. (c) the location of existing vegetation and proposed landscaping (including use of endemic and advanced tree species where practicable). Details of species to be replanted/ revegetated shall be provided, including their appropriateness to the area and habitat for threatened species (including rehabilitation of riparian and wetland vegetation); (d) a description of disturbed areas (including compounds) and details of the strategies to progressively rehabilitate, regenerate and/ or revegetate these areas; (e) design features, built elements, lighting and building materials(including noise walls); (f) opportunities for use of space underneath viaducts for community or public recreation purposes; (g) an assessment of the visual screening effects of existing vegetation and the proposed landscaping and built elements. Where receivers have been identified as likely to experience high visual impact as a result of the SSI, the Proponent shall in consultation with affected receivers, identify opportunities for providing at-receiver landscaping to further screen views of the SSI. Where agreed to 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) 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 (j) evidence of consultation with the relevant Council and community on the proposed urban design and landscape measures prior to its finalisation.</p> <p>Note:</p> <ul style="list-style-type: none"> • The Plan may be submitted in stages to suit a staged construction program of the SSI. 	<p>Prior to commencement of permanent built works and/or landscaping</p>	<p>HBO+EMTB, urban design and landscape designer registered with the Board of Architects has been engaged by RLJV to prepare the UDLP in accordance with condition B26. In accordance with the CoA, the UDLP will be submitted for the approval of the Secretary prior to the commencement of permanent built works and/or landscaping or as otherwise agreed. The target date for submission to the Secretary is 27th July 2015.</p> <p>Compliance with CoA B26 is detailed as follows in the UDLP;</p> <p>a) Included in Chapter (i) “Project Objectives” and Chapter (i) B “Urban Design Objectives and Principles”.</p> <p>b) Included in Chapter (vi) Landscape Design</p> <p>c) Included in Chapter (vi) Landscape Design,</p> <p>d) Included in Chapter (vi) Landscape Design,</p> <p>e) Included in Chapter (ii) Bridges, Chapter (iii) Retaining Wall Structures and Chapter (v) Noise Barriers.</p> <p>f) Some spaces under the new viaduct are suitable for community or public recreation purposes; however these works are to be finalised following consultation and review of the works.</p> <p>g) an assessment of the visual screening effects of existing vegetation and the proposed landscaping and built elements is included in:</p> <ul style="list-style-type: none"> - Chapter (i) A.4 Contextual Route Analysis - Landscape Character Zones discusses the extent of existing vegetation screening between the alignment and neighbouring areas. - Chapter (i)B.4 Urban Design Concept Plans illustrate and note the location of all new structure/built elements and any associated proposed landscaping/screening vegetation. -Chapter (vi) Landscape Design colour plans and typical cross sections illustrates the planting proposed along the corridor and in particular the planting approach proposed adjacent to new retaining and noise walls, adjacent to the viaduct and other bridges and at ramps and intersections. <p>h) Included in Chapters (ii) Bridges, (iii) Retaining Wall Structures, (iv) Earthworks, Landform and Slope Stabilisation, (v) Noise Barriers and (vi) Landscape Design.</p> <p>(i) Included in the Monitoring and Maintenance procedures for the rehabilitated vegetation and landscaping. Refer to Section (vi) Landscaping Maintenance Plan.</p> <p>(j) Consultation with relevant councils is scheduled to occur in June/July 2015, prior to submission of the document to DP&E.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
B27	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 Proponent. This condition is not intended to limit any claims that the landowner may have against the Proponent.	All Stages	Noted. Construction management systems and associated construction method statements shall be developed to avoid damage during the construction phase. No damage has been caused to date. Compliance monitoring of this condition will be ongoing during Construction in accordance with the CEMP.
B28	The Proponent shall construct and operate the SSI with the objective of minimising light spillage to residential properties and be generally consistent with the requirements of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting.	All Stages	The street lighting design has been developed to meet the requirements of condition B28 which requires light spillage to residential properties to be minimised and be generally consistent with AS4282-1997 (reference: UL002 Street Lighting – Local Roads).
B29	Residential properties that are affected by overshadowing from the final detailed design of the viaduct structure of the SSI between Wentworth Street and Church Street, Granville (including and noise mitigation measures attached to the viaduct are to receive a minimum of three (3) hours of direct sunlight in habitable rooms and in at least 50% of the principal private open space area between 9.00am and 3.00pm on 21 June. Such properties shall be identified for further consideration in a Solar Access and overshadowing Report. Where existing residential development currently receives less than this requirement, existing access to sunlight should not be unreasonably reduced. Where affected properties include dwellings held under strata or community title, this condition shall be interpreted in relation to individual units within those properties. Where affected properties are undeveloped / have been subdivided, overshadowing shall not unreasonably limit the development potential of that land. Solar access shall be retained such that a permissible development could be constructed in compliance with the solar access criteria contained above.	Construction (within 6 months of SSI approval)	The Proponent has engaged Cloustons Associates to undertake an overshadowing assessment and prepare a Solar Access and Overshadowing Report, in accordance with the requirements of CoA B29 and B30. This report is required to be provided to the Secretary within six months of SSI approval. WDA has advised DP&E that preparation of this report is ongoing and has requested an extension for submission to DP&E to 31 July 2015. DP&E has noted this request from WDA.
B30	The Proponent shall prepare a Solar Access and Overshadowing Report to confirm compliance with the requirements of condition B29. This report shall include: (a) Identification of potentially affected properties; and (b) Assessment of the detailed design's compliance at each property, informed by: i) a review of the habitable rooms within structures; ii) the size and nature of private open space; and iii) shadow diagrams in plan and elevation at hourly intervals between 9.00am and 3.00pm on 21 June. The Report shall be provided to the Secretary within six months of the SSI approval.	Construction (within 6 months of SSI approval)	The Proponent has engaged Cloustons Associates to undertake an overshadowing assessment and prepare a Solar Access and Overshadowing Report, in accordance with the requirements of CoA B29 and B30. This report is required to be provided to the Secretary within six months of SSI approval. WDA has advised DP&E that preparation of this report is ongoing and has requested an extension for submission to DP&E to 31 July 2015. DP&E has noted this request from WDA.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
B31	Where the requirement of condition B29 cannot be achieved, the proponent shall consult with affected property owners to identify appropriate mitigation measures. If appropriate mitigation measures can not be agreed, then the proponent shall make an acquisition offer to the affected landowners (individual unit owners in the case of strata or community title buildings) in writing within 3 months of the submission of the Solar Access and overshadowing Report to the Secretary. A schedule of properties identifying mitigation measures or properties subject to acquisition shall be provided to the Secretary.	Construction	The Proponent has engaged Cloustone Associates to undertake an overshadowing assessment and prepare a Solar Access and Overshadowing Report, in accordance with the requirements of CoA B29 and B30. This report is required to be provided to the Secretary within six months of SSI approval. WDA has advised DP&E that preparation of this report is ongoing and has requested an extension for submission to DP&E to 31 July 2015. DP&E has noted this request from WDA. Subject to the outcomes of this assessment, the Proponent will consult with affected property owners and/or make property acquisition offers, as required, within three months of the submission of the Solar Access and Overshadowing Report to the Secretary
B32	At the request in writing of the owner(s) of any of the lots notified under condition B31, if such a request is made within six months of the date of service of the notification required under condition B31 and provided that this approval has not lapsed, the Proponent shall proceed to acquire the relevant interest. The acquisition shall be undertaken in a manner generally consistent with the process outlined in Section 7 of the Roads and Maritime Services land acquisition information guide, July 2014.	Construction	To be undertaken by the Proponent in accordance with the requirements of the condition
B33	<p>The Proponent shall bear the reasonable costs of any valuation or survey assessment required and the costs of determination referred to under condition B32.</p> <p>If the Proponent has initiated the acquisition process referred to in condition B32 and the registered proprietors of the relevant lot to be acquired notify the Proponent in writing that they do not consent to their lot being acquired, or fail to provide a written request to the Proponent for their land to be acquired in accordance with condition B32, then the requirement to acquire that land lapses.</p> <p>Note: In the event of any inconsistencies between conditions B32 to B33 and the Roads and Maritime Services land acquisition information guide, July 2014, the conditions shall prevail.</p>	Construction	Noted.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
C1	<p>C1 Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Proponent shall prepare and implement a Community Communication Strategy to the satisfaction of the Secretary. The Strategy shall provide mechanisms to facilitate communication between the Proponent (and its contractor(s)), the Environmental Representative (see condition D1), 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, key community and business groups, major event generators (such as Sydney Olympic Park, Rosehill Racecourse and the University of Western Sydney), and community and social service organisations;</p> <p>(b) procedures and mechanisms for the regular distribution of accessible information to community stakeholders on construction progress and matters associated with environmental management including provision of information in appropriate community languages;;</p> <p>(c) the formation of community-based forums that focus on key environmental management issues for the SSI. The Strategy shall provide detail on the structure, scope, objectives and frequency of the community-based forums;</p> <p>(d) procedures and mechanisms through which the community stakeholders can discuss or provide feedback to the Proponent and/or Environmental Representative in relation to the environmental management and delivery of the SSI;</p> <p>(e) procedures and mechanisms through which the Proponent 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 a suitably qualified and experienced independent mediator.</p> <p>The Proponent shall maintain and implement the Strategy throughout construction of the SSI.</p>	<p>Prior to Construction</p> <p>Ongoing throughout construction</p>	<p>A Community Involvement Plan (including Community Communication Strategy) (CIP) has been prepared in accordance with condition C1. This Plan was approved by DP&E on the 13th May 2015.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
C2	<p>C2 Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Proponent 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 to assist in considering complaints that are unable to be resolved through initial contact.</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>	<p>Prior to Construction</p> <p>Ongoing throughout construction</p>	<p>This requirement has been addressed in the CIP Sections 8 – Our Communications Team and 9 – Communication Systems and Protocols. WDA has established a 1300 number which ultimately will become the 24 hour community information line where complaints can be made.</p> <p>Details on how to contact WDA, including access to this phone line, (1300 number) has been provided to the community through targeted mail-outs, roadside signage and the WestConnex website.</p> <p>Advertising in local papers (Parramatta Advertiser, Panorama Newspaper, South Asian Times, The Weekly Times, Mercury, Erolchrome Pty Ltd and Yeni Vatan Weekly Turkish Newspaper), with 1300 telephone number, the postal address and the email address will be done prior to construction commencing.</p> <p>The 24 hour line (1300 660 248) will be established prior to commencement of construction by WDA for direct communication with the Project team. This line will be managed and manned by the Community Relations Manager prior to and throughout the construction of the Project.</p> <p>All community and stakeholder contact must be referred to the community relations team for action in accordance with the CIP. All team members are provided with project contact cards to direct enquiries to the 1300 enquiry/complaints line, postal address for written enquires/complaints (75 Carnarvon Street (tenancy 1 and 2) Silverwater), email for electronic enquiries/complaints (community.info@RLJV.com.au) or the community display centre (75 Carnarvon Street (tenancy 1) Silverwater).</p> <p>In accordance with the CIP, every effort will be made to resolve the complaint however, in the event that a complaint cannot be resolved to their satisfaction, the complainant would be advised of alternative forms of recourse available to them. All contact would be updated in the Consultation Manager database.</p> <p>If a situation, issue or complaint raised by a community member or stakeholder is unable to be resolved by the Community Relations Manager, it will be escalated to a senior member of the project team, an experienced independent mediator, the Environmental Representative or WDA.</p>
C3	<p>Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Proponent 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 construction of the SSI.</p> <p>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>	<p>Prior to Construction</p> <p>Ongoing throughout construction</p>	<p>The stakeholder Consultation Manager database is consistent with AS4269. The database contains stakeholders' contact details and records, correspondence and a summary of issues as they arise for the duration of construction until completion of the project.</p> <p>The community relations team are responsible for ensuring all community contact and known information is included in the Consultation Manager database. An internal process has been established to ensure all the project team's liaison with stakeholders is captured and provided to the community relations team for input in a timely manner as per the CIP requirements.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
C4	<p>Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Proponent shall establish and maintain a new website, or dedicated pages within an existing website, for the provision of electronic information associated with the SSI, for the duration of construction and for 12 months following completion of construction of the SSI. The Proponent shall, subject to confidentiality, publish and maintain up-to-date information on the website or dedicated pages including, but not necessarily limited to:</p> <p>(a) information on the current implementation status of the SSI; (b) a copy of the documents referred to under condition A2 of this approval, and any documentation supporting modifications to this approval that may be granted from time to time; (c) a copy of this approval and any future modification to this approval; (d) a copy of each relevant environmental approval, licence or permit required and obtained in relation to the SSI; (e) a copy of each current strategy, plan, program or other document required under this approval; (f) the outcomes of compliance tracking in accordance with condition A12 of this approval; and (g) details of contact point(s) to which community complaints and inquiries may be directed, including a telephone number, a postal address and an email address.</p>	<p>Prior to Construction</p> <p>Ongoing throughout construction and for 12 months following the completion of construction</p>	<p>The project website is part of the existing WestConnex website (http://www.westconnex.com.au/explore_the_route/stage_1/m4_widening.html)</p> <p>The WestConnex website address is widely promoted and included on all communication materials. The website is reviewed and updated regularly in consultation with WDA's Community Relations Manager/ WDA.</p> <p>All communication materials (e.g. newsletters, display materials, traffic updates) will be uploaded to the website as well as visual materials such as photographs of construction progress, frequently asked questions, project overview and the community relations team contact details.</p> <p>In accordance with CoA C4, copies of publicly available environmental approvals, licences (e.g. EPL), and permits will be uploaded on the WestConnex website in accordance with the CIP timeframe. The website will be an avenue to for the community to register for email updates.</p> <p>The project contact details including the methods through which a community complaint and/or inquiry may be directed are included on the website. This includes a telephone number, a postal address and an email address.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D1	<p>Prior to the commencement of construction of the SSI, or as otherwise agreed by the Secretary, the Proponent shall appoint a suitably qualified and experienced Environmental Representative(s) that is independent of the design and construction personnel, and that has been approved by the Secretary. The Proponent shall employ an Environmental Representative(s) for the duration of construction, or as otherwise agreed by the Secretary. The Environment Representative(s) shall:</p> <ul style="list-style-type: none"> (a) be the principal point of advice in relation to the environmental performance of the SSI; (b) monitor the implementation of environmental management plans and monitoring programs required under this approval and advise the Proponent upon the achievement of these plans/programs; (c) have responsibility for considering, and advising the Proponent on, matters specified in the conditions of this approval, and other licences and approvals related to the environmental performance and impacts of the SSI; (d) ensure that environmental auditing is undertaken in accordance with the Proponent's Environmental Management System(s); (e) be given the authority to approve/reject minor amendments to the Construction Environment Management Plan. What constitutes a "minor" amendment shall be clearly explained in the Construction Environment Management Plan; (f) be given the authority 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 (g) be available to be consulted in responding to the community concerning the environmental performance of the SSI where the resolution of points of conflict between the Proponent and the community is required . 	Prior to Construction	In accordance with CoA D1 Ashley Robinson from GHD Pty Ltd was endorsed as ER by DP&E on the 9th February 2015, refer to Appendix A. These responsibilities have been incorporated into the CEMP.
D2	<p>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 D1 for the preceding month. The reports shall be submitted within seven (7) days for the end of each month for the duration of construction of the SSI, or as otherwise agreed by the Secretary. Notwithstanding, the Environmental Representative shall be given the independence to report to the Secretary at any time and/or at the request of the Secretary.</p>	Construction	N/a at this time. This requirement has been incorporated into the CEMP. Compliance monitoring of this condition will be ongoing during Construction.
D3	<p>Soil and water management measures consistent with Managing Urban Stormwater - Soils and Construction Vols 1 and 2, 4th Edition (Landcom, 2004) 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 waters.</p>	Construction	Management measures in accordance with this condition have been incorporated into the CEMP Appendix B4 Soil and Water Management Plan. Additionally, mitigation measures in accordance with Managing Urban Stormwater - Soils and Construction Vols 1 and 2, 4th Edition (Landcom, 2004) will be incorporated into site specific Erosion and Sedimentation Control Plans.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D4	Where available and practicable, and of appropriate chemical and biological quality, stormwater, recycled water or other water sources shall be used in preference to potable water for construction activities, including dust control.	Construction	This requirement has been incorporated into the CEMP Appendix B4 Soil and Water Management Plan and is applicable during Construction activities.
D5	Prior to construction, a detailed land use survey to identify properties that are sensitive to construction vibration shall be undertaken. The results of the survey shall be incorporated into the Construction Noise and Vibration Management Plan as required by condition D32(a).	Prior to Construction Ongoing throughout construction	A detailed land survey has been developed and incorporated into the Noise and Vibration Management Sub Plan (NVMP).
D6	Except as permitted by an EPL, construction activities associated with the SSI shall be undertaken during the following standard construction hours: (a) 7:00am to 6:00pm Mondays to Fridays, inclusive; and (b) 8:00am to 1:00pm Saturdays; and (c) at no time on Sundays or public holidays.	Construction	N/a at this time. This requirement has been incorporated into the CEMP. Compliance monitoring of this condition will be ongoing during Construction.
D7	Except as permitted by an EPL, high noise impact works and activities shall only be undertaken: (a) between the hours of 8:00 am to 6:00 pm Monday to Friday; (b) between the hours of 8:00 am to 1:00 pm 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.	Construction	N/a at this time. This requirement has been incorporated into the CEMP. Compliance monitoring of this condition will be ongoing during Construction.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D8	<p>Notwithstanding conditions D6 and D7 construction works outside of the standard construction hours may be undertaken in the following circumstances:</p> <p>(a) construction works that generate:</p> <p>(i) LAeq(15 minute) noise levels no more than 5 dB(A) above rating background level at any residence in accordance with the Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009); and</p> <p>(ii) LAeq(15 minute) noise levels no more than the noise management levels specified in Table 3 of the Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009) at other sensitive receivers; and</p> <p>(iii) continuous or impulsive vibration values, measured at the most affected residence, that are no more than those for human exposure to vibration, specified for residences in Table 2.2 of Assessing Vibration: a technical guideline; and</p> <p>(iv) intermittent vibration values, measured at the most affected residence, that are no more than those for human exposure to vibration, specified for residences in Table 2.4 of Assessing Vibration: a technical guideline; or</p> <p>(b) where a negotiated agreement has been reached with affected receivers, where the prescribed noise and vibration levels cannot be achieved; or</p> <p>(c) for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or</p> <p>(d) where it is required in an emergency to avoid injury or the loss of life, property and/or to prevent environmental harm; or</p> <p>(e) works approved through an EPL, including for works identified in an out of hours procedure.</p>	Construction	<p>This requirement has been incorporated into the Noise and Vibration Management Sub Plan (NVMP) (Appendix B3 of the CEMP). Compliance monitoring of this condition will be ongoing during Construction.</p>
D9	<p>The SSI shall be constructed with the aim of achieving the construction noise management levels detailed in the Interim Construction Noise Guideline (Department of Environment and Climate Change, 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 required under condition D32(a).</p> <p>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 NML.</p>	Construction	<p>N/a at this time. This requirement has been incorporated into the NVMP (Appendix B3 of the CEMP). Compliance monitoring of this condition will be ongoing during Construction.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D10	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 - effects of vibration on structures; (b) for damage to other buildings and/or structures, the vibration limits set out in the British Standard BS 7385-2:1993 Evaluation and measurement for vibration in buildings – Guide to damage levels from groundborne vibration (as referenced in Australian Standard AS 2187.2-2006 Explosives – Storage and use – Use of Explosives); and (c) for human exposure, the acceptable vibration values set out in the Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006).	Construction	N/a at this time. This requirement has been incorporated into the NVMP (Appendix B3 of the CEMP). Compliance monitoring of this condition will be ongoing during Construction.
D11	Wherever feasible and reasonable, piling activities shall be undertaken using quieter alternative methods than impact or percussion piling, such as bored piles or vibrated piles.	Construction	Bored piles have been designed and shall be constructed for all bridge works. There is no percussion piling associated with the proposed works.
D12	Where feasible and reasonable, operation noise mitigation measures shall be implemented at the start of Construction (or at other times during Construction) to minimise Construction noise impacts.	Construction	N/a at this time. This requirement has been incorporated into the NVMP (Appendix B3 of the CEMP) and where reasonable and feasible, operational noise mitigation measures will be implemented at the start of Construction.
D13	During construction, affected educational institutions shall be consulted and feasible 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.	Construction	Potentially affected educational facilities have been identified and listed within Section 4.1 of the NVMP. Pre-construction consultation and implementation of noise mitigation measures to avoid impacts will be implemented in accordance with the NVMP and prior to the commencement of construction activities in close vicinity. Compliance monitoring of this condition will be ongoing during Construction.
D14	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 Proponent 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.	Construction	Measures to manage dust emissions have been included in the Air Quality Management Plan (AQMP) which forms Appendix B6 of the CEMP. These include; staging vegetation clearing to minimise the area that surfaces are exposed, locating stockpiles away from sensitive receivers, use of water carts to dampen exposed areas, modifying work activities in adverse weather conditions, early stabilisation and rehabilitation works and regular inspections and monitoring of dust emissions. Compliance monitoring of this condition will be ongoing during Construction.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D15	In undertaking the SSI, impacts to heritage, shall where feasible and reasonable, be avoided and minimised. Where impacts are unavoidable, works shall be undertaken in accordance with the strategy outlined in the Construction Heritage Management Plan required by condition D32(e).	Construction	Mitigation measures to avoid heritage impacts have been incorporated into the Heritage Management Plan.
D16	Where substantial intact archaeological relics of State or local significance are discovered during excavation, work must cease in the affected area and the Heritage Council, for archaeological relics of State significance, or the Heritage Office, for archaeological relics of local significance, must be notified in writing, in accordance with Section 145 of the Heritage Act 1977. An archaeological assessment including an archaeological methodology and research design (if appropriate) shall be prepared in consultation with the Heritage Council and in accordance with the 1996 Heritage Council Archaeological Assessment Guidelines.	Construction	This requirement has been incorporated into the CEMP Appendix B5 Heritage Management Plan and is applicable during Construction activities. Compliance monitoring of this condition will be ongoing during Construction.
D17	This approval does not allow the Proponent to destroy, modify or otherwise physically affect human remains as part of the SSI. Where previously unidentified heritage items are discovered during construction of the SSI, all work should stop in the affected area and a suitably qualified and experienced heritage expert should be contacted to provide specialist heritage advice. The measures to consider and manage this process, including the requirements of condition D16, should be specified in the Construction Heritage Management Plan required by condition D32(e) including approvals and, where relevant, notification of the Heritage Council of NSW in accordance with section 146 of the Heritage Act 1977 or registration in the OEH's Aboriginal Heritage Information Management System (AHIMS) register.	Construction	This requirement has been incorporated into the CEMP Appendix B5 Heritage Management Plan and is applicable during Construction activities. Compliance monitoring of this condition will be ongoing during Construction.
D18	The SSI shall be constructed, where feasible and reasonable, to avoid the use of local roads (through residential streets) by heavy vehicles to gain access to ancillary facilities.	Construction	Noted. This requirement has been incorporated into the Construction Compound and Ancillary Facilities Management Plan and associated planning activities for ancillary sites. This is applicable during Construction activities. Compliance monitoring of this condition will be ongoing during Construction.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D19	Access to construction compounds via local roads shall be limited to standard construction hours, where practicable	Construction	Noted. This requirement has been incorporated into the Construction Compound and Ancillary Facilities Management Plan and associated planning activities for ancillary sites. This is applicable during Construction activities. Compliance monitoring of this condition will be ongoing during Construction.
D20	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.	Construction	Noted. This requirement has been incorporated into the Construction Traffic and Access Management Plan and associated planning activities. This is applicable during Construction activities. Compliance monitoring of this condition will be ongoing during Construction.
D21	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; and (c) adhere to the nominated haulage routes identified in the Construction Traffic Management Plan required under condition D32(c).	Construction	Noted. This requirement has been incorporated into the Construction Traffic and Access Management Plan and associated planning activities. This is applicable during Construction activities. Compliance monitoring of this condition will be ongoing during Construction.
D22	Access to all properties shall be maintained during construction, where feasible and reasonable, unless otherwise agreed by the relevant property owner or occupier. Any access physically affected by the SSI shall be reinstated to at least an equivalent standard, unless agreed with by the property owner.	Construction	Noted. This requirement has been incorporated into the Construction Traffic and Access Management Plan and associated planning activities. This is applicable during Construction activities. Compliance monitoring of this condition will be ongoing during Construction.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D23	<p>Upon determining the haulage route(s) for construction vehicles associated with the SSI, and prior to construction, a suitably qualified and experienced independent expert shall prepare a Road Dilapidation Report for all local roads utilised. 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.</p> <p>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.</p> <p>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 Proponent.</p> <p><i>Note:</i></p> <ul style="list-style-type: none"> • <i>Nothing in this condition restricts the Proponent 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.</i> 	<p>Prior to Construction & Post Construction</p>	<p>This requirement has been incorporated into the Construction Traffic and Access Management Plan and associated planning activities.</p> <p>A Road Dilapidation Report and associated video was submitted to local councils (Holroyd, Parramatta, Auburn and Strathfield) on the 12th May 2015. Councils are currently reviewing until 25th May 2015. Haulage is not scheduled to occur on relevant local roads until finalisation of report following the consultation period. A copy of the report will be submitted to councils prior to commencement of haulage operations. A post construction dilapidation report to assess any damage to the local roads that may have resulted from the construction of the project shall be prepared.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D24	<p>The Proponent shall develop and implement a Biodiversity Offset Package. The Package shall detail how the ecological values lost as a result of the SSI will be offset. The Package shall be consistent with the NSW Principles for the Use of Biodiversity Offsets in NSW (DECCW, 2008) and align, as far as is feasible and reasonable, with the Biodiversity Offset Strategy requirements of the NSW Biodiversity Offsets Policy for Major Projects, OEH, 2014 and developed in consultation with and to meet the requirements of OEH and DPI (Fisheries), unless otherwise agreed by the Secretary.</p> <p>The Package shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) the identification of the extent and types of habitat that would be lost or degraded as a result of the final design of the SSI; (b) the objectives and biodiversity outcomes to be achieved; (c) the final suite of the biodiversity offset measures selected and secured in accordance with the Biodiversity Offsets Strategy; (d) 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: (e) the monitoring of the condition of species and ecological communities at offset (including translocation) locations; (f) the methodology for the monitoring program(s), including the number and location of offset monitoring sites, and the sampling frequency at these sites; (g) provisions for the annual reporting of the monitoring results for a set period of time as determined in consultation with the OEH; and (h) timing and responsibilities for the implementation of the provisions of the Package. <p>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>Where monitoring referred to in condition D24(e) indicates that biodiversity outcomes are not being achieved, remedial actions shall be undertaken to ensure that the objectives of the Biodiversity Offset Package are achieved.</p>	Construction	Ongoing. A Biodiversity Offset Strategy was prepared as part of the M4 Widening Submissions Report. This Strategy recommended offset options for both terrestrial and aquatic biodiversity offsets. RLJV is currently preparing the detailed design of the project which will confirm biodiversity clearing amounts and offset requirements. Following this, the Proponent will prepare the Biodiversity Offset Package in accordance with the Strategy and the requirements of this condition.
D25	<p>Dangerous goods, as defined by the Australian Dangerous Goods Code, shall be stored and handled strictly in accordance with:</p> <ul style="list-style-type: none"> (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). <p>In the event of an inconsistency between the requirements listed from (a) to (c) above, the most stringent requirement shall prevail to the extent of the inconsistency.</p>	Construction	Noted. This requirement has been incorporated into the Construction Compound and Ancillary Facilities Management Plan (AFMP) (Appendix B8 of the CEMP) and associated planning activities for ancillary sites. This is applicable during Construction activities. Compliance monitoring of this condition will be ongoing during Construction.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D26	The Proponent shall provide boundary screening at all construction compounds that adjoin or are adjacent to residential and/or commercial properties, with the objective of being consistent with the surrounding context.	Construction	Noted. This requirement has been incorporated into the AFMP (Appendix B8 of the CEMP) and associated planning activities for ancillary sites. This is applicable during Construction activities. Compliance monitoring of this condition will be ongoing during Construction.
D27	The location of the ancillary facilities shall be identified in the Construction Environment Management Plan required under condition D31.	Prior to Construction and ongoing throughout construction for new facilities	The location of the Ancillary Facilities have been listed in the AFMP which forms Appendix B8 of the CEMP.
D28	Unless approved by the Secretary, the location of Ancillary Facilities shall comply with the following locational criteria: (a) be located more than 50 metres from a waterway; (b) be located within or adjacent to land where the SSI is being carried out; (c) have ready access to the road network; (d) be located to minimise the need for heavy vehicles to travel through residential areas; (e) be sited on relatively level land; (f) be separated from nearest residences by at least 200 metres (or at least 300 metres for a temporary batching plant); (g) not require vegetation clearing beyond that already required by the SSI; (h) not impact on heritage items (including areas of archaeological sensitivity) beyond those already impacted by the SSI; (i) not unreasonably affect the land use of adjacent properties; (j) be above the 20 ARI flood level unless a contingency plan to manage flooding is prepared and implemented; and (k) provide sufficient area for the storage of raw materials to minimise, to the greatest extent practical, the number of deliveries required outside standard construction hours.	Prior to Construction and ongoing throughout construction for new facilities	This requirement has been incorporated into the AFMP (Appendix B8 of the CEMP) and associated planning activities for ancillary facilities. Additional assessments have been prepared and submitted for the following locations for approval by the Secretary prior to the CEMP (and AFMP): - Precast Yard (EIS Sites -9 and 10) - EIS Site 7 and Site 13 - EIS Site 4 and Site 4a (Southern Component of Roads and Maritime Compound) Assessments will be prepared for the following facilities and submitted to Secretary for approval: - EIS Sites 3 (Alfred Street, Granville) and new area - 3a (Arthur St, Granville) - EIS Site 12a (Hill Road) - any other location that is required during construction for use as an ancillary facility that does not comply with the CoA criteria. Submission of these assessments shall be progressive. The AFMP shall be updated as necessary once approval is obtained from the Secretary for these facilities.
D29	All ancillary facilities and access points shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner where relevant.	Post Construction	The locations of known Ancillary Facilities have been listed in AFMP which forms Appendix B8 of the CEMP.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D30	<p>The Secretary's approval is not required for minor Ancillary Facilities (e.g. lunch sheds, office sheds, and portable toilet facilities) that do not comply with the criteria set out in condition D28 and:</p> <p>(a) are located within an active construction zone within the approved SSI footprint; and</p> <p>(b) have been assessed by the Environmental Representative to be -</p> <p>(i) of low amenity risk to surrounding residences, with consideration to matters such as noise and vibration impacts, traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and</p> <p>(ii) of low environmental risk in respect to waste management and impacts on flora and fauna, soil and water, and heritage; and</p> <p>(c) have environmental and amenity impacts that can be managed through the implementation of environmental measures detailed in the Construction Environmental Management Plan for the project.</p>	Construction	The locations of known Ancillary facilities have been listed in the AFMP which forms Appendix B8 of the CEMP.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D31	<p>Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Proponent shall prepare and implement (following approval) a Construction Environmental Management Plan (CEMP) for the SSI. The CEMP is to be prepared in consultation with relevant agencies and the Relevant council, for the approval of the Secretary. The CEMP shall outline the environmental management practices and procedures that are to be followed during construction. The CEMP is to be prepared in accordance with the Guideline for the Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004). The CEMP 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 Proponent 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> <p>(d) an environmental risk analysis to identify the key environmental performance issues associated with the construction phase;</p> <p>(e) 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). These should include consideration of cumulative impacts in relation to staging or other major potential construction activities in the project area. In particular, the following environmental performance issues shall be addressed in the CEMP:</p> <p>(i) measures for the handling, treatment and management of hazardous and contaminated materials (including asbestos);</p> <p>(ii) 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);</p> <p>(iii) measures to monitor and manage hazard and risks; and</p> <p>(iv) the issues identified in condition D32.</p> <p>The CEMP shall include procedures for its periodic review and update (including the sub-plans required under condition D32), as necessary (including where minor changes can be approved by the Environmental Representative).</p> <p>The CEMP 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 CEMP may be prepared in stages; however, construction works shall not commence until written approval of the relevant stage has been received from the Secretary.</p>	Prior to Construction	<p>A CEMP and associated Sub Plans has been prepared and submitted to the following stakeholders for review; Environment Protection Authority, (EPA), Emergency Services, Office of Environment and Heritage (including Heritage Division), (OEH), The Heritage Council of NSW, Department of Primary Industries – Fisheries and Aquaculture, (DPI), Local Councils - Auburn, Parramatta, Strathfield and Holroyd, NSW Office of Water (NOW), Local Aboriginal Land Councils, Sydney Olympic Park Authority (SOPA) and Sydney Water. Submission to DP&E to seek approval of the CEMP occurred on the 7th April 2015. Approval of the CEMP was received on the 15th May 2015.</p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D32 (a)	<p>As part of the CEMP for the SSI, the Proponent shall prepare and implement (following approval):</p> <p>(a) a Construction Compound and Ancillary Facilities Management Plan to detail the management of site compounds associated with the infrastructure activity. The Plan shall include but not be limited to:</p> <p>(i) a description of the facility, its components and the surrounding environment;</p> <p>(ii) details of the activities to be carried out at each facility, including the hours of use and the storage of dangerous and hazardous goods;</p> <p>(iii) an assessment of the facility against the criteria provided in condition D28. Where proposed facilities do not meet those criteria, the assessment must justify and (where relevant) quantify potential impacts of the facility.</p> <p>(iv) details of the mitigation and management procedures specific to the facility that would be implemented to minimise environmental and amenity impacts and an assessment of the adequacy of the mitigation or offsetting measures;</p> <p>(v) 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>(vi) appropriate monitoring, review and amendment mechanisms.</p>	Prior to Construction	<p>An AFMP has been developed and forms Appendix B8 of the CEMP. Approval of the CEMP was received on the 15th May 2015. The approval letter noted the following condition:</p> <p><i>“In regards to the Construction Compound and Ancillary Facility Management Plan, this is approved insofar as it provides an overview of the activities and impacts of ancillary facilities and construction compounds and general mitigation and management measures. Detailed descriptions of individual facilities and appropriate mitigation and management measures must be provided in the environment reviews undertaken as part of the assessment to ascertain compliance with condition D28, or where required, the Secretary’s approval of ancillary facilities.”</i></p>

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D32 (b)	<p>(b) a Construction Noise and Vibration Management Plan to detail how construction noise and vibration impacts will be minimised and managed. The Plan shall be consistent with the guidelines contained in the Interim Construction Noise Guidelines (DECC, 2009) and shall include, but not be limited to:</p> <p>(vii) mechanisms for the monitoring, review and amendment of this plan.</p> <p>(i) identification of sensitive receivers and relevant construction noise and vibration goals applicable to the SSI stipulated in this approval;</p> <p>(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;</p> <p>(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);</p> <p>(iv) procedures and mitigation measures to ensure relevant vibration criteria are achieved, including 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 vibration is likely to result in damage to buildings and structures (including surveys being undertaken immediately following a monitored exceedance of the criteria); and</p> <p>(v) a program for construction noise and vibration monitoring (including the monitoring of the effectiveness of noise and vibration mitigation measures) during construction, clearly indicating the monitoring frequency, monitoring locations, how the monitoring results would be recorded and reported, and, if any exceedance is detected, how any non-compliance would be rectified;</p> <p>(vi) procedures for notifying sensitive receivers of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for managing and responding to noise complaints; and (vii) mechanisms for the monitoring, review and amendment of this plan.</p>	Prior to Construction	A NVMP has been developed and forms Appendix B3 of the CEMP. Approval of the CEMP and Sub plans was received on the 15 th May 2015.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D32 (c)	<p>(c) a Construction Traffic and Access Management Plan to ensure traffic and access controls are implemented to avoid or minimise impacts on traffic, pedestrian and cyclist access, and the amenity of the surrounding environment. The Plan shall be developed in consultation with the relevant Council, emergency services, road user groups, and pedestrian and bicycle user groups, and 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) discussion of construction impacts that could result in disruption of traffic, public transport, pedestrian and cycle access, access to public land, property access, including details of oversize load movements, and the nature and duration of those impacts; (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 maintain or provide alternative safe and accessible routes for pedestrians throughout the duration of construction, including provision of replacement pedestrian and cyclist paths where necessary; (vi) details of measures to maintain connectivity for cyclists, with particular emphasis on providing adequate access between key existing cycle routes; (vii) details of measures to manage traffic movements, parking, loading and unloading at ancillary facilities during out-of-hours work; (viii) details of methods to be used to communicate proposed future traffic changes to affected road users, pedestrians and cyclists, consistent with the Community Communication Strategy required under condition C1; (ix) an adaptive response plan which sets out a process for response to any traffic, construction or other incident; and (x) mechanisms for the monitoring, review and amendment of this plan. 	Prior to Construction	A TAMP has been developed and forms Appendix B1 of the CEMP. Approval of the CEMP and Sub plans was received on the 15th May 2015.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D32 (d)	<p>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, EPA, and DPI (Office of Water and Fisheries and Aquaculture), Sydney Water, and Relevant Councils 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, including identification of all pollutants that may be introduced into the water cycle; (ii) the construction related requirements of condition B7; (iii) potential impacts on watercourse bank stability and the development of appropriate mitigation measures as required; (iv) an Acid Sulfate Soils Management Plan, including measures for the management, handling, treatment and disposal of acid sulfate soils, including monitoring of water quality at acid sulfate soils treatment areas; (v) management measures for contaminated material, consistent with the Contaminated Land Strategy required by Condition B8, and a contingency plan to be implemented in the case of unanticipated discovery of contaminated material during construction; (vi) an Asbestos Management Plan, to be developed in accordance with the National Environment Protection (Assessment of Site Contamination) Measure 1999, and to include measures for the safe removal and disposal of known and undiscovered asbestos within the SSI footprint and related construction ancillary facilities, stockpile sites and site access; (vii) 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 exceedance of the criteria is detected how any non-compliance can be rectified; and (viii) mechanisms for the monitoring, review and amendment of this plan. 	Prior to Construction	A SWMP has been developed and forms Appendix B4 of the CEMP. Approval of the CEMP and Sub plans was received on the 15th May 2015.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D32 (e)	<p>(e) a Construction Heritage Management Plan to ensure construction impacts on Aboriginal and non-Aboriginal heritage will be appropriately avoided, minimised and managed. The Plan shall be developed in consultation with OEH, the relevant Council, the NSW Heritage Council (for non-Aboriginal heritage) and Aboriginal stakeholders (for Aboriginal heritage), and include, but not necessarily be limited to:</p> <p>(i) in relation to Aboriginal Heritage:</p> <p>(A) 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 and experienced archaeologist in consultation with Department of Planning and Environment, OEH and Aboriginal stakeholders, and assessment of the consistency of any Aboriginal heritage impacts against the approved impacts of the SSI;</p> <p>(B) procedures for dealing with human remains, including cessation of works in the vicinity, notification of Department of Planning and Environment, NSW Police Force, OEH and Aboriginal stakeholders, and commitment to cease recommencing any works in the area unless authorised by the OEH and/or the NSW Police Force;</p> <p>(C) 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</p> <p>(D) procedures for ongoing Aboriginal consultation and involvement for the duration of the SSI, in the event that previously unidentified Aboriginal objects are discovered; and</p> <p>(ii) in relation to non-Aboriginal Heritage:</p> <p>(A) listing of heritage items directly and indirectly affected by the SSI;</p> <p>(B) details of management measures to be implemented to prevent and minimise impacts on heritage items (including measures to protect unaffected sites from vibration and other impacts during construction works in the vicinity);</p> <p>(C) details of monitoring and reporting requirements for impacts on heritage items;</p> <p>(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 heritage impacts against the approved impacts of the SSI; and</p> <p>(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</p> <p>(iii) mechanisms for the monitoring, review and amendment of this plan.</p>	Prior to Construction	A Construction Heritage Management Plan has been developed and forms Appendix B5 of the CEMP. Approval of the CEMP and Sub plans was received on the 15th May 2015.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D32 (f)	<p>(f) a Construction Flora and Fauna Management Plan to detail how construction impacts on ecology will be minimised and managed. The Plan shall be endorsed by an appropriately qualified and experienced ecologist and in consultation with the OEH and DPI, and shall include, but not necessarily be limited to:</p> <p>(i) plans for impacted and adjoining areas showing vegetation communities, including riparian and wetland 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;</p> <p>(ii) the identification of areas to be cleared and details of management measures to avoid residual habitat damage or loss and to minimise or eliminate time lags between the removal and subsequent replacement of habitat such as:</p> <p>(A) clearing minimisation procedures (including fencing), (B) pre-clearing and clearing procedures, (C) removal and relocation of fauna during clearing, (D) habitat tree management, and (E) construction worker education;</p> <p>(iii) rehabilitation details, including identification of flora species and sources, and measures for the management and maintenance of rehabilitated areas;</p> <p>(iv) a Weed Management Strategy, incorporating weed management measures focusing on early identification of invasive weeds and effective management controls (including for those related to aquatic and riparian zones);</p> <p>(v) a description of how the effectiveness of these management measures would be monitored;</p> <p>(vi) a procedure for dealing with unexpected EEC/ threatened species identified during construction, including cessation of work and notification of the OEH, determination of appropriate mitigation measures in consultation with the OEH (including relevant re-location measures) and updating of ecological monitoring and/ or biodiversity offset requirements and</p> <p>(vii) mechanism for the monitoring, review and amendment of this plan.</p>	Prior to Construction	A Construction Flora and Fauna Management Plan has been developed and forms Appendix B2 of the CEMP. Approval of the CEMP and Sub plans was received on the 15th May 2015.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
D32 (g)	<p>(g) a Construction Air Quality Management Plan to detail how construction impacts on air quality will be minimised and managed. The Plan shall be developed in consultation with the EPA and shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> I. the identification of potential sources of dust and other emissions; II. key performance indicators; III. measures to monitor and manage dust emissions, including dust from stockpiles, and materials tracking from construction sites onto public roads; IV. strategies to minimise air emissions from off road diesel equipment, including but not limited to graders, bulldozers and loaders; V. mitigation measures to be implemented, including measures during weather conditions where high level dust episodes are probable (such as strong winds in dry weather); VI. mechanisms and procedures to be implemented in the event that adverse air quality impacts arise; VII. record keeping procedures; VIII. methods for assessing compliance against the identified key performance indicators; IX. mechanisms for reporting against key performance indicators; and X. mechanism for the monitoring, review and amendment of this plan. 	Prior to Construction	An AQMP has been developed and forms Appendix B6 of the CEMP. Approval of the CEMP and Sub plans was received on the 15th May 2015.
E1	The SSI shall be designed and operated with the objective of meeting the requirements of the NSW Road Noise Policy (Department of Environment, Climate Change and Water, 2011).	Design and Operation phases	The final design of the SSI will be reviewed for consistency against the approved concept design and the revised construction and operational noise and vibration assessment (submitted as part of the Submissions Report).

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
E2	<p>Unless otherwise agreed by the Secretary, within six months of commencing construction, the Proponent shall, in consultation with the EPA, submit for the approval of the Secretary, a review of the operational noise mitigation measures proposed to be implemented for the SSI. The review shall:</p> <p>(a) confirm the operational noise predictions of the SSI based on detailed design, including maximum night time noise events (utilising 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 under condition A2 to achieve 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 condition E1; and</p> <p>(c) where necessary, investigate and identify additional feasible and reasonable noise mitigation measures to achieve the criteria outlined in the NSW Road Noise Policy (Department of Environment, Climate Change and Water, 2011); and</p> <p>(d) identify all sensitive receiver locations eligible for architectural treatments. The review shall be undertaken by a suitably qualified and experienced acoustic specialist.</p> <p>Note: Indirect operational noise impacts associated with the SSI on the adjoining road network, including for sensitive receivers along Parramatta Road between Woodville Road, Parramatta and the intersection of Parramatta Road/M4, Concord, shall be considered and addressed where feasible and reasonable under the Roads and Maritime Services Noise Abatement Program (http://www.rms.nsw.gov.au/about/environment/reducing-noise/noise-abatement-program.html).</p>	Construction	Not applicable at this time.
E3	<p>Within four weeks of the Secretary's approval of the report required by condition E2, the Proponent shall write to each landowner whose property is identified as eligible for architectural treatment. If eligible, the proponent will offer to provide and fund feasible and reasonable architectural noise mitigation treatments to reduce the impact of operational traffic noise at the affected premises. The Proponent's offer shall remain open for acceptance by the affected landowner for at least six months from the date of the notification required under this condition.</p>	Construction	Not applicable at this time.
E4	<p>Architectural treatments agreed between the parties shall be implemented within six months of reaching such an agreement.</p>	Construction	Noted

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
E5	<p>Within 12 months of the commencement of operation of the SSI, or as otherwise agreed by the Secretary, the Proponent 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 E2, and prepare an Operational Noise Compliance Report to document this monitoring. The Report shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) noise monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under condition E2 and documents specified under condition A2 of this approval; (b) a review of the operational noise levels in terms of criteria established in the NSW Road Policy (Department of Environment, Climate Change and Water, 2011); (c) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which SSI noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers; (d) details on average daily traffic volumes on the widened M4 and impacted length of Parramatta Road during the daytime and night-time periods based on recorded observations; (e) 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; (f) any required recalibrations of the noise model taking into consideration factors such as actual traffic numbers and proportions; (g) 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 (h) identification of additional feasible and reasonable measures to those identified in the review of noise mitigation measures required by condition E2, if required, that would be implemented with the objective of meeting the criteria outlined in the NSW Road Policy (Department of Environment, Climate Change and Water, 2011), when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA. <p>The Proponent 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>	Operation	Not applicable at this time.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
E6	<p>The Proponent shall prepare an Operational Traffic Performance Review. The Review shall be undertaken at 12 months and 5 years after the commencement of operation of the SSI, or as otherwise agreed by the Secretary. The Review shall be undertaken in consultation with Transport for NSW and relevant Councils and include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) an assessment of the traffic and road network performance of the SSI and mitigation measures identified the Road Network Performance Report required by condition B15, (b) a review and confirmation of the timeframe for prioritising and delivering outstanding mitigation measures required by (a) above; (c) a review of bus priority measures implemented to mitigate detrimental impacts on bus performance; and (d) details of any complaints received relating to traffic, transport and access impacts, and how they have been addressed in the Review. <p>The Review shall be submitted to the Secretary, Transport for NSW (in relation to impacts on bus services) and to relevant Councils within 60 days of its completion and made publicly available. If the Review indicates ongoing traffic, transport and access impacts attributable to the SSI, via level of service, queue lengths, road safety, and other relevant parameters of performance, the Proponent shall implement further feasible and reasonable measures to mitigate these impacts. The timing for the implementation of these measures shall be clearly articulated in the Review.</p>	Operation	Not applicable at this time.
E7	<p>The ongoing maintenance of urban design and landscaping items and works implemented as part of this infrastructure approval shall remain the Proponent's responsibility unless satisfactory arrangements have been put in place for the transfer of ownership of the item or work to another authority. The Proponent will maintain items and works to the standards established in the Urban Design and Landscape Plan required under condition B26, unless and until landscaping items have been transferred.</p>	Operation	Not applicable at this time.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
E8	<p>Prior to the commencement of operation, or as otherwise agreed by the Secretary, the Proponent shall prepare and implement (following approval) an Operation Environmental Management Plan for the SSI. The OEMP shall outline the environmental management practices and procedures that are to be followed during operation, and shall be prepared in consultation with relevant agencies and in accordance with the Guideline for the Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004). The OEMP shall include, but not necessarily be limited to:</p> <p>(a) a description of activities to be undertaken during operation of the infrastructure activity (including staging and scheduling);</p> <p>(b) statutory and other obligations that the Proponent is required to fulfil during operation, including approvals, consultations and agreements required from authorities and other stakeholders under key legislation and policies;</p> <p>(c) overall environmental policies, guidelines and principles to be applied to the operation of the infrastructure activity;</p> <p>(d) a description of the roles and responsibilities for relevant employees involved in the operation of the infrastructure activity, including relevant training and induction provisions for ensuring that employees are aware of their environmental and compliance obligations under these conditions of approval;</p> <p>(e) an environmental risk analysis to identify the key environmental performance issues associated with the operation phase; and</p> <p>(f) 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 those safeguards and mitigation measures detailed in section 8 of the PIR (and any impacts arising from the staging of the construction of the infrastructure activity). In particular, the following environmental performance issues shall be addressed in the OEMP:</p> <p>(i) noise and vibration;</p> <p>(ii) traffic and transport;</p> <p>(iii) visual amenity and landscaping; and</p> <p>(iv) surface water quality and hydrology.</p> <p>The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation, or as otherwise agreed by the Secretary. Operation shall not commence until written approval has been received from the Secretary.</p> <p>Note:</p> <ul style="list-style-type: none"> • The approval of an OEMP does not relieve the Proponent of any requirement associated with this infrastructure activity approval. If there is an inconsistency with an approved OEMP and the conditions of this infrastructure activity approval, the requirements of this infrastructure activity approval prevail. 	Construction	Not applicable at this time.

CoA Reference	Condition of Approval Requirement	Timing	Status Update - 22/05/15
E9	<p>Within 18 months of the commencement of operation, the Proponent shall commission and pay the full cost of an Independent Environmental Audit of the SSI. This audit shall:</p> <ul style="list-style-type: none"> (a) be conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary; (b) include consultation with the relevant agencies and local Councils; (c) assess the environmental performance of the SSI and assess whether it is complying with the requirements in this approval, and any other relevant environmental approvals (including any assessment, plan or program required under these approvals); (d) review the accuracy of predicted environmental outcomes discussed in the documents listed in condition A2; (e) review the adequacy of any approved strategy, plan or program required under the abovementioned approvals; and (f) recommend measures or actions to improve the environmental performance of the SSI, and/or any strategy, plan or program required under these approvals. <p>Within 90 days of commissioning this audit, or as otherwise agreed by the Secretary, the Proponent 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> <p>Should the Audit identify unsatisfactory compliance with the SSI approval, the Secretary may require an additional Audit to be undertaken at a later date(s).</p> <p>Notes:</p> <ul style="list-style-type: none"> • This audit team shall be led by a suitably qualified and experienced auditor, and include relevant experts. • The audit may be staged to suit the staged operation of the SSI. 	Operation	Not applicable at this time.

APPENDIX C

**Management measures from Environmental Impact Statement
and Submission Report**

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
Property Management				
SE-1	The draft Community Consultation Framework for the project (refer Appendix M) will be finalised following consideration of community submissions on the EIS. Consultation will then be undertaken consistent with the revised Community Consultation Framework, particularly in relation to: traffic management (including property access, pedestrian and cyclists access). Landscaping and urban design. Construction activities including work outside standard construction hours. Noise and vibration mitigation and management.	Proponent	Pre-Construction	A Community Involvement Plan (including Community Communications Strategy) has been developed for the M4 Widening project that has built upon the principles established in the draft Community Consultation Framework appended in the EIS. The CIP was approved by DP&E on the 13 th May 2015.
SE-2	Early and on-going communication and consultation will occur with property owners, business owners and residents about the property acquisition process.	Proponent	Construction	Consultation with all affected landowners is finalised and property acquisition for the M4 Widening project is ongoing.
SE-3	Property acquisition will occur consistent with the requirements of the (NSW) Land Acquisition (Just Terms Compensation) Act 1991.	Proponent	Construction	Property acquisition for the M4 Widening project is ongoing and is being undertaken in accordance with the (NSW) Land Acquisition (Just Terms Compensation) Act 1991.
SE-4	On-going communication and consultation will occur with the owners and operators of the motorcycle training centre at Martha Street, about potential project impacts and appropriate measures to manage impacts. Roads and Maritime will review the potential to relocate the training centre within or adjacent to the M4 corridor.	Proponent	Construction	Consultation with the owners and operators of the motorcycle training centre at Martha Street about potential project impacts is ongoing. The process to relocate the motorcycle training centre to within a smaller portion of the existing site is almost complete.
SE-5	On-going communication and consultation with the owners of the industrial property for partial acquisition at Junction Street, Lidcombe will occur. This will include working with the business owners to manage and plan Project construction activities and delivery to minimise impacts on their business operations.	Proponent	Construction	The property at Junction Street, Lidcombe referred to is being wholly acquired by the Proponent as part of the M4 Widening project. The acquisition is almost complete and the Deed of Agreement has been signed.
Flora and Fauna Management Requirements				
FF-1	Project environmental management plans will include procedures for preclearance surveys that are consistent with the Roads and Maritime Biodiversity Guidelines (RTA 2011). Pre-clearing surveys will be undertaken by an experienced ecologist to identify any nesting/roosting animals present in the project area. This will include inspections of affected existing structures for microbats that may be present in cracks, fissures, scuppers, lifting holes or similar.	RLJV	Construction	A Construction Flora and Fauna Management Plan has been developed and forms Appendix B2 of the CEMP. This requirement has been incorporated into this plan, refer Section 6. Compliance monitoring of this management strategy will be ongoing during Construction.

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
FF-2	If microbats are found during pre-clearing surveys, an appropriately qualified ecologist will be engaged and provide advice on work methods and timing to minimise impacts on the bats. If exclusions are required, these will be done in accordance with a Bat Management Plan prepared by an appropriately qualified ecologist.	RLJV	Construction	A Construction Flora and Fauna Management Plan has been developed and forms Appendix B2 of the CEMP. This requirement has been incorporated into this plan refer Section 6. Compliance monitoring of this management strategy will be ongoing during Construction.
FF-3	An unexpected threatened species finds procedure will be developed consistent with the Roads and Maritime Biodiversity Guidelines and incorporated into project environmental management documentation.	RLJV	Construction	A Construction Flora and Fauna Management Plan has been developed and forms Appendix B2 of the CEMP. This requirement has been incorporated into this plan refer Section 6. Compliance monitoring of this management strategy will be ongoing during Construction.
FF-4	Exclusion zones will be established to avoid damage to native vegetation and fauna habitats identified for retention and prevent the distribution of weeds. The location of exclusion fencing to be installed will be identified by project environmental management plans and the function and importance of the exclusion zones will be communicated to construction personnel.	RLJV	Construction	A Construction Flora and Fauna Management Plan has been developed and forms Appendix B2 of the CEMP. This requirement has been incorporated into this plan refer Section 6. Compliance monitoring of this management strategy will be ongoing during Construction.
FF-5	A detailed landscape plan will be prepared for the project. The landscape plan will build on the finding of the Urban Design, Landscape Character and Visual Working Paper and will include detailed set out, species and planting guides including for those areas disturbed construction. Where areas of habitat are to be re-established, this will occur consistent with Guide 3 Re-establishment of Native Vegetation of the Roads and Maritime Biodiversity Guidelines (RTA 2011).	RLJV	Construction	The Urban Design and Landscape Plan (UDLP) is being prepared and it will build on the findings of the Urban Design, Landscape Character and Visual Working Paper. The UDLP will provide detailed set out, species and planting guides including for those areas disturbed by construction. Where areas of habitat are to be re-established, this will occur consistent with Guide 3 Re-establishment of Native Vegetation of the Roads and Maritime Biodiversity Guidelines (RTA 2011).
FF-6	Consistent with Principle 6 of the OEH Offset Principles the project will consider options to offset the loss of the small areas of TECs impacted by the project. These options will be detailed in the landscape plan and could include: Enhancing habitat Reconstructing habitat in strategic areas to link areas of conservation value Increasing buffer zones	RLJV	Construction	The UDLP is being prepared and will consider this requirement.
FF-7	A weed management plan consistent with the Roads and Maritime Biodiversity Guidelines (RTA 2011) will be developed as part of the construction environmental management plan. The weed management plan will include descriptions and mapping of major weed infestations and appropriate management actions to be undertaken in relation to each infestation.	RLJV	Construction	A Construction Flora and Fauna Management Plan has been developed and forms Appendix B2 of the CEMP. This requirement has been incorporated into this plan, refer Appendix E. Compliance monitoring of this management strategy will be ongoing during Construction.

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
FF-8	Measures to prevent the spread of pathogens will be detailed in the construction environmental management plan. Measures will be consistent with Roads and Maritime Biodiversity Guidelines – Guide to Pathogen Management (RTA 2011).	RLJV	Construction	A Construction Flora and Fauna Management Plan has been developed and forms Appendix B2 of the CEMP. This requirement has been incorporated into this plan, refer Appendix G. Compliance monitoring of this management strategy will be ongoing during Construction.
FF-9	The detailed design of the bridge over Duck River will be refined to reduce impact on riparian vegetation and wetlands where possible. This includes considering opportunities to improve access for natural light and moisture under the bridge.	RLJV	Design	The following design report includes the requirement to reduce impact on riparian vegetation and wetlands where possible – Design Report: Bridges (M4W-BR-004-RPT-DCD-0001).
FF-10	Riparian vegetation along the main wildlife corridor (Duck River) will be protected during construction works where possible with any affected areas to be rehabilitated.	RLJV	Construction	A Construction Flora and Fauna Management Plan has been developed and forms Appendix B2 of the CEMP. This requirement has been incorporated into this plan, refer Section 6. Compliance monitoring of this management strategy will be ongoing during Construction.
FF-11	In stream structures such as bridges and culverts are to be designed and managed to minimise any potential impact to flow regimes and fish passage.	RLJV	Design and Construction	The following design reports include this requirement - Bridges (M4W-BR-004-RPT-DCD-0001; and Drainage and Water Quality(M4W-DR-001-RPT-0001.01) A Construction Flora and Fauna Management Plan has been developed and forms Appendix B2 of the CEMP. This requirement has been incorporated into this plan, refer Section 6. Compliance monitoring of this management strategy will be ongoing during Construction
FF-12	DPI would be consulted regarding an appropriate form of biodiversity offset for the proposed loss of 0.28 ha of mangroves	Proponent	Pre-construction	A Biodiversity Offset Strategy was prepared and approved as part of the M4 Widening Submissions Report. This Strategy outlined the process for offsetting the mangroves at Duck River as a result of the M4 Widening project. This process has since been discussed with DP&E and DPI (Fisheries) and agreement reached on the payment process with DPI (Fisheries). WDA has written to DP&E to request that the payment to DPI (Fisheries) for the offsetting of the mangroves be delayed until the detailed design and the project, including vegetation clearing amounts, is finalised – expected to occur between July and August 2015. This strategy has been discussed and agreed with DPI (Fisheries).

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
Noise and Vibration Management Requirements				
NV-1	<p>Feasible and reasonable noise mitigation will be considered in accordance with the NSW Road Noise Policy (EPA 2011) and the Environmental Noise Management Manual (RTA 2001). Specifically, noise mitigation (beyond the adoption of traffic management and other road design measures) will be considered in the following circumstances:</p> <ul style="list-style-type: none"> The predicted 'build' noise level exceeds the RNP base criteria for redeveloped roads and the noise level increase due to the project (ie the noise predictions for the 'build' minus the 'no build') is greater than 2 dB. OR The predicted 'build' noise levels are acute (≥ 65 dBA LAeq(15hour) or ≥ 60 dBA LAeq(9hour)) regardless of the incremental impact of the project. 	Proponent	Design and Operation	<p>Operational noise management has been incorporated into the design of the M4 Widening project via the provision of permanent noise walls.</p> <p>In addition, the Proponent will undertake a review of operational noise mitigation measures proposed to be implemented for the SSI within six months of commencing construction, as required by CoA E2.</p> <p>Offers for architectural treatment will be made to landowners identified as eligible for architectural treatment, as required by CoA E3.</p> <p>An Operational Environmental Management Plan for the SSI will be prepared prior to the commencement of operation addressing environmental performance issues including noise and vibration. This is required by CoA E8.</p>
NV-2	<p>A Construction Noise and Vibration Management Plan (CNVMP) will be prepared for the project. The CNVMP will:</p> <ul style="list-style-type: none"> Assist in ensuring that the noise during construction complies where possible with the construction noise management levels set for the project. Determine noise and vibration monitoring, reporting and response procedures. Describe specific mitigation treatments, management methods and procedures to be implemented to control noise and vibration during construction. Describe construction timetabling to minimise noise impacts including time and duration restrictions, respite periods and frequency. Describe procedures for notifying residents of construction activities likely to affect their amenity through noise and vibration. Define contingency procedure to be implemented in the event of non-compliances and/or noise complaints 	RLJV	Pre-construction	A CNVMP has been developed and forms Appendix B3 of the CEMP.

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
NV-3	<p>The following vibration mitigation measures will be specifically considered during the preparation of the CNVMP:</p> <ul style="list-style-type: none"> Relocate vibration generating plant and equipment to areas within the site in order to lower the vibration impacts. Use lower vibration generating items of excavation plant and equipment eg smaller capacity rockbreaker hammers. Use dampened rockbreakers and/or 'city' rockbreakers to minimise the impacts associated with rockbreaking works. If vibration intensive works are required within the safe working distances, conduct vibration monitoring or attended vibration trials to ensure that levels remain below the cosmetic damage criterion. Conduct building condition surveys both before and after the works to identify existing damage and any damage due to the works. 	RLJV	Pre-construction and construction	These mitigation measures have been considered and included within the CNVMP, refer Section 8, which forms Appendix B3 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15 th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.
NV-4	<p>Within 12 months of the commencement of operation of the project an operational noise review will be undertaken. This will include:</p> <ul style="list-style-type: none"> Monitoring to compare actual noise performance of the project against predicted noise performance. An assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of all feasible and reasonable mitigation measures. Identification of any additional feasible and reasonable measures that will be implemented with the objective of meeting the criteria in the NSW Road Noise Policy (EPA 2011), when these measures will be implemented and how their effectiveness will be measured and reported. 	Proponent	Operation	N/a at this stage.
Soil and Water Management Requirements				
SWW-1	<p>A Soil and Water Management Plan will be prepared for the project in accordance with:</p> <p><i>Managing Urban Stormwater – Soils and Construction, Volume 1: Managing Urban Stormwater, 4th edition ('the Blue Book');</i></p> <p><i>Managing Urban Stormwater–Soils and Construction, Volume 2D Main Road Construction.</i></p>	RLJV	Pre-Construction	These mitigation measures have been considered and included within the CSWMP which forms Appendix B4 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15 th May 2015.

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
SWW-2	<p>Measures will be implemented during construction to minimise the risk of erosion, sedimentation and pollution. These measures may include:</p> <ul style="list-style-type: none"> • Avoid disturbance where practicable, otherwise minimise the area of disturbance, particularly on and adjacent to river banks. • Designate of 'no-go' zones for construction plant and equipment. • Install upstream diversion channels to direct clean runoff from upstream catchments around or through disturbed areas (maintaining separation from runoff containing sediment). • Shape disturbed land to minimise slope lengths and gradients and improve drainage. Install/line catch drains to carry any sediment laden runoff to appropriate sediment control measures. • Minimise stockpiling of material. • Remove cleared or excavated materials as soon as practicable after excavation and appropriately dispose of or stockpile off-site. • Locate stockpiles away from drainage lines and creek channels. Seed disturbed areas for temporary soil stabilisation. • Employ appropriate measures to prevent/minimise wind-blown dust from leaving the site (eg watering). • Establish designated areas for plant and construction material storage within site compounds and other locations within the project area. • Store all chemicals and fuels associated with construction in secure roofed and bunded areas. • Retain erosion and sediment controls until disturbed areas are stabilised. 	RLJV	Construction	These mitigation measures have been considered and included within the CSWMP, refer Section 6, which forms Appendix B4 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of these management strategies will be ongoing during Construction.
SWW-3	<p>Measures will be implemented during operation to minimise the risk of erosion and sedimentation. These measures may include:</p> <ul style="list-style-type: none"> • Undertake post-construction monitoring to ensure successful establishment of landscaping and vegetation cover. • Undertake remedial planting in locations where vegetation cover has not established or has only partially established. 	RLJV	Operation	These mitigation measures have been considered and included within the CSWMP, refer Section 6, which forms Appendix B4 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
SWW-4	<p>The following measures will be implemented to address erosion and sedimentation risk near the Duck River bridge works:</p> <ul style="list-style-type: none"> • Minimise the area of mangroves to be cleared. • Install temporary coffer dams (sheet piling) or suitable alternative around pier construction locations. • Use silt curtain, subject to consideration of tidal flow velocities. • Program works likely to disturb aquatic sediments to 'slack water' periods. • Conduct water quality monitoring. 	RLJV	Construction	These mitigation measures have been considered and included within the CSWMP which forms, refer Section 6, Appendix B4 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.
SWW-5	Detailed design would consider practicable measures to optimise pollution mitigation. This would include vegetated swales with rock check dams and spill management basins where space permits.	RLJV	Pre-construction	These mitigation measures have been considered and included within the CSWMP, refer Section 6, which forms Appendix B4 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Vegetated swales have been incorporated into the detailed drainage design. Basins, GPTs and swales are proposed where constraints allow and are strategically placed to maximise treatment outcomes.
SWW-6	An Acid Sulfate Soils (ASS) Management Plan will be prepared in accordance with the Acid Sulfate Soils Manual and Guidelines for the Management of Acid Sulfate Materials: Acid Sulfate Soils, Acid Sulfate Rock and Monosulfidic Black Ooze.	RLJV	Pre-construction	An Acid Sulfate Soils (ASS) Management Plan has been developed and is included as Appendix B of the CSWMP which forms Appendix B4 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015.
SWW-7	A Contaminated Land Management Plan will be prepared in accordance with relevant EPA guidelines.	RLJV	Pre-construction	Land contamination management measures associated with the Project have been incorporated into the CSWMP and the Soil Contamination Report as required by CoA B8.
SWW-8	Excavated material that is not suitable for on-site reuse or recycling will be transported to a site that may legally accept that material for reuse or disposal. Soils leaving the site will be waste classified so that correct resource recovery and or off-site disposal occur.	RLJV	Construction	This management strategy has been included in the CSWMP, refer Section 6, and Waste and Energy Management Plan, refer Section 6. Approval of the CEMP and associated sub plans was received on the 15th May 2015.
SWW-9	<p>An Asbestos Management Plan will be developed for the construction of the project in accordance with the National Environment Protection (Assessment of site contamination) Measure 1999.</p> <p>The Plan will include an unexpected finds procedure to address any previously unidentified asbestos contamination encountered during construction.</p> <p>Further investigation of the area of public access beneath the M4 Motorway to the east of Alfred Street will be undertaken to assess the level and extent of asbestos in this area.</p>	RLJV	Pre-construction	An Asbestos Management Plan has been developed and is included as Appendix F of the CSWMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
SWW-10	Where excavated material cannot be classified as virgin excavated natural material, it will be classified and disposed of to an appropriately licensed landfill in accordance with the Waste Classification Guidelines–Part 1: Classifying Waste and Part 2: Immobilisation of Waste.	RLJV	Construction	This management strategy has been included in the CSWMP, refer Section 6 and Waste and Energy Management Plan, refer Section 6. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.
SWW-11	Further assessment of the extent and source of hydrocarbon contamination associated with BH101 (located at the junction of Church Street/Great Western Highway) will be undertaken to inform the requirements of any specific remediation or management measures during construction should any works for the project disturb this area.	Proponent	Pre-construction	This management strategy has been included in the Soil Contamination Report in accordance with CoA B8.
SWW-12	Where construction works include dewatering, the need for additional investigations will be identified to assess potential impacts, if required.	RLJV	Pre-construction	This mitigation measure has been considered and included within the CSWMP , refer Section 6, which forms Appendix B4 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.
SWW-13	Assessment of the two commercial properties and the four residential properties being acquired will be undertaken for the presence of hazardous building materials.	RLJV	Pre-construction	This mitigation measure has been considered and included within the Waste and Energy Management Plan which forms Appendix B7 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.
SWW-14	A project-specific Resource and Waste Management Plan (RWMP) will be prepared in accordance with the <i>Roads and Maritime Waste Minimisation & Management Guidelines</i> and applicable Roads and Maritime QA Specifications.	RLJV	Pre-construction	The CEMP Appendix B7 Waste and Energy Management Plan forms the Resource and Waste Management Plan (RWMP). Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.
SWW-15	All wastes, including contaminated wastes, will be identified and classified in accordance with Environmental Guidelines: Assessment, Classification and Management of Liquid and Non-Liquid Wastes. Disposal of any non-recyclable waste will be in accordance with the POEO Act and <i>Waste Classification Guidelines: Part 1 Classifying Waste</i> .	RLJV	Construction	This mitigation measure has been considered and included within the Waste and Energy Management Plan which forms Appendix B7 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.
HF-1	Suitable protection measures will be provided at pipe outlets and at locations where there is a risk of creek bank instability due to discharges from the pavement drainage system.	RLJV	Detailed design and during construction	This mitigation measure has been considered and included within the CSWMP , refer Section 6, which forms Appendix B4 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.
HF-2	Rock protection will be provided to prevent scour where piers are placed in areas subject to inundation in the 1% AEP flood.	RLJV	Detailed design and during construction	The design reports include this requirement - Bridges (M4W-BR-004-RPT-DCD-0001 and the Flood Mitigation Strategy

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
HF-3	<p>A mitigation strategy will be developed to address the predicted flood level increases in the vicinity of A'Becketts Creek. The strategy will develop and evaluate a range of mitigation options, which may include:</p> <ul style="list-style-type: none"> • Widening or augmentation of A'Becketts Creek between Good Street and Woodville Road. • Enlargement of Good Street bridge waterway area. • Relocation of viaduct piers. • Streamlining of viaduct piers. 	RLJV	Detailed Design	A Flood Mitigation Strategy report has been prepared in accordance with CoA B5.
Heritage Management Requirements				
AH-1	Project environmental management plans will include procedures to guide the management of any previously recorded Aboriginal sites/objects within the project area. Management response would vary depending on the nature of the find, its significance and likely impact.	RLJV	Construction	This mitigation measure has been included within the Heritage Management Plan, refer Section 7, which forms Appendix B5 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.
AH-2	Project environmental management plans will identify procedures for management of any possible human skeletal remains. In the event that the project reveals possible human skeletal remains, work would cease in the affected area and the remains would be reported to the NSW Police, the Office of Environment and Heritage and Aboriginal stakeholders.	RLJV	Construction	This mitigation measure has been included within the Heritage Management Plan, refer Section 7, which forms Appendix B5 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.
HH-1	The design and construction of the proposed new bridge over Duck River will aim to minimise impacts to the heritage listed wetlands adjacent to Duck River.	RLJV	Detailed Design Construction	The bridge over Duck River has been designed to minimise the number of piers within the bed and banks of the river and thus reduce impacts to the heritage listed wetlands. (Reference: WestConnex Stage 1A: M4 Widening Design Report: Bridges Developed Concept Design M4W-BR-004-RPT-DCD-0001)
HH-2	Potential impacts of construction vibration on adjacent heritage items will be managed in accordance with the project noise and vibration management plan.	RLJV	Construction	This mitigation measure has been included within the Heritage Management Plan, refer Section 7, which forms Appendix B5 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.
HH-3	The proposed compound site located immediately to the west of Welfare Street would be screened to reduce the visual impact on the Welfare Street Precinct/Conservation area. Measures may include temporary barriers or suitable fencing.	RLJV	Construction	This mitigation measure has been included within the Heritage Management Plan, refer Section 7, which forms Appendix B5 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of this management strategy will be ongoing during Construction.
HH4	The Project's CEMP will include an 'Unexpected Finds' procedure to guide the management of any archaeological sites identified during construction. The management response will vary depending on the nature of the find, its significance and likely impacts.	RLJV	Pre-construction	An 'Unexpected Finds' procedure has been included (as Appendix A) in the Heritage Management Plan which forms Appendix B5 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015.

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
HH5	All heritage items within the vicinity of the study area from Holroyd LEP 2013, including properties located on Tottenham Street, will be clearly identified on relevant figures in the CEMP.	RLJV	Pre-construction	Heritage items within the vicinity of the study area from Holroyd LEP 2013 have been included in Appendix B5 of the CEMP (Heritage Management Plan - HMP). Refer to Appendix C of the HMP.
Air Quality Management Requirements				
AQ-1	<ul style="list-style-type: none"> Activities will be assessed during adverse weather conditions and modified as required (for example, activities will cease where reasonable levels of dust cannot be maintained using available means). Use lower vibration generating items of excavation plant and equipment eg smaller capacity rockbreaker hammers. Dust monitoring will be undertaken during construction at appropriate locations near sensitive receivers for the project in accordance with Approved Methods for Sampling and Analysis of Air Pollutants in NSW". Construction vehicles will meet compliance with relevant and current emission standards as prescribed in Australian Design Rules for heavy duty engines and vehicles. Strategies for minimising air emissions from off road diesel equipment will be adopted including but not limited to, graders, bulldozers and loaders. All off road diesel equipment will meet best available diesel emissions standards or be fitted with an appropriate diesel exhaust treatment device where possible. Engines of on-site vehicles and plant will be switched off when not in use. Vehicles will be maintained and serviced according to manufacturer's specifications. 	RLJV	Construction	These mitigation measures have been considered and included within the AQMP, refer Section 6, which forms Appendix B6 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15 th May 2015. Compliance monitoring of these management strategies will be ongoing during Construction.
AQ-2	<ul style="list-style-type: none"> Minimise the area of exposed surfaces. Employ appropriate measures to prevent/minimise wind-blown dust from leaving the site (eg water carts). Minimise stockpiling of material. Stockpiles will be located away from sensitive receivers where practicable. Apply barriers, covering or temporary rehabilitation. Rehabilitation of completed sections will be undertaken soon as practicable. 	RLJV	Construction	These mitigation measures have been considered and included within the AQMP, refer Section 6, which forms Appendix B6 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15 th May 2015. Compliance monitoring of these management strategies will be ongoing during Construction.

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
AQ-3	<ul style="list-style-type: none"> Watering of haul roads (fixed or mobile). Roads or accesses with long term or heavy use will be sealed where required. Sealed haul roads will be cleaned regularly. Vehicle traffic will be restricted to designated routes which can be managed by regular watering and with appropriate speed limits. Wheel wash or grids will be located near exit points to minimise mud/ dirt track out. Street cleaning will be undertaken to remove dirt tracked onto sealed roads. Vehicle loads will be covered when transporting material off site. 	RLJV	Construction	These mitigation measures have been considered and included within the AQMP, refer Section 6, which forms Appendix B6 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of these management strategies will be ongoing during Construction.
AQ-4	<ul style="list-style-type: none"> Dust suppression activities will be undertaken for concrete cutting, grinding or sawing (eg water sprays) 	RLJV	Construction	These mitigation measures have been considered and included within the AQMP, refer Section 6, which forms Appendix B6 of the CEMP. Approval of the CEMP and associated sub plans was received on the 15th May 2015. Compliance monitoring of these management strategies will be ongoing during Construction.
Waste and Energy Management Requirements				
GHG-1	Assess energy (fuel/electricity) efficiency when selecting equipment	RLJV	Pre-construction	This management strategy has been included in the Waste and Energy Management Plan, refer Section 6, (Appendix B7 of the CEMP) and the Sustainability Management Plan.
GHG-2	A waste management plan will be prepared to maximise re-use and recycling of construction and demolition waste. Reuse of excavated road materials would be maximised as far as possible where they are cost, quality and performance competitive to reduce use of materials (with embedded energy).	RLJV	Pre-construction	A Waste and Energy Management Plan has been prepared and is incorporated as Appendix B7 of the CEMP.
GHG-3	Steel with recycled content would be specified where feasible where they are cost, quality and performance competitive. Sub-contractors would be required to propose recycled content construction materials where they are cost, quality and performance competitive	RLJV	Construction	This management strategy has been included in the Waste and Energy Management Plan, refer Section 6, (Appendix B7 of the CEMP) and the Sustainability Management Plan.
GHG-4	Assess opportunities to use local materials to reduce transport emissions	RLJV	Pre-construction	The requirement has been incorporated into the Project's procurement process and associated review of options for materials supply. Due to cost implications, transportation distances are minimised where possible for both economical and energy reduction benefits.
GHG-5	Undertake vegetation planting and management that maximises opportunities to sequester carbon over the life of the project	RLJV	Pre-construction/ Construction	The Urban Design and Landscape Plan (UDLP) includes vegetation plantings that will maximise the sequestering of carbon. In addition, clearing reductions are maximised through the detailed design phase via the use of retaining walls where possible. Clearing minimisation is maximised through the design of temporary clearing areas via both a desktop review and onsite constructability review. This considers plant size and access requirements.

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
GHG-6	The feasibility of using biofuels (biodiesel, ethanol, or blends such as E10 or B80) would 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 would be planned to minimise fuel use.	RLJV	Pre-construction	The requirement has been incorporated into the Project's Sustainability Management Plan and also the procurement process and associated review of options for materials supply. Hybrid excavators shall also be used during construction activities where available.
GHG-7	Assess opportunities to use renewable energy sources to power control systems, lighting and signage	RLJV	Pre-construction	The requirement has been incorporated into the Project's Sustainability Management Plan which outlines the assessment process for considering renewable energy sources to power control systems, lighting and signage during the construction phase.
Community Management				
CI-1	Consultation will be undertaken with local communities potentially affected by the impacts of multiple projects in addition to the M4 Widening.	Proponent RLJV	Construction	Consultation with local communities potentially affected by the impacts of multiple projects in addition to the M4 Widening will be ongoing through construction. WDA staff were available for consultation at the New Parramatta Road Public Display Office in North Strathfield in early 2015. In addition, WDA staff attended the New Parramatta Road community information sessions in January and February 2015. Information about WestConnex and the M4 Widening project has been shared and posted on Council and agency websites.
CI-2	Where relevant, consultation will be undertaken with proponents of other nearby projects to increase the overall awareness of project timeframes and impacts	Proponent RLJV	Construction	WDA met with representatives from Roads and Maritime, Transport for NSW, Sydney Water, NBN Co and DIRD team planning the Badgerys Creek Airport EIS in April 2015. WDA discussed the upcoming M4 Widening works and protocols for better coordinating information to the local community. Where relevant, ongoing consultation will be undertaken during construction of the M4 Widening project with proponents of other nearby projects to discuss project timeframes and potential impacts
Traffic Management				
TT-1	A traffic and transport liaison group will be established prior to commencement of construction. The traffic and transport liaison group will be consulted during preparation of the construction traffic management plan. A traffic co-ordination group (TCG) will be established prior to implementation of traffic controls. The TCG will manage the development of traffic management plans, ensuring safety and minimising user impacts.	RLJV	Pre-Construction/ Construction	A traffic and transportation liaison group has been established (TTLG). This group first met on the 5 th March 2015 and included consultation on the TAMP (refer Appendix B of the TAMP.) Consultation with this group shall be ongoing throughout the construction phase. A TCG has been established with Roads and Maritime; Transport for NSW, WDA and RLJV. This group first met on the 25 th February 2015 and will continue to meeting regularly during construction to manage the development of traffic management plans.

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
TT-2	<p>A construction traffic management plan will be developed, approved, implemented and monitored as part of the project. The construction traffic management plan would focus on maintaining general traffic flow and specifying appropriate site accesses and construction traffic routes. It would include:</p> <ul style="list-style-type: none"> • Traffic Control Plans showing the access arrangements and the detail of required signs and devices • Vehicle Movement Plans showing access to work sites and direction of travel • Pedestrian and Cyclist Control Plans • Management strategy for other road users • Management strategy for access to adjacent properties • Hours of operation, including prohibitions on queuing outside sites prior to commencement of working hours • Road safety audit requirements • Any localised improvements/adjustments to existing traffic management arrangements. 	RLJV	Pre-Construction/ Construction	A Traffic and Access Management Plan has been developed and forms Appendix B1 of the CEMP. The CEMP and associated sub plans have been submitted to DP&E for approval.
TT-3	Construction staging and temporary works will be developed and implemented to minimise conflicts with the existing road network and to maximise the separation between work areas and travel lanes.	RLJV	Construction	Processes to manage this are included within the Traffic and Access Management Plan, refer Section 4 and 5. All work areas will be separated via temporary concrete barriers as set out on the Traffic Staging Plans. Existing motorway infrastructure and road furniture will also be utilised to provide separation where they exist. (Reference Design Lots - M4W-TS-01 / M4W-TS-02).
TT-4	Lane occupancies will be planned with the aim of minimising the actual work area, limiting obstructions and restrictions, maximising road capacity and avoiding peak traffic periods.	RLJV	Construction	The requirement has been incorporated into the Traffic and Access Management Plan, refer Section 5.
TT-5	Existing motorway capacity will be maintained during the morning peak and evening peak periods.	RLJV	Construction	The requirement has been incorporated into the Traffic and Access Management Plan, refer Section 5.
TT-6	Monitoring of the motorway and work sites will be undertaken using CCTV and mobile patrols to assist management of incidents.	RLJV	Construction	The requirement has been incorporated into the Traffic and Access Management Plan, refer Section 17.
TT-7	Access for bicycles along the motorway (where currently available) would be maintained or an alternative route provided and signposted.	RLJV	Construction	The requirement has been incorporated into the Traffic and Access Management Plan, refer Section 9. The TMP Phase 0 Cycle Path Diversion includes the specific details of the alternate route, including signposting.
TT-8	Access to existing shared paths would be maintained subject to the need for temporary diversions.	RLJV	Construction	The requirement has been incorporated into the Traffic and Access Management Plan, refer Section 9.

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
TT-9	An operational traffic review will be undertaken to confirm the operational traffic impacts of the project on surrounding arterial roads and major intersections. The assessment will be based on actual traffic counts and will assess the level of service at major intersections between Pitt Street and Homebush Bay Drive along the M4 Motorway and on Parramatta Road. Where necessary, the outcomes of the operational traffic review would be used to identify opportunities for any further operational refinement to optimise the performance of the project.	Proponent	Operation	N/a at this stage.
Visual Management				
V-1	A detailed landscape plan will be prepared for the project. The landscape plan will build on the finding of the Urban Design, Landscape Character and Visual Working Paper and will include detailed set out, species and planting guides.	RLJV	Detailed Design	The preparation of the Urban Design and Landscape Plan (UDLP) has commenced and details the implementation of the urban design objectives and principles as required by CoA B25 and B26.
V-2	Where practicable, the height of retaining walls will be minimised allowing introduction of a batter and construction of reinforced soil wall to allow reinstatement of planting along verges.	RLJV	Detailed Design	Maximisation of replanting opportunities has been considered during the development of the UDLP.
V-3	Built elements, including noise walls will be further refined consistent with the urban design vision, objectives and principles for the project.	RLJV	Detailed Design	These requirements have been included in the UDLP.
V-4	The visual impact of construction site compounds on adjacent residential areas will be minimised through the careful planning and positioning of temporary offices, other plant and material laydown areas, and specific management of lighting and potential for light spill within the identified construction site compounds.	RLJV	Detailed Design	Management strategies to retain visual amenity and the avoidance of light spill have been incorporated into the CEMP Appendix B8 Construction Compound and Ancillary Facilities Management Plan. Compliance monitoring of these management strategies will be ongoing during Construction.
V-5	Vegetation, mature or otherwise, currently located between construction site compounds and adjacent residential areas will be retained where practicable to screen views.	RLJV	Construction	Retention of existing vegetation shall be optimised and is incorporated into the requirements outlined in the Flora and Fauna Management Plan which forms Appendix B2 of the CEMP. Compliance monitoring of this management strategy will be ongoing during Construction.
V-6	Vegetation clearance will be limited to that required to construct the project. Where practicable landscaping would be progressively introduced to provide screening between adjacent residences and the motorway corridor.	RLJV	Construction	This management strategy has been incorporated into the Flora and Fauna Management Plan which forms Appendix B2 of the CEMP. Compliance monitoring of this management strategy will be ongoing during Construction.

Source Ref.	Environmental Management Measures	Proponent/ RLJV Responsibility	Timing	Document Reference/ Status
V-7	Where possible, some screening fencing will be introduced between the motorway carriageways and the work sites in the median and to the sides of the motorway to reduce the visual impact of construction and limit distractions for road users.	RLJV	Construction	Screening shall be considered during the development of Traffic Management Plans for the M4 Motorway to ensure distraction for drivers is limited