

M4-M5 Link

Environmental Impact Statement

August 2017

Appendices B to H



Since finalisation of the Environmental Impact Statement, the project has been declared by Ministerial Order to be State significant infrastructure and critical State significant infrastructure under sections 115U (4) and 115V of the *Environmental Planning and Assessment Act 1979*. The Ministerial Order also amended Schedule 5 of *State Environmental Planning Policy (State and Regional Development) 2011*. The project remains subject to assessment under Part 5.1 of the *Environmental Planning and Assessment Act 1979* and requires the approval of the Minister for Planning.



WestConnex speaks your language

Learn more by visiting

www.westconnex.com.au/yourlanguage

to watch project videos in your language and read more about WestConnex. If you need an interpreter, call the Translating and Interpreting Service on **131 450**.

Arabic

اعرف المزيد بزيارة الموقع
www.westconnex.com.au/yourlanguage
وذلك لمشاهدة الفيديوهات الخاصة بالمشروع باللغة العربية
وقراءة المزيد عن وست كونكس. إذا كنت في حاجة إلى
مترجم، اتصل بخدمة الترجمة الخطية والشفهية على الرقم
.131 450

Chinese

了解詳情請上網

www.westconnex.com.au/yourlanguage 觀看(普通話)
視頻,並查閱有關WestConnex的更多訊息。如需要傳譯員請
撥電話傳譯服務 **131 450**

Hindi

सबेदसाईट र पक िधी अरँ:आका म ा ज
www.westconnex.com.au/yourlanguage व (हन्दि) स इ
ा न कज री मयब दिखयेप रवे खरेकॉनेक्स के रें म व
र और सामिगशी पेछ दि द मद्दमापमिा आ ए ओअिह्वाह वच
दुभाषया सेवा ो **131 450** र फोन करे।

Greek

Μάθετε περισσότερα επισκεπτόμενοι το
www.westconnex.com.au/yourlanguage για να δείτε τα
βίντεο του έργου στα ελληνικά και να διαβάσετε περισσότερα
για το WestConnex. Εάν χρειάζεστε διερμηνεία, καλέστε την
Υπηρεσία Μετάφρασης και Διερμηνείας στο **131 450**.

Italian

Per saperne di più visiti il sito
www.westconnex.com.au/yourlanguage, dove potrà
guardare i video del progetto in lingua italiana e trovare maggiori
informazioni su WestConnex. Se ha bisogno di un interprete,
contatti il Servizio di Traduzione ed Interpretariato (Translating
and Interpreting Service) al numero **131 450**.

Korean

www.westconnex.com.au/yourlanguage 를 방문하여 한국어로
된 프로젝트 비디오를 보고 WestConnex 에 관해 읽고 배우세요.
통역이 필요하시면 번역 및 통역 서비스 **131 450 (TIS)** 으로 전화
하십시오.

Vietnamese

Hãy tìm hiểu thêm và viếng trang mạng
www.westconnex.com.au/yourlanguage để xem phim ảnh
bằng Việt ngữ về công trình này và đọc thêm về WestConnex.
Nếu quý vị cần thông ngôn viên, xin vui lòng gọi Dịch Vụ Thông
Ngôn Phiên Dịch số **131 450**.

Volume 2B

Appendices

B.....	Secretary's Environmental Assessment Requirements checklist
C.....	Cumulative impact assessment methodology
D.....	Environmental Planning and Assessment Regulation 2000 (NSW) checklist
E.....	Geological long-sections
F.....	Utilities Management Strategy
G.....	Draft community consultation framework
H.....	Technical working paper: Traffic and transport



Appendix

B

Secretary's Environmental Assessment Requirements checklist



Secretary's Environmental Assessment Requirements Checklist

The Secretary of the NSW Department of Planning and Environment issued Secretary's Environmental Assessment Requirements (SEARs) for the M4-M5 Link project (the project) on 3 March 2016. The SEARs were revised on 9 November 2016 and further revised on 3 May 2017. The following tables show where the revised SEARs have been addressed throughout the Environmental Impact Statement (EIS).

General SEARs

Desired performance outcome	Requirement	Where addressed in the EIS
1. Environmental Impact Assessment Process The process for assessment of the proposal is transparent, balanced, well focussed and legal.	1. The Environmental Impact Statement (EIS) must be prepared in accordance with Part 3 of Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i> (EP&A Regulation).	Chapter 2 (Assessment process)
	2. It is the Proponent's responsibility to determine whether the project needs to be referred to the Commonwealth Department of the Environment for an approval under the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act). The Proponent must contact the Commonwealth Department of the Environment immediately if it is determined that an approval is required under the EPBC Act, as supplementary environmental assessment requirements may need to be issued to ensure a streamlined assessment under the Bilateral agreement can be achieved.	Chapter 2 (Assessment process); Chapter 18 (Biodiversity)
	3. Where the project requires approval under the EPBC Act and is being assessed under the Bilateral Agreement the EIS should address:	Chapter 2 (Assessment process)
	(a) consideration of any Protected Matters that may be impacted by the development where the Commonwealth Minister has determined that the proposal is a Controlled Action;	
(b) identification and assessment of those Protected Matters that are likely to be significantly impacted;		
	(c) details of how significant impacts to Protected Matters have been	

Desired performance outcome	Requirement	Where addressed in the EIS
	<p>avoided, mitigated and, if necessary, offset; and</p> <p>(d) consideration of, and reference to, any relevant conservation advices, recovery plans and threat abatement plans.</p> <p>4. The onus is on the Proponent to ensure legislative requirements relevant to the project are met.</p>	
<p>2. Environmental Impact Statement</p> <p>The project is described in sufficient detail to enable clear understanding that the project has been developed through an iterative process of impact identification and assessment and project refinement to avoid, minimise or offset impacts so that the project, on balance, has the least adverse environmental, social and economic impact, including its cumulative impacts.</p>	<p>1. The EIS must include, but not necessarily be limited to, the following:</p> <p>(a) an executive summary;</p> <p>(b) a description of the project and all components and activities (including ancillary components and activities) required to construct and operate it, including:</p> <ul style="list-style-type: none"> - the proposed route; - design of the tunnels, interchanges (inclusive of tunnel portals and entry and exit ramps), and connections to Stage 1 and Stage 2 of WestConnex and other proposals (such as the Western Harbour Tunnel) and road user, pedestrian and cyclist facilities, and lighting; - surface road upgrade works, including road widening, intersection treatment and grade separation works, property access, parking, pedestrian and cyclist facilities (including appropriate locations for overbridges) and public transport facilities; - ancillary infrastructure and operational facilities, such as operational and maintenance facilities, ventilation structures and systems, and fire and emergency services and infrastructure for the proposal, including (if required) additional infrastructure (such as tolling and ventilation infrastructure) for the M4 East, M5 Motorway and future Western Harbour Tunnel; - location and operational requirements of construction ancillary facilities and access; - land use changes as a result of the proposal and the acquisition of privately owned, Council and Crown lands, and impacts to Council and Crown lands; and 	<p>Executive Summary</p> <p>Chapter 5 (Project description); Chapter 6 (Construction work); Chapter 8 (Traffic and transport); Chapter 12 (Land use and property)</p>

Desired performance outcome	Requirement	Where addressed in the EIS
	<ul style="list-style-type: none"> - the relationship and/or integration of the project with existing and proposed¹ public and freight transport services; 	
	(c) a statement of the objective(s) of the project, including how it meets the objectives of the overall WestConnex program;	Chapter 3 (Strategic context and project need)
	(d) a summary of the strategic need for the project with regard to its State significance and relevant State Government policy;	Chapter 3 (Strategic context and project need)
	(e) an analysis of any feasible alternatives to the project ² ;	Chapter 4 (Project development and alternatives)
	(f) a description of feasible options within the project ³ , including: <ul style="list-style-type: none"> - alternative methods considered for the construction of the project, including the tunnels; and - staging of the proposal and the broader WestConnex scheme; 	Chapter 4 (Project development and alternatives)
	(g) a description of how alternatives to and options within the project were analysed to inform the selection of the preferred alternative / option. The description must contain sufficient detail to enable an understanding of why the preferred alternative to, and options(s) within, the project were selected, including: <ul style="list-style-type: none"> - details of the short-listed route and tunnel options considered, and the criteria that was considered in the selection of the preferred route and tunnel design; - the alternative tunnel design and ventilation options considered to meet the air quality criteria for the proposal; - need for construction facilities and sites; and a justification for the preferred proposal taking into consideration the	Chapter 4 (Project development and alternatives); Chapter 30 (Project justification and conclusion)

¹ Proposed – as identified in relevant State strategies and the like.

² Alternatives to a project are different projects which would achieve the same project objective(s) including the consequences of not carrying out the project. For example, alternatives to a road project may be a rail project in the same area and alternate routes for the road, or a combination of these alternatives.

³ Options within the project are variations of the same project. For example, options within a road project could be design of an intersection; the location or design of a bridge; locations for a ventilation outlet.

Desired performance outcome	Requirement	Where addressed in the EIS
	objects of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act);	
	(h) a concise description of the general biophysical and socio-economic environment that is likely to be impacted by the project (including offsite impacts). Elements of the environment that are not likely to be affected by the project do not need to be described;	Chapter 2 (Assessment process); Chapters 8-23
	(i) a demonstration of how the project design has been developed to avoid or minimise likely adverse impacts;	Chapter 4 (Project development and alternatives)
	(j) the identification and assessment of key issues as provided in the 'Assessment of Key Issues' performance outcome;	Chapter 2 (Assessment process); Chapters 8-27
	(k) a statement of the outcome(s) the Proponent will achieve for each key issue;	Chapter 2 (Assessment process); Chapter 29 (Summary of environmental management measures); Appendix A (Project synthesis)
	(l) measures to avoid, minimise or offset impacts must be linked to the impact(s) they treat, so it is clear which measures will be applied to each impact;	Chapter 29 (Summary of environmental management measures); Appendix A (Project synthesis)
	(m) consideration of the interactions between mitigation measures, between impacts and between measures and impacts; ⁴	Chapter 29 (Summary of environmental management measures)
	(n) identification of other environmental impacts (such as protective and sensitive lands, sedimentation and erosion and impacts to water front land) and proposed measures for managing and/or mitigating the level of impact;	Chapters 8-26 of the EIS
	(o) an assessment of the cumulative impacts of the project taking into	Chapter 26 (Cumulative impacts);

⁴ Measures proposed to avoid or minimise one impact may cause an unintended impact on another issue. Therefore these impacts and their interactions need to be analysed and resolved where possible.

Desired performance outcome	Requirement	Where addressed in the EIS
	account other stages of WestConnex, the proposed Western Harbour Tunnel, projects that have been approved but where construction has not commenced, projects that have commenced construction, and projects that have recently been completed;	Appendix C (Cumulative impact assessment methodology)
	(p) statutory context of the project as a whole, including: <ul style="list-style-type: none"> - how the project meets the provisions of the EP&A Act and EP&A Regulation; and - a list of any approvals that must be obtained under any other Act or law before the project may lawfully be carried out; 	Chapter 2 (Assessment process); Chapter 30 (Project justification and conclusion); Appendix D (Environmental Planning and Assessment Regulation 2000 (NSW) requirements)
	(q) a chapter that synthesises the environmental impact assessment and provides: <ul style="list-style-type: none"> - a succinct but full description of the project for which approval is sought; - a description of any uncertainties that still exist around design, construction methodologies and/or operational methodologies and how these will be resolved in the next stages of the project; - a compilation of the impacts of the project that have not been avoided; - a compilation of the proposed measures associated with each impact to avoid or minimise (through design refinements or ongoing management during construction and operation) or offset these impacts; - a compilation of the outcome(s) the proponent will achieve; and - the reasons justifying carrying out the project as proposed, having regard to the biophysical, economic and social considerations, including ecologically sustainable development and cumulative impacts; and 	Appendix A (Project synthesis)
	(r) relevant project plans, drawings, diagrams in an electronic format that enables integration with mapping and other technical software.	Throughout the EIS
	2. The EIS must only include data and analysis that is reasonably needed to	Throughout the EIS

Desired performance outcome	Requirement	Where addressed in the EIS
	make a decision on the proposal. Relevant information must be succinctly summarised in the EIS and included in full in appendices. Irrelevant, conflicting or duplicated information must be avoided.	
<p>3. Assessment of Key Issues*</p> <p>Key issue impacts are assessed objectively and thoroughly to provide confidence that the project will be constructed and operated within acceptable levels of impact.</p> <p>* Key issues are nominated by the Proponent in the CSSI project application and by the Department in the SEARs. Key issues need to be reviewed throughout the preparation of the EIS to ensure any new key issues that emerge are captured. The key issues identified in this document are not exhaustive but are key</p>	<p>1. The level of assessment of likely impacts must be proportionate to the significance of, or degree of impact on, the issue, within the context of the proposal location and the surrounding environment. The level of assessment must be commensurate to the degree of impact and sufficient to ensure that the Department and other government agencies are able to understand and assess impacts.</p> <p>2. For each key issue the Proponent must:</p> <p>(a) describe the biophysical and socio-economic environment, as far as it is relevant to that issue, including adequate baseline data, in terms of temporal, spatial and parameters monitored;</p> <p>(b) describe the legislative and policy context, as far as it is relevant to the issue;</p> <p>(c) identify, describe and quantify (if possible) the impacts associated with the issue, including the likelihood and consequence of the impact (comprehensive risk assessment), and the cumulative impacts of: (i) concurrent project construction activities; and (ii) proposed and approved projects (where information is available at the time of writing);</p> <p>(d) demonstrate how potential impacts have been avoided (through design, or construction or operation methodologies);</p> <p>(e) detail how likely impacts that have not been avoided through design will be minimised, and the predicted effectiveness of these measures (against performance criteria where relevant); and</p>	<p>Chapters 8-27 of the EIS</p>

Desired performance outcome	Requirement	Where addressed in the EIS
issues common to most CSSI projects.	(f) detail how any residual impacts will be managed or offset, and the approach and effectiveness of these measures.	Chapter 28 (Environmental risk analysis)
	3. Where multiple reasonable and feasible options to avoid or minimise impacts are available, they must be identified and considered and the proposed measure justified taking into account the public interest.	Chapter 4 (Project development and alternatives); Chapter 5 (Project description)
4. Consultation The project is developed with meaningful and effective engagement during project design and delivery.	1. The project must be informed by consultation, including with relevant local, State and Commonwealth government agencies, infrastructure and service providers, special interest groups (including Local Aboriginal Land Councils, Aboriginal stakeholders, and pedestrian and bicycle user groups), affected landowners, businesses and the community.	Chapter 7 (Consultation); Appendix G (Draft Community Consultation Framework)
	2. The Proponent must document the consultation process, and demonstrate how the project has responded to the inputs received.	
	3. The Proponent must describe the timing and type of community consultation proposed during the design and delivery of the project, the mechanisms for community feedback, the mechanisms for keeping the community informed, and procedures for complaints handling and resolution.	

Key issue SEARs

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
<p>1. Transport and Traffic</p> <p>Network connectivity, safety and efficiency of the transport system in the vicinity of the project are managed to minimise impacts.</p> <p>The safety of transport system customers is maintained.</p> <p>Impacts on network capacity and the level of service are effectively managed.</p> <p>Works are compatible with existing infrastructure and future transport corridors.</p>	<p>1. The Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts, including, but not necessarily limited to:</p>	<p>Chapter 8 (Traffic and transport); Appendix H (Technical working paper: Traffic and transport)</p>
	(a) a considered approach to route identification and scheduling of transport movements, particularly outside standard construction hours;	
	(b) the number, frequency and size of construction related vehicles (passenger, commercial and heavy vehicles, including spoil management movements);	
	(c) construction worker parking;	
	(d) the nature of existing traffic (types and number of movements) on construction access routes (including consideration of peak traffic times and sensitive road users and parking arrangements);	
	(e) access constraints and impacts on public transport, pedestrians and cyclists;	
	(f) the need to close, divert or otherwise reconfigure elements of the road, cycle and pedestrian network associated with construction of the project. Where the closure, diversion or reconfiguration are temporary, provide an estimate of the duration of the altered access arrangements; and	
	(g) the cumulative traffic impacts of other key infrastructure projects preparing for or commencing construction, including but not limited to other stages of WestConnex.	
	<p>2. The Proponent must model and/or assess the operational transport impacts of the project including, but not necessarily limited to:</p>	<p>Chapter 8 (Traffic and transport); Appendix H (Technical working paper: Traffic and transport)</p>

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	(a) forecast travel demand and traffic volumes (expressed in terms of total numbers and heavy and light vehicle numbers) for the project and the surrounding road, cycle and public transport network, including potential shifts of traffic movements on alternate routes outside the proposal area (such as toll avoidance) and impact of permanent street closures directly attributable to the SSI;	and transport)
	(b) travel time analysis;	
	(c) performance of key interchanges and intersections by undertaking a level of service analysis at key locations, for peak periods;	
	(d) wider transport interactions (local and regional roads, cycling, public and freight transport), taking into account the Sydney City Centre Access Strategy, planned future urban release areas such as the Bays Precinct and planned future port activities and uses;	Chapter 8 (Traffic and transport); Appendix H (Technical working paper: Traffic and transport); Appendix N (Technical working paper: Active transport strategy)
	(e) the redistribution of traffic and impacts on traffic volumes and levels of service on the road network resulting from changes to the design of the M4-M5 Link as modelled in the traffic assessments for the M4 East and New M5 projects;	Chapter 8 (Traffic and transport); Appendix H (Technical working paper: Traffic and transport)
	(f) induced traffic and operational implications for existing and proposed public transport (particularly with respect to strategic bus corridors and bus routes and permanent closure/relocation of bus stops) and consideration of opportunities to improve public transport;	Chapter 8 (Traffic and transport); Appendix H (Technical working paper: Traffic and transport)
	(g) impacts on cyclists and pedestrian access and safety, including on known routes and future proposals such as along Lilyfield Road;	Chapter 8 (Traffic and transport); Appendix H (Technical working paper: Traffic and transport); Appendix N (Technical working paper: Active transport strategy)
	(h) opportunities to integrate cycling and pedestrian elements with	Chapter 8 (Traffic and transport);

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	surrounding networks and within the project; and	Appendix H (Technical working paper: Traffic and transport); Appendix N (Technical working paper: Active transport strategy)
	(i) property and business access and on street parking.	Chapter 8 (Traffic and transport); Appendix H (Technical working paper: Traffic and transport); Appendix P (Technical working paper: Social and economic)
	The assessment must provide an explanation for the scope of the modelled area, including justification of the nominated boundaries.	Chapter 8 (Traffic and transport); Appendix H (Technical working paper: Traffic and transport)
2. Air Quality The project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable.	1. The Proponent must undertake an air quality impact assessment (AQIA) for construction and operation of the project in accordance with the current guidelines.	Chapter 9 (Air quality); Appendix I (Technical working paper: Air quality)
	2. The Proponent must ensure the AQIA also includes the following:	
	(a) demonstrated ability to comply with the relevant regulatory framework, specifically the <i>Protection of the Environment Operations Act 1997</i> and the <i>Protection of the Environment Operations (Clean Air) Regulation 2010</i> ;	Chapter 9 (Air quality); Appendix I (Technical working paper: Air quality)
	(b) the identification of all potential sources of air pollution and an assessment of potential emissions of PM ₁₀ , PM _{2.5} , CO, NO ₂ and other nitrogen oxides and volatile organic compounds (e.g. BTEX);	
	(c) consider the impacts from the dispersal of these air pollutants on the ambient air quality along the proposal route, proposed ventilation outlets and portals, surface roads, ramps and interchanges and the alternative surface road network;	
	(d) assessment of worst-case scenarios for in-tunnel and ambient air quality,	

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	including a range of potential ventilation scenarios and range of traffic scenarios, including worst-case design maximum traffic flow scenario (variable speed) and worst-case breakdown scenario, and discussion of the likely occurrence of each;	
	(e) details of the proposed tunnel design and mitigation measures to address in-tunnel air quality and the air quality in the vicinity of portals and any mechanical ventilation systems (ie ventilation outlets and air inlets) including details of proposed air quality monitoring (including frequency and criteria);	
	(f) a demonstration of how the project and ventilation design ensures that concentrations of air emissions meet NSW, national and international best practice for in-tunnel and ambient air quality, and taking into consideration the approved criteria for the M4 East project, New M5 project and the In-Tunnel Air Quality (Nitrogen Dioxide) Policy;	
	(g) consideration of any advice from the Advisory Committee on Tunnel Air Quality on the project, particularly in relation to assessment methodology;	
	(h) details of any emergency ventilation systems, such as air intake/exhaust outlets, including protocols for the operation of these systems in emergency situations, potential emission of air pollutants and their dispersal, and safety procedures;	Chapter 5 (Project description); Appendix I (Technical working paper: Air quality)
	(i) details of in-tunnel air quality control measures considered, including air filtration, and justification of the proposed measures;	Chapter 9 (Air quality); Appendix I (Technical working paper: Air quality)
	(j) details of the proposed mitigation measures to prevent the generation and emission of dust (particulate matter and TSP) and air pollutants (including odours) during the construction of the proposal, particularly in relation to ancillary facilities (such as concrete batching plants), the use of mobile plant, stockpiles and the processing and movement of spoil; and	Chapter 9 (Air quality); Appendix I (Technical working paper: Air quality)

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	(k) a cumulative assessment of the in-tunnel, local and regional air quality due to the operation of and potential continuous travel through the M4 East and New M5 Motorways and surface roads.	Chapter 9 (Air quality); Chapter 26 (Cumulative impacts); Appendix I (Technical working paper: Air quality)
<p>3. Health and Safety</p> <p>The project avoids or minimises any adverse health impacts arising from the project.</p> <p>The project avoids, to the greatest extent possible, risk to public safety.</p>	1. The Proponent must assess the potential health impacts of the project, in accordance with the current guidelines.	<p>Chapter 11 (Human health risk); Appendix K (Technical working paper: Human health risk assessment)</p>
	2. The assessment must:	
	(a) describe how the design of the proposal minimises adverse health impacts;	
	(b) assess human health impacts from the operation and use of the tunnel under a range of conditions, including worst case operating conditions and the full length of all tunnels in the WestConnex scheme;	
	(c) human health risks and costs associated with the proposal, including those associated with air quality, noise and vibration, and social impacts on the adjacent and surrounding areas during the construction and operation of the proposal;	
	(d) include both incremental changes in exposure from existing background pollutant levels and the cumulative impacts of project specific and existing pollutant levels at the location of the receivers (including public open space areas);	<p>Chapter 11 (Human health risk); Chapter 26 (Cumulative impacts); Appendix K (Technical working paper: Human health risk assessment)</p>
(e) assess the likely risks of the project to public safety, paying particular attention to pedestrian safety, subsidence risks, bushfire risks and the handling and use of dangerous goods; and	<p>Chapter 8 (Traffic and transport); Chapter 11 (Human health risk); Chapter 12 (Land use and property); Chapter 19 (Groundwater); Chapter 25 (Hazard and risk); Chapter 29 (Summary of environmental management measures); Appendix H (Technical working paper: Traffic</p>	

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	(f) include a cumulative human health impact assessment inclusive of in-tunnel, local and regional impacts due to the operation of and potential continuous travel through the M4 East and New M5 Motorways and surface roads.	and transport); Appendix K (Technical working paper: Human health risk assessment) Chapter 11 (Human health risk); Chapter 26 (Cumulative impacts); Appendix K (Technical working paper: Human health risk assessment)
<p>4. Noise and Vibration - Amenity</p> <p>Construction noise and vibration (including airborne noise, ground-borne noise and blasting) are effectively managed to minimise adverse impacts on acoustic amenity.</p> <p>Increases in noise emissions and vibration affecting nearby properties and other sensitive receivers during operation of the project are effectively managed to protect the amenity and well-being of the community.</p>	<p>1. The Proponent must assess construction and operational noise and vibration impacts in accordance with relevant NSW noise and vibration guidelines. The assessment must address the redistribution of traffic and include consideration of impacts to sensitive receivers (on affected floors of residential buildings), include consideration of sleep disturbance and, as relevant, the characteristics of noise and vibration (for example, low frequency noise).</p> <p>2. An assessment of construction noise and vibration impacts which must address:</p> <p>(a) the nature of construction activities (including transport, tonal or impulsive noise-generating works and the removal of operational noise barriers, as relevant);</p> <p>(b) the intensity and duration of noise and vibration impacts (both air and ground-borne);</p> <p>(c) the nature, sensitivity and impact to receivers;</p> <p>(d) the need to balance timely conclusion of noise and vibration-generating works with periods of receiver respite, and other factors that may influence the timing and duration of construction activities (such as traffic management);</p> <p>(e) the potential for works outside standard construction hours, including</p>	<p>Chapter 10 (Noise and vibration); Appendix J (Technical working paper: Noise and vibration)</p>

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	estimated duration and timing, predicted levels, exceedances and number of potentially affected receivers and justification for the activity in terms of the Interim Construction Noise Guideline (DECCW, 2009);	
	(f) potential noise and vibration mitigation measures, including timing of implementation;	
	(g) figures illustrating the existing and predicted noise levels;	
	(h) a cumulative noise and vibration assessment inclusive of impacts from the project (including concurrent project construction activities); and	Chapter 10 (Noise and vibration); Chapter 26 (Cumulative impacts); Appendix J (Technical working paper: Noise and vibration)
	(i) a cumulative noise and vibration assessment of the impacts from the project and the construction of other key infrastructure projects including, but not limited to, the New M5 and M4 East.	
	3. The Proponent must demonstrate that blast impacts are capable of complying with the current guidelines, if blasting is required.	Chapter 10 (Noise and vibration); Appendix J (Technical working paper: Noise and vibration)

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
<p>5. Noise and Vibration - Structural</p> <p>Construction noise and vibration (including airborne noise, ground-borne noise and blasting) are effectively managed to minimise adverse impacts on the structural integrity of buildings and items including Aboriginal places and environmental heritage.</p> <p>Increases in noise emissions and vibration affecting environmental heritage as defined in the <i>Heritage Act 1977</i> during operation of the project are effectively managed.</p>	<ol style="list-style-type: none"> <li data-bbox="488 311 1458 534">1. The Proponent must assess construction and operation noise and vibration impacts in accordance with relevant NSW noise and vibration guidelines. The assessment must include consideration of impacts to the structural integrity and heritage significance of items (including Aboriginal places and items of environmental heritage). <li data-bbox="488 534 1458 1161">2. The Proponent must demonstrate that blast impacts are capable of complying with the current guidelines, if blasting is required. 	<p>Chapter 10 (Noise and vibration); Chapter 20 (Non-Aboriginal heritage); Appendix J (Technical working paper: Noise and vibration); Appendix U (Technical working paper: Non-Aboriginal heritage)</p> <p>Chapter 10 (Noise and vibration); Appendix J (Technical working paper: Noise and vibration)</p>
<p>6. Biodiversity</p> <p>The project design considers all feasible measures to avoid and minimise impacts</p>	<ol style="list-style-type: none"> <li data-bbox="488 1177 1458 1321">1. The Proponent must assess biodiversity impacts in accordance with the current guidelines including the Framework for Biodiversity Assessment (FBA) and be carried out by a person accredited in accordance with section 142B(1)(c) of the <i>Threatened Species Conservation Act, 1995</i>. <li data-bbox="488 1321 1458 1362">2. The Proponent must assess any impacts on biodiversity values not covered 	<p>Chapter 18 (Biodiversity); Appendix S (Technical working paper: Biodiversity)</p>

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
<p>on terrestrial and aquatic biodiversity.</p> <p>Offsets and/or supplementary measures are assured which are equivalent to any remaining impacts of project construction and operation.</p>	<p>by the FBA. Impacts on species, populations and ecological communities that will require further consideration and provision of information specified in section 9.2 of the FBA include any identified through consultation with the OEH. Species specific surveys shall be undertaken for those species and in accordance with the survey requirements specified by the OEH. The Proponent must identify whether the project as a whole, or any component of the project, would be classified as a Key Threatening Process (KTP) in accordance with the listings in the <i>Threatened Species Conservation Act 1995</i> (TSC Act), <i>Fisheries Management Act 1994</i> (FM Act) and <i>Environmental Protection and Biodiversity Conservation Act 2000</i> (EPBC Act).</p> <p>3. The Proponent must assess any impacts to trees within the project area. Impacts should be minimised; following the hierarchy of avoid, minimise and mitigate impacts to trees.</p>	
<p>7. Urban Design</p> <p>The project design complements the visual amenity, character and quality of the surrounding environment.</p> <p>The project contributes to the accessibility and connectivity of communities.</p>	<p>1. The Proponent must:</p> <p>(a) identify the urban design and landscaping aspects of the project and its components to enhance the appearance of ventilation outlets, interchanges, potential connections to the Bays Precinct and transport linkages, tunnel portals, bridges, noise walls, ancillary buildings, and any additional surface infrastructure, ‘cut and cover’ arrangements;</p> <p>(b) identify measures aimed at improving ‘north-south’ connectivity between Balmain/Rozelle and Sydney Harbour;</p> <p>(c) identify measures aimed at preserving the ‘east-west’ connectivity between White Bay and the Rozelle Rail Yards;</p> <p>(d) consider resulting residual land treatments, and demonstrate how the proposed hard and soft urban design elements of the proposal would be consistent with the existing and desired future character of the area</p>	<p>Chapter 13 (Urban design and visual amenity); Appendix L (Technical working paper: Urban design)</p> <p>Chapter 13 (Urban design and visual amenity); Appendix L (Technical working paper: Urban design); Appendix N (Technical working paper: Active transport strategy)</p> <p>Chapter 13 (Urban design and visual amenity); Appendix L (Technical working paper: Urban design)</p>

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	traversed or affected by the proposal;	
	(e) identify opportunities to utilise surplus or residual land, particularly for the provision of community space (passive and recreational) and utilise key structures (such as ventilation outlets) for multiple uses i.e. integration with other structures;	Chapter 12 (Land use and property); Chapter 13 (Urban design and visual amenity); Appendix L (Technical working paper: Urban design)
	(f) evaluate the visual impacts and urban design aspects of the proposal and its components (such as the ventilation outlets and interchanges) on surrounding areas, taking into consideration the urban and landscape design of the M4 East and New M5 Motorways and WestConnex Urban Design Corridor Framework;	Chapter 13 (Urban design and visual amenity); Chapter 26 (Cumulative impacts); Appendix L (Technical working paper: Urban design); Appendix O (Technical working paper: Landscape and visual impact)
	(g) explore the use of Crime Prevention Through Environmental Design (CPTED) principles during the design development process, including natural surveillance, lighting, walkways, signage and landscape;	Chapter 13 (Urban design and visual amenity); Appendix L (Technical working paper: Urban design)
	(h) identify urban design strategies and opportunities to enhance healthy, cohesive and inclusive communities; and	
	(i) describe urban design and landscape mitigation measures, having regard to the urban design and landscape objectives for the proposal.	Chapter 13 (Urban design and visual amenity); Chapter 29 (Summary of environmental management measures); Appendix L (Technical working paper: Urban design); Appendix O (Technical working paper: Landscape and visual amenity)
8. Visual Amenity The project minimises adverse impacts on the visual amenity of the built and natural environment (including public open space) and capitalises on	1. The Proponent must assess the visual impact of the project and any ancillary infrastructure on:	Chapter 13 (Urban design and visual amenity); Chapter 29 (Summary of environmental management measures); Appendix L (Technical working paper: Urban design); Appendix O (Technical working paper: Landscape and visual amenity)
	(a) views and vistas;	Chapter 13 (Urban design and visual amenity);
	(b) streetscapes, key sites and buildings;	Appendix O (Technical working paper: Landscape and visual impact)

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
opportunities to improve visual amenity.	(c) heritage conservation areas and heritage items including Aboriginal places and environmental heritage; and	Chapter 13 (Urban design and visual amenity); Appendix O (Technical working paper: Landscape and visual impact); Appendix U (Technical working paper: Non-Aboriginal heritage); Appendix V (Technical working paper: Aboriginal heritage)
	(d) the local community (including view loss and overshadowing).	Chapter 13 (Urban design and visual amenity);
	2. The Proponent must provide artist impressions and perspective drawings of the project from a variety of locations along and adjacent to the route to illustrate how the project has responded to the visual impact through urban design and landscaping.	Appendix M (Shadow diagrams and overshadowing); Appendix O (Technical working paper: Landscape and visual impact); Appendix P (Technical working paper: Social and economic)
9. Socio-economic, Land Use and Property The project minimises adverse social and economic impacts and capitalises on opportunities potentially available to affected communities. The project minimises impacts to property and business and achieves appropriate integration with adjoining land uses,	1. The Proponent must assess social and economic impacts (of all phases of the project) in accordance with the current guidelines (including cumulative ongoing impacts of the proposal).	Chapter 14 (Social and economic) Chapter 26 (Cumulative impacts); Appendix P (Technical working paper: Social and economic)
	2. The Proponent must assess impacts from construction and operation on potentially affected property (including Crown lands), businesses, recreational users and land and water users, including property acquisitions/adjustments, access amenity, relevant statutory rights, and community severance and barrier impacts resulting from the project.	Chapter 12 (Land use and property); Chapter 14 (Social and economic); Appendix P (Technical working paper: Social and economic)
	3. The Proponent must identify opportunities for local centre street revitalisation improvements, pedestrian and cyclist access and connectivity and provision of community and social facilities	Chapter 12 (Land use and property); Chapter 13 (Urban design and visual amenity); Chapter 14 (Social and economic); Appendix L (Technical working paper: Urban design); Appendix N (Technical working paper: Active

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
including maintenance of appropriate access to properties and community facilities, and minimisation of displacement of existing land use activities, dwellings and infrastructure.		transport strategy)
	4. The design and siting of project elements should be located in such a way that functional, contiguous areas of residual land are maximised. The design and siting must consider appropriate land use interfaces (i.e. White Bay) and the social and economic impacts of proposed land uses against alternate land uses.	Chapter 12 (Land use and property); Chapter 13 (Urban design and visual amenity); Appendix L (Technical working paper: Urban design); Appendix P (Technical working paper: Social and economic)
	5. Where air quality allows, residual land must be designed to positively contribute to additional community uses, public recreation uses and/or affordable or social housing. Passively landscaped areas should not be the default use for residual land.	Chapter 12 (Land use and property); Chapter 13 (Urban design and visual amenity); Appendix L (Technical working paper: Urban design)
	6. The Proponent must assess potential impacts on utilities (including communications, electricity, gas, and water and sewerage) and the relocation of these utilities.	Chapter 6 (Construction work); Chapter 12 (Land use and property); Chapter 14 (Social and economic); Chapter 25 (Hazard and risk); Appendix F (Utilities Management Strategy)
	7. Where the project is predicted to affect trunk utilities, the Proponent must undertake a utilities management strategy. The strategy must identify proposed management strategies, including relocations or adjustment of the utilities, and their estimated timing and duration. This strategy must be developed in consultation with the relevant utility owners or providers.	Chapter 7 (Consultation); Chapter 12 (Land use and property); Chapter 25 (Hazard and risk); Appendix F (Utilities Management Strategy)
8. A draft Community Consultation Framework must be prepared identifying relevant stakeholders, procedures for distributing information and receiving/responding to feedback and procedures for resolving stakeholder and community complaints during construction and operation. Key issues that must be addressed in the draft Framework include, but are not limited to:	Chapter 7 (Consultation); Appendix G (Draft community consultation framework)	

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	<ul style="list-style-type: none"> (a) traffic management (including property access, pedestrian access); (b) landscaping/urban design matters; (c) construction activities including out of hours work; and (d) noise and vibration mitigation and management. 	
<p>10. Water - Hydrology</p> <p>Long term impacts on surface water and groundwater hydrology (including drawdown, flow rates and volumes) are minimised.</p> <p>The environmental values of nearby, connected and affected water sources, groundwater and dependent ecological systems including estuarine and marine water (if applicable) are maintained (where values are achieved) or improved and maintained (where values are not</p>	<ol style="list-style-type: none"> 1. The Proponent must describe (and map) the existing hydrological regime for any surface and groundwater resource (including reliance by users and for ecological purposes) likely to be impacted by the project, including stream orders, as per the FBA. 2. The Proponent must prepare a detailed water balance for ground and surface water including the proposed intake and discharge locations, volume, frequency and duration for both the construction and operational phases of the project. 3. The Proponent must assess (and model if appropriate) the impact of the construction and operation of the project and any ancillary facilities (both built elements and discharges) on surface and groundwater hydrology in accordance with the current guidelines, including: <ul style="list-style-type: none"> (a) natural processes within rivers, wetlands, estuaries, marine waters and floodplains that affect the health of the fluvial, riparian, estuarine or marine system and landscape health (such as modified discharge volumes, durations and velocities), aquatic connectivity and access to habitat for spawning and refuge; 	<p>Chapter 15 (Soil and water quality); Chapter 17 (Flooding and drainage); Chapter 18 (Biodiversity); Chapter 19 (Groundwater); Appendix Q (Technical working paper: Surface water and flooding); Appendix T (Technical working paper: Groundwater)</p> <p>Chapter 17 (Flooding and drainage); Chapter 19 (Groundwater); Appendix Q (Technical working paper: Surface water and flooding); Appendix T (Technical working paper: Groundwater)</p> <p>Chapter 15 (Soil and water quality); Chapter 17 (Flooding and drainage); Chapter 18 (Biodiversity); Chapter 19 (Groundwater); Appendix Q (Technical working paper: Surface water and flooding);</p>

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
<p>achieved).</p> <p>Sustainable use of water resources.</p>		<p>Appendix S (Technical working paper: Biodiversity); Appendix T (Technical working paper: Groundwater)</p>
	<p>(b) impacts from any permanent and temporary interruption of groundwater flow, including the extent of drawdown, barriers to flows, implications for groundwater dependent surface flows, ecosystems and species, groundwater users and the potential for settlement;</p>	<p>Chapter 18 (Biodiversity); Chapter 19 (Groundwater); Appendix S (Technical working paper: Biodiversity); Appendix T (Technical working paper: Groundwater)</p>
	<p>(c) changes to environmental water availability and flows, both regulated/licensed and unregulated/rules-based sources;</p>	<p>Chapter 17 (Flooding and drainage); Chapter 19 (Groundwater); Appendix Q (Technical working paper: Surface water and flooding); Appendix T (Technical working paper: Groundwater)</p>
	<p>(d) direct or indirect increases in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses;</p>	<p>Chapter 15 (Soil and water quality); Chapter 18 (Biodiversity); Appendix Q (Technical working paper: Surface water and flooding); Appendix S (Technical working paper: Biodiversity)</p>
	<p>(e) minimising the effects of proposed stormwater and wastewater management during construction and operation on natural hydrological attributes (such as volumes, flow rates, management methods and re-use options) and on the conveyance capacity of existing stormwater systems where discharges are proposed through such systems; and</p>	<p>Chapter 17 (Flooding and drainage); Appendix Q (Technical working paper: Surface water and flooding)</p>
	<p>(f) water take (direct or passive) from all surface and groundwater sources with estimates of annual volumes during construction and operation.</p>	<p>Chapter 6 (Construction work); Chapter 17 (Flooding and drainage); Chapter 19 (Groundwater); Appendix Q (Technical working paper:)</p>

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
		Surface water and flooding); Appendix T (Technical working paper: Groundwater)
	4. The Proponent must identify any requirements for baseline monitoring of hydrological attributes.	Chapter 15 (Soil and water quality); Chapter 17 (Flooding and drainage); Chapter 19 (Groundwater); Appendix Q (Technical working paper: Surface water and flooding)
	5. The assessment must include details of proposed surface and groundwater monitoring.	Chapter 15 (Soil and water quality); Chapter 19 (Groundwater); Appendix Q (Technical working paper: Surface water and flooding); Appendix T (Technical working paper: Groundwater)
	6. The proposed tunnels should be designed to prevent drainage of alluvium in the paleochannels.	Chapter 19 (Groundwater); Appendix T (Technical working paper: Groundwater)
11. Water - Quality The project is designed, constructed and operated to protect the NSW Water Quality Objectives where they are currently being achieved, and contribute towards achievement of the Water Quality Objectives over time where they are currently not being	1. The Proponent must:	
	(a) state the ambient NSW Water Quality Objectives (NSW WQO) and environmental values for the receiving waters relevant to the project, including the indicators and associated trigger values or criteria for the identified environmental values;	Chapter 15 (Soil and water quality); Appendix Q (Technical working paper: Surface water and flooding)
	(b) identify and estimate the quality and quantity of all pollutants that may be introduced into the water cycle by source and discharge point and describe the nature and degree of impact that any discharge(s) may have on the receiving environment, including consideration of all pollutants that pose a risk of non-trivial harm to human health and the environment;	Chapter 15 (Soil and water quality); Chapter 16 (Contamination); Appendix K (Human health risk assessment); Appendix Q (Technical working paper: Surface water and flooding); Appendix R (Technical working paper: Contamination)
	(c) identify the rainfall event that the water quality protection measures will be	Chapter 15 (Soil and water quality);

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
achieved, including downstream of the project to the extent of the project impact including estuarine and marine waters (if applicable).	designed to cope with;	Appendix Q (Technical working paper: Surface water and flooding)
	(d) assess the significance of any identified impacts including consideration of the relevant ambient water quality outcomes;	
	(e) demonstrate how construction and operation of the project will, to the extent that the project can influence, ensure that:	
	- where the NSW WQOs for receiving waters are currently being met they will continue to be protected; and	
	- where the NSW WQOs are not currently being met, activities will not worsen water quality and, where reasonably practicable, work toward their achievement over time;	
	(f) justify, if required, why the WQOs cannot be maintained or achieved over time;	
	(g) demonstrate that all practical measures to avoid or minimise water pollution and protect human health and the environment from harm are investigated and implemented;	Chapter 11 (Human health risk); Chapter 15 (Soil and water quality); Chapter 28 (Environmental risk analysis); Appendix K (Technical working paper: Human health risk assessment); Appendix Q (Technical working paper: Surface water and flooding)
	(h) identify sensitive receiving environments (which may include estuarine and marine waters downstream) and develop a strategy to avoid or minimise impacts on these environments; and	Chapter 15 (Soil and water quality); Chapter 18 (Biodiversity); Appendix Q (Technical working paper: Surface water and flooding); Appendix S (Technical working paper: Biodiversity)
	(i) identify proposed monitoring locations, monitoring frequency and indicators of surface and groundwater quality.	Chapter 15 (Soil and water quality); Chapter 19 (Groundwater);

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
		<p>Appendix Q (Technical working paper: Surface water and flooding); Appendix T (Technical working paper: Groundwater)</p>
<p>12. Flooding</p> <p>The project minimises adverse impacts on existing flooding characteristics.</p> <p>Construction and operation of the project avoids or minimises the risk of, and adverse impacts from, infrastructure flooding, flooding hazards, or dam failure.</p>	<p>2. The assessment should consider the results of any current water quality studies, as available, in the project catchment.</p> <p>1. The Proponent must assess and (model where required) the impacts on flood behaviour during construction and operation for a full range of flood events up to the probable maximum flood (taking into account sea level rise and storm intensity due to climate change) including:</p> <p>(a) how the tunnel entries and cut-and-cover sections of the tunnels would be protected from flooding during construction works;</p> <p>(b) any detrimental increases in the potential flood affectation of the project infrastructure and other properties, assets and infrastructure;</p> <p>(c) consistency (or inconsistency) with applicable Council floodplain risk management plans;</p> <p>(d) compatibility with the flood hazard of the land;</p> <p>(e) compatibility with the hydraulic functions of flow conveyance in flood ways and storage areas of the land;</p> <p>(f) whether there will be adverse effect to beneficial inundation of the floodplain environment, on, or adjacent to or downstream of the site;</p>	<p>Chapter 15 (Soil and water quality); Appendix Q (Technical working paper: Surface water and flooding)</p> <p>Chapter 17 (Flooding and drainage); Chapter 24 (Climate change risk and adaptation); Appendix Q (Technical working paper: Surface water and flooding); Appendix X (Climate change risk assessment framework)</p> <p>Chapter 5 (Project description); Chapter 17 (Flooding and drainage); Chapter 25 (Hazard and risk); Appendix Q (Technical working paper: Surface water and flooding)</p> <p>Chapter 17 (Flooding and drainage); Chapter 28 (Environmental risk analysis); Appendix Q (Technical working paper: Surface water and flooding)</p>

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	(g) downstream velocity and scour potential;	Chapter 15 (Soil and water quality); Chapter 17 (Flooding and drainage); Appendix Q (Technical working paper: Surface water and flooding)
	(h) impacts the development may have upon existing community emergency management arrangements for flooding. These matters must be discussed with the State Emergency Services and Council;	Chapter 7 (Consultation); Chapter 17 (Flooding and drainage); Appendix Q (Technical working paper: Surface water and flooding)
	(i) any impacts the development may have on the social and economic costs to the community as consequence of flooding;	Chapter 17 (Flooding and drainage); Appendix Q (Technical working paper: Surface water and flooding)
	(j) whether there will be direct or indirect increase in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses; and	Chapter 15 (Soil and water quality); Chapter 17 (Flooding and drainage); Chapter 18 (Biodiversity); Appendix S (Technical working paper: Biodiversity); Appendix Q (Technical working paper: Surface water and flooding)
	(k) any mitigation measures required to offset potential flood risks attributable to the project.	Chapter 17 (Flooding and drainage); Chapter 28 (Environmental risk analysis); Appendix Q (Technical working paper: Surface water and flooding)
	2. The assessment should take into consideration any flood studies undertaken by local government councils, as available.	Chapter 17 (Flooding and drainage); Appendix Q (Technical working paper: Surface water and flooding)
13. Soils The environmental values of land, including soils,	1. The Proponent must verify the risk of acid sulfate soils (Class 1, 2, 3 or 4 on the Acid Sulfate Soil Risk Map) within the area likely to be impacted by, the project.	Chapter 15 (Soil and water quality); Chapter 16 (Contamination); Chapter 25 (Hazard and risk); Appendix R (Technical working paper: Contamination)

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
<p>subsoils and landforms, are protected.</p> <p>Risks arising from the disturbance and excavation of land and disposal of soil are minimised, including disturbance to acid sulfate soils and site contamination.</p>	<p>2. The Proponent must assess the impact of the project on acid sulfate soils (including impacts of acidic runoff offsite) in accordance with the current guidelines and detail the mitigation measures proposed to minimise potential impacts.</p>	<p>Chapter 15 (Soil and water quality); Chapter 16 (Contamination); Chapter 25 (Hazard and risk); Appendix Q (Technical working paper: Surface water and flooding); Appendix R (Technical working paper: Contamination)</p>
	<p>3. The Proponent must assess whether the land is likely to be contaminated and identify if remediation of the land is required, having regard to the ecological and human health risks posed by the contamination in the context of past, existing and likely (or potential) future land uses. Where assessment and/or remediation is required, the Proponent must document how the assessment and/or remediation would be undertaken in accordance with current guidelines.</p>	<p>Chapter 16 (Contamination); Chapter 25 (Hazard and risk); Appendix K (Technical working paper: Human health risk assessment); Appendix R (Technical working paper: Contamination)</p>
	<p>4. The Proponent must assess whether salinity is likely to be an issue and if so, determine the presence, extent and severity of soil salinity within the project area.</p>	<p>Chapter 15 (Soil and water quality); Chapter 19 (Groundwater); Appendix T (Technical working paper: Groundwater)</p>
	<p>5. The Proponent must assess the impacts of the project on soil salinity and how it may affect groundwater resources and hydrology.</p>	<p>Chapter 15 (Soil and water quality); Chapter 19 (Groundwater); Appendix Q (Technical working paper: Surface water and flooding); Appendix T (Technical working paper: Groundwater)</p>
	<p>6. The Proponent must assess the impacts on soil and land resources (including erosion risk or hazard). Particular attention must be given to soil erosion and sediment transport consistent with the practices and principles in the current guidelines.</p>	<p>Chapter 15 (Soil and water quality); Appendix Q (Technical working paper: Surface water and flooding)</p>
	<p>7. The Proponent must assess the impact of any disturbance of contaminated groundwater and the tunnels should be carefully designed so as to not exacerbate mobilisation of contaminated groundwater and/or prevent</p>	<p>Chapter 16 (Contamination); Chapter 19 (Groundwater); Appendix R (Technical working paper: Contamination)</p>

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	contaminated groundwater flow.	Contamination); Appendix T (Technical working paper: Groundwater)
<p>14. Heritage</p> <p>The design, construction and operation of the project facilitates, to the greatest extent possible, the long term protection, conservation and management of the heritage significance of items of environmental heritage and Aboriginal objects and places.</p> <p>The design, construction and operation of the project avoids or minimises impacts, to the greatest extent possible, on the heritage significance of environmental heritage and Aboriginal objects and places.</p>	<p>1. The Proponent must identify and assess any direct and/or indirect impacts (including cumulative impacts) to the heritage significance of listed heritage items inclusive of:</p>	<p>Chapter 20 (Non-Aboriginal heritage); Chapter 21 (Aboriginal heritage); Chapter 26 (Cumulative impacts); Appendix U (Technical working paper: Non-Aboriginal heritage); Appendix V (Technical working paper: Aboriginal heritage)</p>
	<p>(a) Aboriginal places and objects, as defined under the <i>National Parks and Wildlife Act 1974</i> and in accordance with the principles and methods of assessment identified in the current guidelines;</p>	<p>Chapter 21 (Aboriginal heritage); Appendix V (Technical working paper: Non-Aboriginal heritage)</p>
	<p>(b) Aboriginal places of heritage significance, as defined in the Standard Instrument – Principal Local Environmental Plan;</p>	
	<p>(c) environmental heritage, as defined under the <i>Heritage Act 1977</i> (including potential items of heritage value, conservation areas, built heritage landscapes and archaeology);</p>	<p>Chapter 20 (Non-Aboriginal heritage); Chapter 21 (Aboriginal heritage); Appendix U (Technical working paper: Non-Aboriginal heritage);</p>
	<p>(d) items listed on the National and World Heritage lists; and</p>	<p>Appendix V (Technical working paper: Aboriginal heritage)</p>
	<p>(e) heritage items and conservation areas identified in local and regional planning environmental instruments covering the project area.</p>	
	<p>2. Where impacts to State or locally significant heritage items are identified, the assessment must:</p> <p>(a) include a significance assessment and statement of heritage impact for all heritage items (including any unlisted places that are assessed of heritage value;</p>	
	<p>(b) provide a discussion of alternative locations and design options that have</p>	<p>Chapter 20 (Non-Aboriginal heritage);</p>

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	been considered to reduce heritage impacts;	Chapter 21 (Aboriginal heritage); Appendix U (Technical working paper: Non-Aboriginal heritage); Appendix V (Technical working paper: Aboriginal heritage)
	(c) in areas identified as having potential archaeological significance, undertake a comprehensive archaeological assessment in line with heritage Council guidelines which includes a methodology and research design to assess the impact of the works on the potential archaeological resource and to guide physical archaeological test excavations and include the results of these excavations;	Chapter 20 (Non-Aboriginal heritage); Appendix U (Technical working paper: Non-Aboriginal heritage)
	(d) consider impacts to the item of significance caused by, but not limited to, vibration, demolition, archaeological disturbance, altered historical arrangements and access, increased traffic, visual amenity, landscape and vistas, curtilage, subsidence and architectural noise treatment (as relevant);	
	(e) provide a comparative analysis to inform the rarity and representative value of any heritage places proposed for demolition;	
	(f) outline measures to avoid and minimise those impacts in accordance with the current guidelines; and	
	(g) be undertaken by a suitably qualified heritage consultant(s) (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria).	
	3. Where archaeological investigations of Aboriginal objects are proposed these must be conducted by a suitably qualified archaeologist, in accordance with section 1.6 of the <i>Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW</i> (DECCW 2010).	Chapter 21 (Aboriginal heritage); Appendix V (Technical working paper: Aboriginal heritage)
	4. Where impacts to Aboriginal objects and/or places are proposed, consultation	Chapter 7 (Consultation);

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	must be undertaken with Aboriginal people in accordance with the current guidelines.	Chapter 21 (Aboriginal heritage); Appendix V (Technical working paper: Aboriginal heritage)
15. Sustainability The project reduces the NSW Government's operating costs and ensures the effective and efficient use of resources. Conservation of natural resources is maximised.	1. The Proponent must assess the sustainability of the project in accordance with the Infrastructure Sustainability Council of Australia (ISCA) <i>Infrastructure Sustainability Rating Tool</i> and recommend an appropriate target rating for the project.	Chapter 27 (Sustainability)
	2. The Proponent must assess the project against the current guidelines including targets and strategies to improve Government efficiency in use of water, energy and transport.	Chapter 23 (Resource use and waste minimisation); Chapter 27 (Sustainability)
16. Waste All wastes generated during the construction and operation of the project are effectively stored, handled, treated, reused, recycled and/or disposed of lawfully and in a manner that protects environmental values.	1. The Proponent must assess predicted waste generated from the project during construction and operation, including:	Chapter 23 (Resource use and waste minimisation); Chapter 27 (Sustainability)
	a) classification of the waste in accordance with the current guidelines;	
	b) estimates / details of the quantity of each classification of waste to be generated during the construction of the project, including bulk earthworks and spoil balance;	
	c) handling of waste including measures to facilitate segregation and prevent cross contamination;	
	d) management of waste including estimated location and volume of stockpiles;	
	e) waste minimisation and reuse;	
	f) lawful disposal or recycling locations for each type of waste; and	
	g) contingencies for the above, including managing unexpected waste volumes.	

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed in the EIS
	2. The Proponent must assess potential environmental impacts from the excavation, handling, storage on site and transport of the waste particularly with relation to sediment/leachate control, noise and dust.	Chapter 8 (Traffic and transport); Chapter 9 (Air quality); Chapter 10 (Noise and vibration); Chapter 16 (Contamination); Chapter 23 (Resource use and waste minimisation); Appendix I (Technical working paper: Air quality); Appendix J (Technical working paper: Noise and vibration); Appendix Q (Technical working paper: Surface water and flooding)
17. Climate Change Risk The project is designed, constructed and operated to be resilient to the future impacts of climate change.	1. The Proponent must assess the risk and vulnerability of the project to climate change in accordance with the current guidelines. 2. The Proponent must quantify specific climate change risks with reference to the NSW Government's climate projections at 10 km resolution (or lesser resolution if 10 km projections are not available) and incorporate specific adaptation actions in the design.	Chapter 24 (Climate change risk and adaptation); Appendix X (Climate change risk assessment framework)
18. Hazards	1. The Proponent must describe the process for assessing the risk of emissions from ventilation facilities on aircraft operations taking into consideration the requirements of the <i>Airports Act 1996</i> (Commonwealth) and the <i>Airport Regulations 1997</i> .	Chapter 25 (Hazard and risk); Appendix I (Technical working paper: Air quality)