



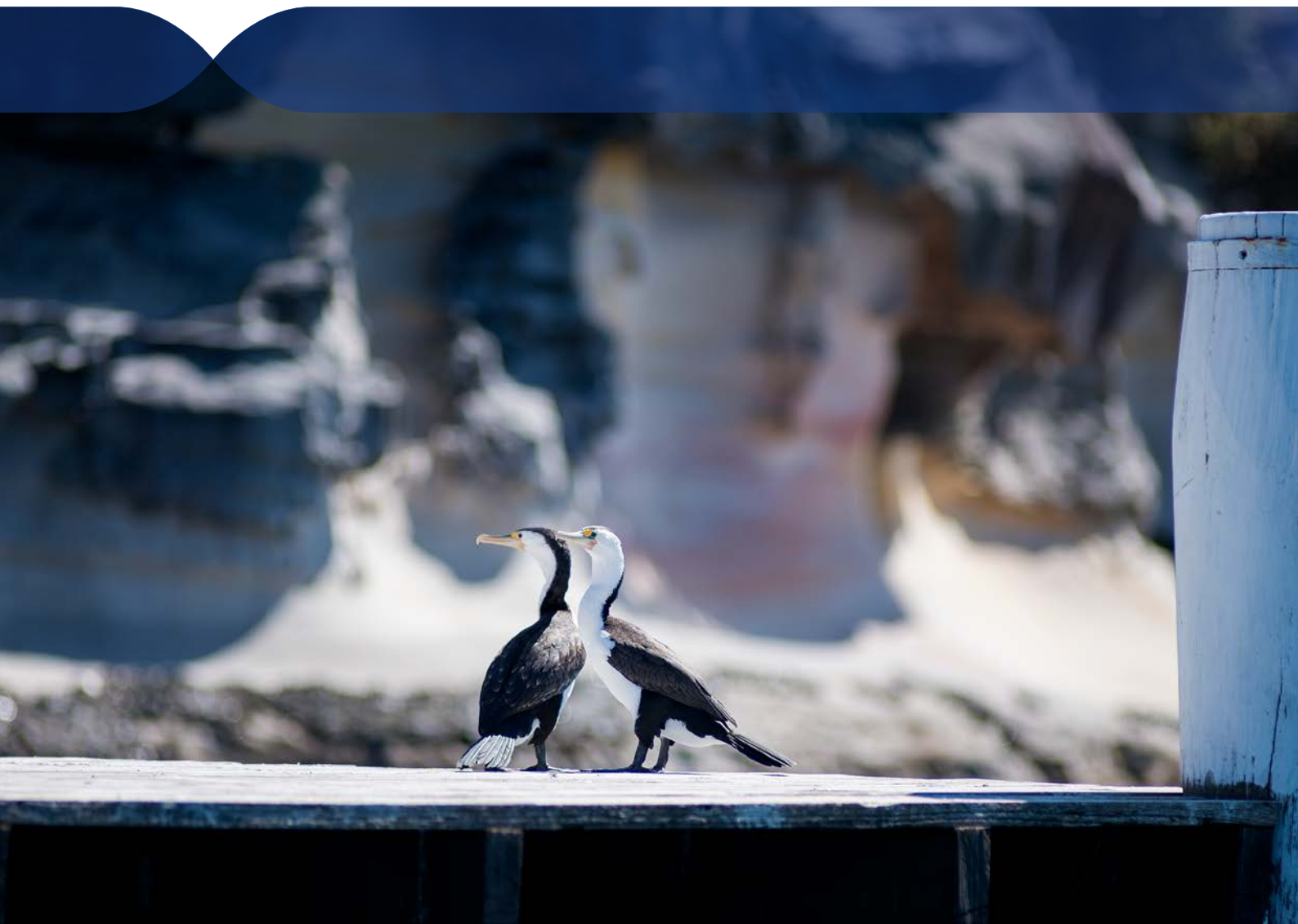
Transport for NSW

Western Harbour Tunnel and Warringah Freeway Upgrade

Part D

Revised environmental
management measures

September 2020



D Revised environmental management measures, conclusion and references

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D1 Construction environmental management framework

D1.1 Introduction

This section outlines the environmental management framework for the project during construction. It builds upon the environmental management plan framework identified in Section 28.5 of the environmental impact statement. The environmental management framework provides a whole-of-construction life-cycle approach to construction environmental management and sets the environmental requirements for construction.

Construction environmental management documentation that would be prepared in accordance with the planning approval documents includes:

- Construction environmental management plan
- Construction environmental management plan sub-plans
- Performance and compliance reports.

This approach is illustrated in Figure D1-1 and has been developed to be consistent with legislative and regulatory requirements including those described in Chapter 2 (Assessment process) of the environmental impact statement.

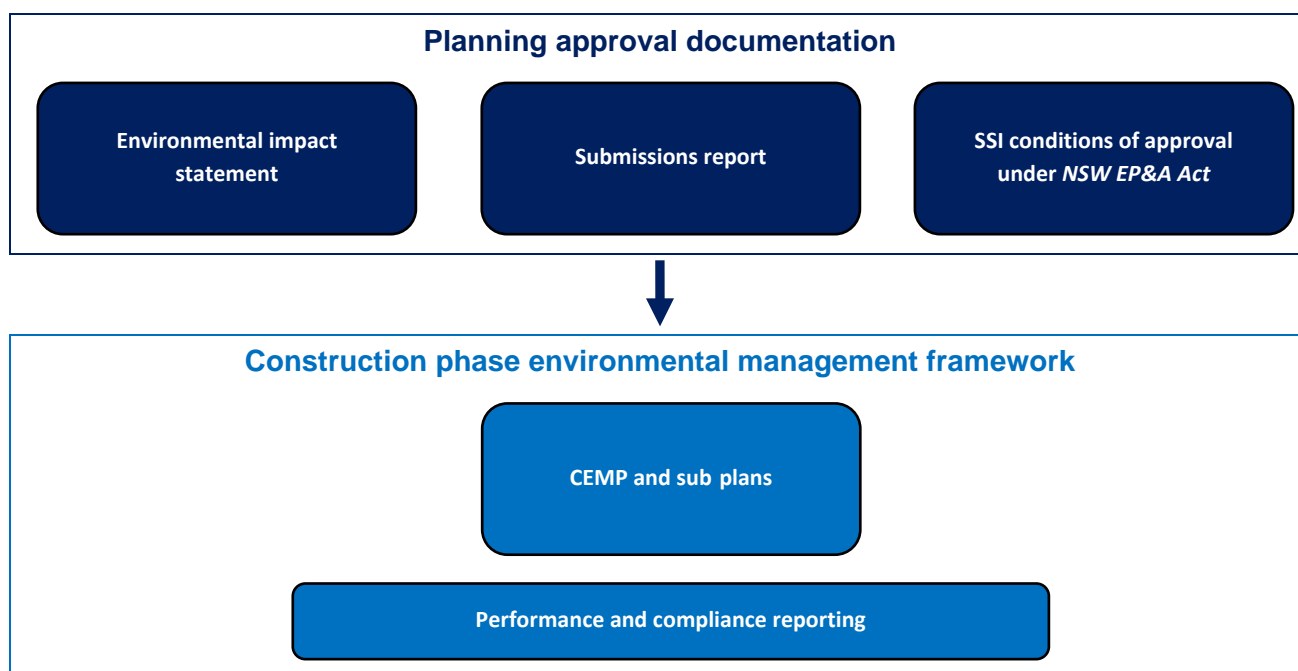


Figure D1-1 Construction environmental management approach

D1.2 Construction environmental management plan

As outlined in Section 28.5 of the environmental impact statement, a construction environmental management plan would be prepared for the project. The construction environmental management plan would be prepared in accordance with *QA Specification G36: Environmental Protection* (Roads and Maritime, 2019) and would be reviewed and approved by Transport for NSW and the Department of Planning, Industry and Environment, prior to the commencement of any on-site construction work.

The construction environmental management plan would include sub-plans for the management of specific environmental issues such as air quality and noise and vibration (refer to Section D1.3). The construction environmental management plan would also include the following:

- A description of applicable activities to be carried out during construction
- Construction methodologies and incorporation of relevant environmental management measures for applicable activities during construction
- An environmental risk and opportunities methodology
- A matrix of the relevant conditions of approval, as well as project specific commitments including revised environmental management measures, referencing where each requirement is addressed
- Outline the objectives and targets, in defined performance outcomes
- Environmental accountabilities or responsibilities
- Induction and training requirements
- Management strategies for reviewing the effectiveness of environmental management measures
- Processes and methodologies for surveillance and monitoring, auditing and reviewing and reporting on environmental and sustainability performance including compliance tracking
- Procedures for emergency and incident management, non-compliance management and corrective and preventative action
- Procedures for the control of environmental documents and records
- Environmental management measures table.

The construction environmental management plan would be a working document, subject to ongoing change and updated as necessary, to respond to specific requirements.

D1.3 Construction environmental management sub-plans

While the construction environmental management plan would provide the overarching framework for construction environmental management, the following sub-plans would likely be required to manage specific environmental issues:

- Traffic management plan
- Marine works and marine traffic management plans
- Noise and vibration management plan
- Air quality management plan
- Waste and resource use management plan
- Soil and water management plan
- Groundwater management plan
- Dredge management plan
- Flora and fauna management plan
- Heritage management plan.

The sub-plan structure identified above may be modified slightly during detailed construction planning to respond more effectively to particular contractor or stakeholder requirements.

Key issues that each sub plan would address, along with the relevant guidelines or requirements each plan would be prepared in accordance with, is provided in Table D1-1.

Table D1-1 Indicative construction environmental management plan sub-plans

Sub plan	Key issues to be addressed	Relevant guidelines and requirements
Traffic management plan	<ul style="list-style-type: none"> Construction traffic and access management objectives Construction traffic and access management implementation including: <ul style="list-style-type: none"> Traffic staging plans Traffic control plans and identification of truck marshalling areas Pedestrian management plans Parking management plans Heavy vehicle hauling routes Construction traffic and access mitigation including: <ul style="list-style-type: none"> Monitoring and inspection requirements Compliance records Driver certification requirements. 	<ul style="list-style-type: none"> Roads and Maritime Services Traffic Control at Worksites Manual AS 1742.3 Manual of uniform traffic control devices Part 3: Traffic control for works on roads QA Specification G10: Traffic Management (Roads and Maritime, 2019) Truck and Plant Requirements: Specification (Roads and Maritime, 2019) Guide to Traffic Generating Developments Version 2.2 (NSW RTA, 2002)
Marine works and marine traffic management plans	<ul style="list-style-type: none"> Marine works and marine traffic management objectives Marine works and marine traffic implementation including: <ul style="list-style-type: none"> Works approval requirements Exclusion zones Temporary mooring locations Marine works and marine traffic mitigation including requirements for vessel movements and navigational restrictions. 	<ul style="list-style-type: none"> Port Authority agreement with the project 'Requirements for Western Harbour Tunnel and Associated Works' Ports and Maritime Administration Regulation 2012
Noise and vibration management plan	<ul style="list-style-type: none"> Hours of construction Construction noise and vibration management objectives Construction noise and vibration management implementation including the requirements of environmental management measure CNV1 (refer to Table D2-1 of this submissions report) Construction noise and vibration impact statements for all construction support sites and major construction works required for the project as required by environmental management measure CNV2 	<ul style="list-style-type: none"> Interim Construction Noise Guidelines (DECC, 2009) Construction Noise and Vibration Guideline (Roads and Maritime, 2016) Assessing Vibration: a technical guideline (DECC, 2006)

Sub plan	Key issues to be addressed	Relevant guidelines and requirements
	<ul style="list-style-type: none"> • Out of hours works protocol as required by environmental management measure CNV3 including: <ul style="list-style-type: none"> - Details of works required outside standard construction hours, including acceptable justifications for works outside of standard construction hours, what types of works are allowed to take place outside of construction hours, and justifications of why the activities are required outside standard construction hours - Details of the assessment and approval process (internal and external) for works proposed outside standard construction hours - Noise and vibration mitigation and management measures that are to be considered and implemented where appropriate to manage potential impacts associated with works outside standard construction hours - The noise and vibration impact assessment processes that will be followed to identify potentially affected receivers, clarify potential impacts and determine appropriate mitigation and management measures • Construction noise and vibration mitigation including: <ul style="list-style-type: none"> - Monitoring and inspection requirements - Compliance records • Blast Management Strategy as required by environmental management measure CNV9 which will: <ul style="list-style-type: none"> - Detail the blasting to be performed including location, method and justification of the need to blast - Identify any potentially affected noise and vibration sensitive sites including heritage buildings and utilities - Establish appropriate criteria for blast overpressure and ground vibration levels at each category of noise sensitive site - Detail storage and handling arrangements for explosive materials and the proposed transport of those materials to the construction support site - Identify hazardous situations that may arise from the storage and handling of explosives, the blasting process and recovery of the blast site after detonation of the explosives 	<ul style="list-style-type: none"> • German Standard DIN 4150-3 (2016) Structural vibration – Effects of vibration on structures (DIN, 1999) • British Standard BS 7385: Part 2-1993 Evaluation and measurement for vibration in buildings Part 2: Guide to damage levels from groundborne vibration (BSI 1993) • Australian Standard AS 2187.2-2006 Explosives – Storage and use – Part 2 Use of explosive • NSW Road Noise Policy (DECCW, 2011) • Noise Criteria Guideline (Roads and Maritime, 2015)

Sub plan	Key issues to be addressed	Relevant guidelines and requirements
	<ul style="list-style-type: none"> - Determine potential noise and vibration and risk impacts from blasting and appropriate best management practices - Detail community consultation procedures. <p><i>Note – the Blasting Management Strategy may not form part of the CNVMP and may be a separate plan</i></p>	
Air quality management plan	<ul style="list-style-type: none"> • Air quality management objectives • Air quality management implementation including: <ul style="list-style-type: none"> - Details of standard construction air quality mitigation and management measures required by environmental management measure AQ1 (refer to Table D2-1 of this submissions report - Odour management measures for odour from sediments and acid sulfate soils (if confirmed) • Air quality mitigation including: <ul style="list-style-type: none"> - Monitoring and inspection requirements - Compliance records. 	<ul style="list-style-type: none"> • Air Quality Management Guideline (Transport for NSW, 2019) • Guidance on the assessment of dust from demolition and construction (IAQM, 2014) • Approved Methods for the Sampling and Analysis of Air Pollutants in NSW (DEC, 2007) • Technical Framework – Assessment and Management of Odour from Stationary Sources in NSW (DEC, 2006)
Waste and resource management plan	<ul style="list-style-type: none"> • Waste and spoil management objectives • Waste and spoil management implementation including procedures for handling and storing potentially contaminated substances • Waste and spoil mitigation including: <ul style="list-style-type: none"> - Monitoring and inspection requirements - Compliance records. 	<ul style="list-style-type: none"> • <i>Waste Avoidance and Resource Recovery Act 2001</i> • Waste Classification Guidelines (NSW Environment Protection Authority, 2014) • Chemical Storage and Spill Response Guidelines (Transport for NSW, 2018) • Technical Guide: Management of Road Construction and Maintenance Wastes (Roads and Maritime, 2016) • Managing Urban Stormwater: Soils & Construction (Landcom, 2008)
Soil and water management plan	<ul style="list-style-type: none"> • Soil, surface water and contamination management objectives • Soil, surface water and contamination management implementation including: 	<ul style="list-style-type: none"> • Australian and New Zealand Environment Conservation Council (ANZECC) guidelines including:

Sub plan	Key issues to be addressed	Relevant guidelines and requirements
	<ul style="list-style-type: none"> - Erosion and sediment control plans - Management responses to contaminated sediments (if confirmed), including remediation action plans (in accordance with environmental management measure SG2). Management responses would provide a varied response based on identified risk to human or ecological receptors - Acid sulfate soil management plans - Emergency spill procedures - Dewatering plans (including aquatic fauna relocation requirements) - Water quality monitoring and management • Soil, surface water and contamination mitigation including: <ul style="list-style-type: none"> - Monitoring and inspection requirements including building condition surveys - Compliance records • Construction flood emergency management measures including requirements for construction support sites to manage risks to adjoining properties. 	<ul style="list-style-type: none"> - Australian and New Zealand Guidelines for Fresh Marine Water Quality • Guide to Environmental Control Map (Transport for NSW, 2015) • Managing Urban Stormwater: Soils & Construction (Landcom, 2008) • Acid Sulfate Soil Manual (Acid Sulfate Soil Management Advisory Committee, 1998) • Guideline for the Assessment and Management of Sites Impacted by Hazardous Ground Gases (NSW Environment Protection Authority, 2012) • Guideline for Construction Water Quality Monitoring (Roads and Traffic Authority, 2003) • QA Specification G38: Soil and Water Management (Roads and Maritime, 2018) • Water Discharge and Reuse Guideline (Transport for NSW, 2016) • Guideline for the Management of Contamination (Roads and Maritime, 2013) • Chemical Storage and Spill Response Guidelines (Transport for NSW, 2018) • Concrete Washout Guideline (Transport for NSW, 2019)
Groundwater management plan	<ul style="list-style-type: none"> • Groundwater management objectives • Groundwater management implementation including: <ul style="list-style-type: none"> - Additional modelling requirements - Acceptable groundwater inflow levels - Ground movement management and minimisation requirements • Groundwater mitigation including: 	<ul style="list-style-type: none"> • Australian and New Zealand Environment Conservation Council (ANZG, 2018) guidelines • Guidelines for Assessment and Management of Groundwater (DEC, 2007)

Sub plan	Key issues to be addressed	Relevant guidelines and requirements
	<ul style="list-style-type: none"> - Monitoring and inspection requirements - Compliance records. 	
Dredge management plan	<ul style="list-style-type: none"> • Dredging management objectives • Dredging management implementation including contamination management and contingency measures • Dredging mitigation including: <ul style="list-style-type: none"> - Backhoe dredging operations would be completed within a floating silt curtain, as described in Appendix P (Technical working paper: Hydrodynamics and dredge plume modelling) - No overflow would be permitted from transport barges taking material not suitable for offshore disposal to White Bay for unloading and land disposal - Additional silt curtains would be located around sensitive foreshore areas eg seagrass areas - Works would be completed under a full time supervision and inspection regime 	<ul style="list-style-type: none"> • Department of the Environment, Water, Heritage and the Arts' National Assessment Guidelines for Dredging (2009) • Waste Classification Guidelines (NSW EPA, 2014) • Australian and New Zealand Environment Conservation Council (ANZECC) guidelines including: <ul style="list-style-type: none"> - Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZG, 2018)
Flora and fauna management plan	<ul style="list-style-type: none"> • Flora and fauna management objectives • Flora and fauna management implementation including: <ul style="list-style-type: none"> - Seagrass monitoring and management - Intertidal and rocky reef management - Marine mammals and reptile management - Unexpected flora and fauna finds procedure - Stop works procedure - Weed management measures - Dewatering management - Large Bent-winged Bat management • Flora and fauna mitigation including: 	<ul style="list-style-type: none"> • Vegetation Offset Guide (Transport for NSW, 2019) • Weed Management and Disposal Guideline (Transport for NSW, 2019) • <i>Biosecurity Act 2015</i> • Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011) • QA Specification G40: Clearing and Grubbing (Roads and Maritime, 2012) • Fauna Management Guideline (Transport for NSW, 2015)

Sub plan	Key issues to be addressed	Relevant guidelines and requirements
	<ul style="list-style-type: none"> - Monitoring and inspection requirements - Compliance records. 	<ul style="list-style-type: none"> • Vegetation Management (Protection and Removal) Guideline (Transport for NSW, 2015)
Heritage management plan	<ul style="list-style-type: none"> • Heritage management objectives • Heritage management implementation including Aboriginal and non-Aboriginal heritage unexpected finds procedures • Maritime heritage management detailing the objectives and methodologies to conserve maritime heritage and mitigate impacts. As required by environmental management measure NAH15 (refer to Table D2-1 of this submissions report) • Heritage mitigation including: <ul style="list-style-type: none"> - Monitoring and inspection requirements - Compliance records. 	<ul style="list-style-type: none"> • Standard Management Procedure: Unexpected Archaeological Finds (Roads and Maritime, 2015) • Standard Management Procedures – Unexpected Heritage Items (Roads and Maritime, 2015) • NSW Heritage Manual, Interpreting Heritage Places and Items: Guidelines (NSW Heritage Office, August 2005) • Heritage Interpretation Policy (NSW Heritage Council, 2005) • Charter for Places of Cultural Significance (Burra Charter) (Australia ICOMOS, 2013) • Cultural Heritage Guidelines (Roads and Maritime, 2015)

D1.4 Other management plans

A number of other management plans are likely to be required separately to the construction environmental management plan. These may include, but are not limited to:

- Construction support site management plan
- Utilities management strategy
- Blasting management strategy
- Sustainability management plan.

The content and purpose of these plans will be developed in consultation with the relevant stakeholders.

D1.5 Construction environmental performance and compliance reports

The construction environmental management plan would include a range of construction performance and compliance reporting requirements to ensure the conditions of approval and performance outcomes are met. A compliance monitoring and reporting program would be implemented to ensure non-compliances, corrective and preventative actions are properly identified, managed and documented.

Contractor performance and compliance reporting would be carried out in accordance with the *Guideline for Contractor Performance Reporting* (Transport for NSW, 2018) and *Compliance Reporting Post Approval Requirements* (Department of Planning, Industry and Environment, 2020). Potential environmental incidents during construction would be reported in accordance with the *Environmental Incident Classification and Reporting Guideline* (Transport for NSW, 2018) and incorporated within relevant environmental management documentation.

D1.6 Strategic urban design framework

A strategic urban design framework is referenced in Chapter 5 (Project description) of the environmental impact statement and described in Section 3 of Appendix V (Technical working paper: Urban design and visual amenity). The strategic urban design framework has been prepared to inform the urban design and establish benchmarks for achieving a well-planned and integrated road alignment through a high-quality urban design response. The framework would guide further design development and be refined as the design progresses. The framework would include the following:

- A high-level vision, objectives and principles to guide the future urban design of the project
- Urban design outcomes identified for the project that have been achieved during the initial concept design stage
- Requirements for future design of infrastructure elements to ensure the project exhibits outcomes of a quality and level of amenity that are consistent and readily associated with the project's transport functions
- Acknowledgement of the strategic directions and urban design strategies as directed by Centre for Urban Design (Infrastructure and Place, Transport for NSW) and NSW Government Architects.

The framework has been prepared with reference to the urban design principles in *Beyond the Pavement* (Roads and Maritime, 2014) and *Better Placed* (NSW Government Architect, 2017). Other Transport for NSW design and biodiversity guidelines and local government planning documents, such as local environmental plans and development control plans, have also been

considered in the preparation of the urban design framework. The framework would inform the development of urban design and landscape plans as part of further design development.

Specific environmental management measures included in Section 6 of Appendix V (Technical working paper: Urban design and visual amenity) would be considered through the strategic urban design framework as the further design development occurs.

D2 Revised environmental management measures

The environmental impact statement for the Western Harbour Tunnel and Warringah Freeway Upgrade project identified the environmental management measures that would be adopted to avoid or reduce environmental impacts (refer to Appendix Y (Compilation of environmental management measures)).

After consideration of the issues raised in the public submissions, the environmental management measures for the project have been revised (Table D2-1).

The adjustments to the measures were made to:

- Make additional commitments based on the response to submissions within this report
- Make additional commitments based on the findings of further assessments provided within this report
- Make additional commitments based on the additional consultation carried out during the preparation of this report
- Modify the wording so that the outcome of a commitment is clearer to implement.

Where new commitments have been added or new text has been added to an existing measure, it is in bold text. Where a commitment has been deleted or text from a commitment deleted, it appears as strikethrough text.

All revised environmental management measures would be incorporated into management plans.

- D Revised environmental management measures, conclusion and references
D2 Revised environmental management measures

Table D2-1 Revised environmental management measures

Ref	Phase	Impact	Environmental management measure	Location
Traffic and transport				
CTT1	Pre-construction	Construction traffic	A road dilapidation report will be prepared, in consultation with relevant councils and road owners, identifying existing conditions of local roads and mechanisms to repair damage to the road network caused by heavy vehicle movements associated with the project.	WHT/WFU
CTT2	Pre-construction	Maritime construction	Moorings impacted during construction will be relocated elsewhere in Sydney Harbour in consultation with the lease holders.	WHT
CTT3	Pre-construction	Maritime construction	Opportunities to relocate the Birchgrove Ferry Wharf will be investigated during construction planning. A replacement service for commuters impacted by the temporary closure of Birchgrove Ferry Wharf will be determined during construction planning. The temporary closure of the Birchgrove Wharf will not occur until the replacement service is operational.	WHT
CTT4	Construction	Construction traffic	Ongoing consultation will be carried out with (as relevant to the location) the Sydney Coordination Office Transport Coordination within Transport for NSW , the Port Authority of NSW, local councils, emergency services and bus operators to minimise traffic and transport impacts during construction.	WHT/WFU
CTT5	Construction	Construction traffic	The community will be notified in advance of proposed transport network changes, and maritime restrictions through appropriate media and other appropriate forms of community liaison.	WHT/WFU
CTT6	Construction	Construction traffic	Construction road traffic will be managed to minimise movements during peak periods.	WHT/WFU
CTT7	Construction	Construction traffic	Vehicle access movements to and from construction sites will be managed to ensure pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasion, police presence.	WHT/WFU

D Revised environmental management measures, conclusion and references
D2 Revised environmental management measures

Ref	Phase	Impact	Environmental management measure	Location
CTT8	Construction	Construction	Directional signage, barriers and/or linemarking will be used as required to direct and guide drivers, cyclists and pedestrians past construction sites and on the surrounding network. This will be supplemented by Variable Message Signs to advise drivers of potential delays, traffic diversions, speed restrictions, or alternative routes.	WHT/WFU
CTT9	Construction	Construction traffic	Where provision of construction on-site parking cannot accommodate the full construction workforce, feasible and reasonable management measures that minimise impacts on parking on local roads will be identified and implemented. Depending on the location, management measures may include workforce shuttle buses and the use of public transport.	WHT/WFU
CTT10	Construction	Construction traffic	Any adjustments to existing bus stops will be determined in consultation with relevant stakeholders including other divisions of Transport for NSW and advanced notification will be provided to affected bus customers. Relocations will be as close as feasible and reasonable to their existing position.	WHT/WFU
CTT11	Construction	Construction traffic	Truck marshalling areas will be identified and used where feasible and reasonable, to minimise potential queueing and traffic and access disruptions in the vicinity of construction support sites	WHT/WFU
CTT12	Construction	Construction traffic	Activities requiring partial and full road closures will occur outside of peak periods and/or during night time to minimise the impact of these activities on the road network where feasible and reasonable.	WHT/WFU
CTT13	Construction	Construction traffic	Partial or full closures of Warringah Freeway will be carried out in consultation with the Sydney Coordination Office Transport Coordination within Transport for NSW.	WFU
CTT14	Construction	Construction traffic	Haulage of spoil by barge will be considered as an alternative to road based haulage.	WHT
CTT15	Pre- Construction	Maritime construction traffic	Construction vessels will be required to operate in a manner that minimises wash to areas of shoreline.	WHT

D Revised environmental management measures, conclusion and references
D2 Revised environmental management measures

Ref	Phase	Impact	Environmental management measure	Location
CTT16	Construction	Maritime construction traffic	Construction marine traffic activities will be scheduled to avoid times and locations of high recreational marine traffic where feasible and reasonable.	WHT
CTT17	Construction	Maritime construction	Harbour closures scheduling will be carried out in consultation with Port Authority of NSW, other divisions of Transport for NSW and other relevant stakeholders, including Sydney Harbour Federation Trust.	WHT
CTT18	Construction	Maritime construction	Construction vessel movements will be managed so that they will not interfere with port operations or the navigation of seagoing ships and ferries, unless prior approval has been obtained from the Harbour Master.	WHT
CTT19	Construction	Pedestrian access	Direct impacts to existing shared user paths will be minimised where reasonable and feasible. Any detours and adjustments will be designed with consideration of user safety and convenience.	WHT/WFU
OT1	Operation	Operational traffic	A review of operational network performance will be carried out 12 months and five years from the opening of the project to confirm the operational impacts of the project on surrounding arterial roads and major intersections. The assessment will be based on updated traffic data at the time and the methodology used will be comparable with that used in this assessment.	WHT/WFU
OT2	Operation	Operational traffic	Conversion of transit lanes to regular traffic lanes along Gore Hill Freeway will be considered if there is a traffic performance requirement/benefit in peak times.	WFU
OT3	Design	Parking	Opportunities to reduce or offset the permanent loss of long stay parking spaces along Alfred Street North due to the project will be investigated during further design development.	WFU
OT4	Design	Pedestrian access	During further design development, the project will investigate opportunities for additional pedestrian connections across Ernest Street that would improve connectivity between active transport paths and public open space in the area.	WFU

Ref	Phase	Impact	Environmental management measure	Location
Noise and vibration				
CNV1	Pre-construction	Construction noise and vibration impacts	<p>A Construction Noise and Vibration Management Plan will be developed for the project. This plan will:</p> <ul style="list-style-type: none"> a) Identify relevant criteria and management levels in relation to noise and vibration b) Identify noise and vibration sensitive receivers and features in the vicinity of the project c) Include standard and additional mitigation from the <i>Construction Noise and Vibration Guideline</i> (Roads and Maritime, 2016a) and detail how and when these will be applied in the project d) Describe the approach that will be adopted for carrying out location and activity specific construction noise and vibration impact assessments to assist with designing and selecting of the appropriate mitigation and management measures e) Include protocols that will be adopted to manage works required outside standard construction hours f) Detail the methodology and approach for managing residual construction noise impacts g) Detail the process for managing construction vibration, including heritage structures considering all types of vibration generating works, including blasting h) Outline the procedures and approach for noise and vibration monitoring to be carried out to confirm construction noise and vibration levels in relation to noise and vibration management levels i) Where feasible and reasonable, detail how construction noise impacts from concurrent or consecutive nearby construction works associated with the project will be managed. <p>The Construction Noise and Vibration Management Plan will be implemented for the duration of construction of the project.</p>	WHT/WFU

Ref	Phase	Impact	Environmental management measure	Location
CNV2	Pre-construction	Construction noise and vibration impacts	<p>Detailed Construction Noise and Vibration Impact Statements will be carried out for all construction support sites and major construction works required for the project prior to the commencement of construction.</p> <p>The Statements will consider the proposed site layouts and noise and vibration generating activities that will take place during all major stages of the construction support site, assess predicted noise and vibration levels against the relevant management levels, and incorporate feasible and reasonable mitigation and management measures in accordance with the requirements of the <i>Interim Construction Noise Guideline</i> (DECC, 2009) and the <i>Construction Noise and Vibration Guideline</i> (Roads and Maritime, 2016a).</p>	WHT/WFU
CNV3	Pre-construction	Construction noise and vibration impacts during out of hours work	<p>An out of hours works protocol will be developed for the construction of the project. The protocol will include:</p> <ul style="list-style-type: none"> a) Details of works required outside standard construction hours, including acceptable justifications for works outside of standard construction hours, what types of works are allowed to take place outside of construction hours, and justifications of why the activities are required outside standard construction hours b) Details of the assessment and approval process (internal and external) for works proposed outside standard construction hours c) Noise and vibration mitigation and management measures that are to be considered and implemented where appropriate to manage potential impacts associated with works outside standard construction hours d) The noise and vibration impact assessment processes that will be followed to identify potentially affected receivers, clarify potential impacts and determine appropriate mitigation and management measures. <p>The protocol will be prepared in consultation with the Department of Planning, Industry and Environment and the NSW Environment Protection Authority, and independently endorsed. The project protocol will be implemented during the duration of the construction of the project.</p>	WHT/WFU

Ref	Phase	Impact	Environmental management measure	Location
CNV4	Construction	Construction noise and vibration impacts	Construction noise and vibration impacts will be monitored periodically throughout all stages of the construction support sites to ensure that: a) Impacts are consistent with the noise and vibration levels detailed in the relevant Construction Noise and Vibration Impact Statements b) Noise and vibration impacts are being appropriately managed c) Mitigation measures are effective.	WHT/WFU
CNV5	Construction	Construction noise and vibration impacts	Where feasible and reasonable, unless compliance with the relevant traffic noise criteria can be achieved, or alternative arrangements have been agreed with affected receivers, construction vehicle movements will not occur on local roads beyond those required for direct access to construction sites.	WHT/WFU
CNV6	Pre-construction and construction	Construction vibration impacts	Vibration generating activities will be managed through the establishment of minimum buffer distances to achieve screening levels. Where vibration levels are predicted to exceed the screening levels, a more detailed assessment of the impacted structure and attended vibration monitoring will be carried out to ensure vibration levels remain below appropriate limits for that structure. For heritage items, the more detailed assessment will specifically consider the heritage values of the structure in consultation with a heritage specialist to ensure sensitive heritage fabric is adequately monitored and managed. Any damage caused by the project will be rectified.	WHT/WFU
CNV7	Construction	Construction ground-borne noise impacts	Feasible and reasonable measures will be implemented to minimise ground-borne noise where exceedances are predicted.	WHT/WFU
CNV8	Construction	Construction impacts from surface road works	Mitigation measures will be implemented for surface road works, local area and utility works, where construction activities are predicted to exceed noise management levels at receivers. Where feasible and reasonable the approaches that will be used include: a) Carrying out works during the daytime period when near residential receivers	WHT/WFU

Ref	Phase	Impact	Environmental management measure	Location
			<ul style="list-style-type: none"> b) Selection of plant and equipment to minimise noise and vibration impacts c) Management of plant and equipment to minimise the generation of noise and vibration impacts d) Community consultation, engagement and notification e) Detailed programming and respite protocols f) Where out of hours works are required, programming the noisiest activities to occur during the less sensitive time periods g) Out of hours works protocols h) Limiting timing of noise intensive work i) Use of portable noise barriers around particularly noisy equipment such as concrete saws and rock hammers in cases where it will effectively reduce noise levels at nearby receivers j) Management of construction traffic to minimise movements during the night periods along local roads k) Establishing minimum vibration buffer distances for vibration intensive works l) Vibration and blasting trials and/or monitoring along with building condition surveys. 	
CNV9	Construction	Construction blasting impacts	<p>A Blast Management Strategy will be prepared in consultation with the NSW Environment Protection Authority to demonstrate that all blasting and associated activities will be carried out in a manner that will not generate unacceptable noise and vibration impacts or pose a significant risk impact to structures and sensitive receivers. The strategy will:</p> <ul style="list-style-type: none"> a) Detail the blasting to be performed including location, method and justification of the need to blast b) Identify any potentially affected noise and vibration sensitive sites including heritage buildings and utilities c) Establish appropriate criteria for blast overpressure and ground vibration levels at each category of noise sensitive site 	WHT/WFU

Ref	Phase	Impact	Environmental management measure	Location
			<ul style="list-style-type: none"> d) Detail storage and handling arrangements for explosive materials and the proposed transport of those materials to the construction support site e) Identify hazardous situations that may arise from the storage and handling of explosives, the blasting process and recovery of the blast site after detonation of the explosives f) Determine potential noise and vibration and risk impacts from blasting and appropriate best management practices g) Detail community consultation procedures. 	
CNV10	Construction	Cumulative construction noise impacts	<p>Construction noise from concurrent and consecutive construction works will be managed to minimise cumulative construction noise impacts. Where feasible and reasonable the approaches that will be used include:</p> <ul style="list-style-type: none"> a) Coordinating work between project construction sites and construction works to avoid cumulative noise impacts b) Consideration of additional at source or near source mitigation where construction noise levels may result in cumulative construction noise impacts, where programming is not practical to avoid cumulative noise impacts c) Community consultation throughout the project to gauge construction key noise impacts and issues and any unknown impacts from concurrent or consecutive sets of constructions works d) Incorporating additional noise mitigation and management measures with consideration of cumulative and consecutive construction noise impacts based upon coordination between projects. 	WHT/WFU
ONV1	Operation	Operational road traffic noise	The operational noise performance of the project will be reviewed during detailed design and operational noise mitigation (low noise pavement, noise barrier, at-property treatment or a combination of treatments) will be confirmed in accordance with relevant policies and guidelines.	WHT/WFU
ONV2	Operation	Operational road traffic noise	Within 12 months of the commencement of the operation of the project, actual operational noise performance will be compared to predicted operational noise performance (as reviewed during detailed design) to analyse the effectiveness of the operational road traffic noise mitigation	WHT/WFU

Ref	Phase	Impact	Environmental management measure	Location
			measures. Additional reasonable and feasible mitigation will be considered where any additional receivers are identified as qualifying for consideration of noise mitigation under the Roads and Maritime <i>Noise Mitigation Guideline</i> (Roads and Maritime, 2015).	
ONV3	Operation	Operational road traffic noise	Operational fixed facilities will be designed to meet project specific noise criteria derived in accordance with the <i>Noise Policy for Industry</i> (EPA, 2017).	WHT/WFU
Air quality				
AQ1	Pre-construction	General	<p>Standard construction air quality mitigation and management measures will be detailed in construction management documentation and implemented during construction, such as:</p> <ul style="list-style-type: none"> a) Reasonable and feasible dust suppression and/or management measures, including the use of water carts, dust sweepers, sprinklers, dust screens, site exit controls (eg wheel washing systems and rumble grids), stabilisation of exposed areas or stockpiles, and surface treatments b) Selection of construction equipment and/or materials handling techniques that minimise the potential for dust generation c) Management measures to minimise dust generation during the transfer, handling and on site storage of spoil and construction materials (such as sand, aggregates or fine materials) (eg the covering of vehicle loads) d) Adjustment or management of dust generating activities during unfavourable weather conditions, where possible e) Minimisation of exposed areas during construction f) Management measures for managing unexpected odour generation likely to result in odour impacts at sensitive receivers in the vicinity during the disturbance, handling and storage of potentially odorous materials, including any contingency measures g) Internal project communication protocols to ensure dust-generating activities in the same area are coordinated and mitigated to manage cumulative dust impacts of the project 	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
			h) Site inspections will be carried out to monitor compliance with implemented measures.	
AQ2	Construction	General	Dust and air quality complaints will be managed in accordance with the overarching complaints handling process for the project. Appropriate corrective actions; if required, will be taken to reduce emissions in a timely manner.	WHT/WFU
Human health				
HH1	Construction	Underwater noise impacts	<p>Monitoring during piling activities will be carried out to validate the predicted underwater acoustic thresholds and management areas, and to further adapt management measures (as required). This will include a monitoring program with an initial trial of piling with corresponding communication measures to validate the predicted underwater acoustic thresholds and management areas.</p> <p>The monitoring results and management areas would be peer-reviewed prior to implementation to ensure they are appropriately protective of health.</p>	WHT (Sydney Harbour)
HH2	Construction	Underwater noise impacts	<p>Communication and management measures will be implemented during construction to manage potential underwater noise impacts to water-based recreational users during dredging and piling activities in Sydney Harbour. The communication tools and management measures that will be contemplated within the management zone include:</p> <ul style="list-style-type: none"> a) Coordination of piling programs to minimise interaction with significant planned events on the harbour, where feasible and reasonable b) Communication of the piling program and management area so that recreational users know when the piling, dredging and other noise generating activities will be taking place, what they can expect, and the zones to minimise the possibility of being startled from a sudden increase in sound pressure underwater c) Direct communication with key local recreational stakeholders during the piling and dredging program to provide up-to-date scheduling d) Use of advertisements, signage, letter box drops and project updates to communicate the implementation of a management area during the 	WHT (Sydney Harbour)

Ref	Phase	Impact	Environmental management measure	Location
			works. This could include floating markers or signage on approach to the construction work e) Surveillance within the areas in which precautionary guideline level is exceeded to proactively monitor users in the prior to and during relevant activities that could pose a risk to recreational users.	
Non-Aboriginal heritage				
NAH1	Design	Sydney Harbour Bridge	The Lavender Street toll gantry will be designed to avoid direct impact with the heritage item and to minimise visual obstruction of the Lavender Street arch in consultation with relevant stakeholders. All works potentially affecting the Sydney Harbour Bridge will be carried out in accordance with <i>Sydney Harbour Bridge Draft Conservation Management Plan 2007 2020</i> .	WFU - Sydney Harbour Bridge
NAH2	Design	Non-Aboriginal heritage impacts	Appropriate heritage interpretation will be incorporated into the urban design for the project in accordance with the NSW Heritage Manual (NSW Heritage Office and Department of Urban Affairs and Planning, 1996), <i>Interpreting Heritage Places and Items: Guidelines</i> (Roads and Maritime, 2005), and the <i>Heritage Interpretation Policy</i> (NSW Heritage Council, 2005).	WHT/WFU
NAH3	Design and construction	ANZAC Park	Impacts to areas of archaeological potential will be avoided by the project. In the event that works are required in the location of the air raid trenches, an archaeological excavation will be required with a test excavation methodology prepared in consultation with relevant stakeholders prior to the disturbance of this area.	WFU (ANZAC Park)
NAH4	Pre-construction	Ongoing non-Aboriginal heritage impacts	Should at-property noise treatment be required at a premises that is heritage listed, this will be carried out in a manner to minimise heritage impact, and advice of a heritage conservation architect will be sought prior to undertaking the works. Any treatment will be sympathetic to the heritage values of the item, designed with heritage architect input and be reversible where feasible and reasonable.	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
NAH5	Pre-construction	Impacts on specific non-Aboriginal heritage items	<p>Archival recording will be carried out in accordance with the <i>Photographic Recording of Heritage Items Using Film or Digital Capture</i> guideline for areas/items subject to change within the following terrestrial items, in accordance with Appendix J (Technical working paper: Non-Aboriginal heritage):</p> <ul style="list-style-type: none"> a) Item 2: The Valley Heritage Conservation Area, Rozelle and Balmain b) Item 4: Yurulbin Park, Birchgrove c) Item 7: BP site, Waverton d) Item 9: North Sydney Bus Shelters e) Item 10: St Leonards Park (including W. Tunks Memorial Fountain, War Memorial, and North Sydney Oval), North Sydney f) Item 14: Cammeray Park (including Golf Course), Cammeray g) Item 15: Cammeray Conservation Area, Cammeray. <p>Archival recording will be completed prior to any works that have the potential to impact upon the items and deposited with appropriate stakeholders as determined during detailed design (eg local councils).</p>	WHT/WFU (Specific sites listed)
NAH6	Pre-construction	Yurulbin Park	A condition survey will be completed prior to works commencing. Opportunities to temporarily remove, store and reinstate these elements on completion of construction work will be investigated and implemented if these elements need to be temporarily removed.	WHT (Yurulbin Park)
NAH7	Pre-construction	Woodleys Shipyard	Should heritage buildings be changed externally, such as by adding cladding or extensions, further assessment will be carried out to identify approaches to avoid heritage fabric and/or minimise impact on heritage significance. This will include consideration of how works can be carried out to facilitate subsequent adaptive reuse or to minimise incremental impacts.	WHT (Woodleys Shipyard)
NAH8	Pre-construction	Cammeray Golf Course	A thematic heritage study of golf courses in Sydney will be prepared for the region north of the Sydney Harbour. This study will assist in identifying other potential heritage items in the region that demonstrate the same or similar significance as the Cammeray Golf Course.	WFU (Cammeray Golf Course)

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Ref	Phase	Impact	Environmental management measure	Location
NAH9	Pre-construction and construction	Impacts on archaeology	Archaeological investigations will be carried out at: a) Item 4: Yurulbin Park, Birchgrove b) Item 7: BP site, Waverton.	WHT
NAH10	Construction	Unexpected discovery of historical heritage materials, features, or deposits	If at any time during construction of the project, historical heritage materials, features and/or deposits are encountered during construction, the Roads and Maritime Services <i>Standard Management Procedure: Unexpected Heritage Items - Archaeological Finds</i> (Roads and Maritime, 2015) will be followed.	WHT/WFU
NAH11	Construction	Unexpected discovery of human remains	In the event that construction of the project reveals possible human skeletal material (remains), <i>Standard Management Procedures – Unexpected Heritage Items</i> (Roads and Maritime, 2015) will be implemented.	WHT/WFU
NAH12	Construction	Heritage impacts during construction	Non-Aboriginal historical heritage awareness training will be provided for contractors prior to commencement of construction works to ensure understanding of potential heritage items that may be impacted during the project, and the procedure required to be carried out in the event of discovery of historical heritage materials, features or deposits, or the discovery of human remains.	WHT/WFU
NAH13	Construction	BP Site	The heritage item will be rehabilitated and returned to an equivalent state as soon as practicable. Reinstatement of the site will include investigating the adaptive reuse of the site for the wider community.	WHT (BP Site)
NAH14	Construction	Impacts to North Sydney bus shelters	The North Sydney bus shelters (Item 9) will be temporarily removed, stored and relocated on completion of construction work in consultation with North Sydney Council .	WFU
NAH15	Design and construction	Maritime non-Aboriginal heritage impacts – Berrys Bay	Investigate the potential to relocate or redesign the temporary wharves at the Berrys Bay construction support site (WHT7) proposed temporary construction facility WHT7 in Berrys Bay to minimise impact on maritime heritage. Where this is not feasible then appropriate mitigation will be implemented before construction in accordance with the <i>Maritime Heritage Management Plan</i> (environmental management measure Mitigation Measure NAH16).	WHT (Berrys Bay)

Ref	Phase	Impact	Environmental management measure	Location
			Such mitigation will include carrying out archaeological excavation and documentation under the direction of a qualified archaeologist across all areas of impact at the site.	
NAH16	Pre-construction	Maritime non-Aboriginal heritage impacts	<p>A Maritime Heritage Management Plan that details the objectives and methodologies to conserve maritime heritage and mitigate impacts will be prepared in consultation with by a qualified and experienced maritime archaeologist. The Maritime Heritage Management Plan should specify:</p> <ul style="list-style-type: none"> a) Unexpected finds protocols relevant to each type of activity such as dredging or piling b) Artefact management procedures, including identification of approved submerged reburial locations c) Relevant work method requirements and maritime heritage inductions tailored for each type of work activity such as dredging or piling d) Exclusion zone, archival, baseline and periodic monitoring protocols including before and during construction, and final site inspections within three months of completion of works for the following maritime heritage sites: <ul style="list-style-type: none"> • Balls Head Coal Loader wharf • Yurulbin Park maritime infrastructure • Unidentified Balls Head Bay 2 wreck • Collapsed wharf, BP site, Berrys Bay e) Requirements for any mitigation recovery or archaeological excavations. 	WHT
NAH17	Pre-construction	Maritime non-Aboriginal heritage impacts	Any pre-dredge clearance of the bed of the harbour in Sydney Harbour will be carried out in the presence of a qualified maritime archaeologist who will identify any additional inspection or documentation that should be carried out during the clearance dives. This may include inspecting the locations of known or suspected submerged cultural heritage, detailed recording, or recovery and relocation of heritage objects.	WHT
NAH18	Pre-construction	Maritime non-Aboriginal heritage impacts	Archival recording of the following maritime heritage sites will be carried out prior to works commencing in order to mitigate against predicted or	WHT

Ref	Phase	Impact	Environmental management measure	Location
			<p>potential impacts, and to establish a baseline against which to measure any changes to these sites due to works at:</p> <ul style="list-style-type: none"> a) Balls Head Coal Loader wharf All maritime infrastructure associated with Balls Head Coal Loader b) Unidentified Balls Head Bay 2 wreck c) Yurulbin Park maritime infrastructure d) Collapsed timber wharf, BP site, Berrys Bay e) Slipway No. 1, former Woodleys Shipyard, Berrys Bay. <p>The archival recording should will include:</p> <ul style="list-style-type: none"> a) Creation of a detailed site plan by a surveyor; for all maritime infrastructure associated with Balls Head Coal Loader, Yurulbin Park maritime infrastructure, collapsed timber wharf and Slipway No. 1, former Woodley's shipyard b) Detailed recording and inventory of all site elements c) Detailed diver survey and recording of submerged sites and site elements, primarily in the form of video and photography. <p>All archival recordings are to be prepared consistently with the current NSW Heritage Council endorsed standards and guidelines.</p>	
NAH19	Pre-construction	Maritime non-Aboriginal heritage impacts	<p>A side scan sonar survey will be prepared for sections of the Sydney Harbour crossing not already included in the side scan sonar coverage in Area A in the Appendix K (Technical working paper: Maritime heritage).</p> <p>A qualified maritime archaeologist will assess the results of the side scan survey to identify any additional potential heritage items requiring investigation and assessment.</p>	WHT
NAH20	Pre-construction	Maritime non-Aboriginal heritage impacts	<p>Transport for NSW will give reasonable time and notice for the vessel owners to relocate the historic vessels <i>M.V Cape Don</i> and <i>Baragoola</i> to find a suitable alternate berthing nearby within Sydney Harbour before construction commences. Relocation of the vessels will be carried out in consultation with the vessel owners and associated community</p>	WHT

Ref	Phase	Impact	Environmental management measure	Location
			<p>groups, and will be in the general vicinity of the existing berthing locations.</p> <p>Transport for NSW will take no action that results in the degradation of the heritage items until relocation occurs.</p>	
NAH21	Construction	Maritime non-Aboriginal heritage impacts	An exclusion zone will be established around the former Balls Head Coal Loader wharf extending at least 15 metres from the edge of the wharf apron and thus also covering the Unidentified Balls Head Bay 1 and 2 wrecks.	WHT (Balls Head Coal Loader Wharf)
NAH22	Construction	Impacts to heritage listed structures	<p>Environmental management measure CNV6 will be applied to manage vibration impacts to heritage structures.</p> <p>This includes, but is not limited to:</p> <ul style="list-style-type: none"> • Balls Head Coal Loader wharf • Yurulbin Park maritime infrastructure. 	WHT/WFU (Heritage listed structures)
NAH23	Pre-construction and construction	Impacts to Balls Head Coal Loader and seawall	<p>For the Balls Head Coal Loader and seawall, where vibration levels are predicted to exceed the standard minimum buffer distances to achieve screening levels, a detailed structural assessment will be carried out before construction commences to determine appropriate vibration criteria and site-specific minimum working distances to achieve this criteria.</p> <p>The detailed assessment will specifically consider the heritage values of the structure in consultation with a heritage specialist to ensure sensitive heritage fabric is protected. During detailed design, the construction methodology will be refined as needed to ensure the adopted criteria and site-specific minimum working distances for all vibration-intensive activities (eg Compaction, rock hammering, piling) can be met.</p> <p>During construction, site-specific buffer distances will be maintained to comply with relevant vibration limits for cosmetic damage, and vibration monitoring will be carried out to ensure vibration levels remain below the appropriate limits for the structure.</p>	WHT (Balls Head Coal Loader and seawall)

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Ref	Phase	Impact	Environmental management measure	Location
NAH24	Construction and operation	Impacts to Yurulbin Park	A conservation management plan will be prepared for Yurulbin Park identifying those original designed features and remnant elements of Aboriginal and non-Aboriginal use of the site that can be conserved, retained or reconstructed to enhance the heritage significance of the heritage item.	WHT (Yurulbin Park)
NAH25	Construction	Impacts to Yurulbin Park	The commemorative plaque related to the renaming of Yurulbin Point will be protected or temporarily removed for the duration of construction and then reinstated as part of the rehabilitation of the park after construction is completed in consultation with relevant Aboriginal representatives.	WHT (Yurulbin Park)
Aboriginal cultural heritage				
AH1	Pre-construction and Construction	Aboriginal heritage – vibration, and settlement impacts	<p>Prior to construction, further consultation with Department of Premier and Cabinet (Heritage), the Metro LALC and the RAPs will be carried out to decide an appropriate course of action for previously recorded Aboriginal sites not assessed during archaeological surveys due to site accessibility constraints.</p> <p>If new information regarding site condition and location is identified during consultation suggesting the sites may be subject to impacts due to vibration and settlement, then mitigation measures AH2, AH3 and AH4 would apply.</p> <p>If during construction works a site is located, Department of Premier and Cabinet (Heritage), an appropriately qualified archaeologist and the Metro LALC will be contacted and the site will be re-recorded in situ.</p> <p>If the site is determined to be within the construction footprint, consultation between Department of Premier and Cabinet (Heritage), Roads and Maritime and Metro LALC and RAP groups must occur with the aim of avoiding, minimising and managing adverse impacts on the site before construction works at the location recommence.</p>	WHT/WFU
AH2	Pre-construction and construction	Aboriginal heritage – vibration impacts	The following process will be carried out to confirm where vibration monitoring at terrestrial AHIMS sites will be required:	WHT/WFU (All registered AHIMS sites located within 50 metres of the project)

Ref	Phase	Impact	Environmental management measure	Location
			<ul style="list-style-type: none"> Terrestrial Aboriginal site condition surveys will be completed using photogrammetry and 3D-capture techniques to determine which AHIMS sites are considered to be structurally unsound Where this determination cannot be made, the AHIMS site will be considered to be structurally unsound A screening of vibration intensive activities within 50 metres of structurally unsound sites will be carried out to identify activities that have the potential to exceed vibration levels of 2.5 millimetres per second <p>Sites identified as being both structurally unsound and having potential for exceedance in vibration levels of 2.5 millimetres per second will be identified as requiring vibration monitoring.</p>	construction footprint)
AH3	Construction	Aboriginal heritage – vibration impacts	<p>Vibration monitoring will be carried out at AHIMS sites that have been identified as requiring monitoring in accordance with the process outlined in mitigation measure AH2.</p> <p>Where possible, works will be conducted in a manner to minimise vibration levels, to less than 2.5 millimetres per second at all structurally unsound AHIMS sites.</p>	WHT/WFU (All registered AHIMS sites subject to vibration intensive activities determined to be structurally unsound (see AH2))
AH4	Construction	Aboriginal heritage – vibration impacts	<p>If vibration monitoring identifies that vibration levels exceed 2.5 millimetres per second at AHIMS sites that have been identified as requiring monitoring, a site visit will be organised with a representative from Metro LALC to record any changes to the integrity of the site that may have resulted from construction vibration, and updated site cards must be prepared accordingly.</p> <p>Condition surveys may include further photogrammetry and 3D-capture techniques.</p>	WHT/WFU (All registered AHIMS sites subject to vibration intensive activities determined to be structurally unsound (see AH2))
AH5	Construction	Unexpected discovery of historical heritage	If at any time during construction of the project, any items of potential Aboriginal archaeological or cultural heritage conservation significance or human remains are discovered they will be managed in accordance with	WHT/WFU

Ref	Phase	Impact	Environmental management measure	Location
		materials, features, or deposits	the <i>Standard Management Procedure: Unexpected Heritage Items</i> (Roads and Maritime, 2015).	
AH6	Construction	Aboriginal heritage – impacts	Cultural and historic heritage awareness training will be carried out for personnel engaged in work that may impact heritage items before commencing works for the project.	WHT/WFU
AH7	Pre-construction	Maritime Aboriginal heritage impacts	The need for further high-resolution geophysical survey/s to identify the presence of submerged rock overhangs concealed by marine sediments will be investigated in consultation with a maritime archaeology advisor. If it is determined that a high-resolution geophysical survey could produce the desired results, the geophysical survey will be carried out.	Sydney Harbour south and north cofferdams (WHT5 and WHT6)
AH8	Construction	Maritime Aboriginal heritage impacts	<p>The following mitigation measures will be carried out if the geophysical survey described in AH7 is inconclusive or if the geophysical survey identifies rock overhangs at least 1.2 metres in height:</p> <ul style="list-style-type: none"> a) Excavations will be visually monitored after WHT5 and WHT6 cofferdams have been de-watered in order to identify voids within the bedrock and identify potential rock shelters b) In consultation with a suitably experienced geomorphologist, criteria will be established for the identification of pre-inundation soil deposits (peat, charcoal, roots, etc), and where necessary samples of marine sediments will be collected to identify if pre-inundation soil deposits are evident <p>If pre-inundation soil deposits are evident then a controlled archaeological investigation will be carried out to recover any artefacts, subject to bed rock conditions and safety constraints within the cofferdams.</p>	Sydney Harbour south and north cofferdams (WHT5 and WHT6)
AH9	Pre-construction and construction	Maritime Aboriginal heritage impacts	<p>Prior to construction, determination of whether soil units have potential to contain cultural material will be carried out by a paleo-geomorphologist through review of existing borehole information.</p> <p>If the potential to encounter cultural material is identified, then an appropriate sampling protocol will be designed so that samples can be collected during construction if feasible.</p>	In the immediate vicinity of borehole B215W in Area A, located between Yurulbin Point and Balls Head (Appendix L – Technical working

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Ref	Phase	Impact	Environmental management measure	Location
				paper: Cultural heritage assessment report)
AH10	Construction	Impacts to Shed Cave (45-6-2672)	<p>Transport for NSW will consult with the landowners of the private property where the Shed Cave (45-6-2672) AHIMS site is located.</p> <p>Subject to private landowner consent and access, mitigation measures AH2, AH3 and AH4 will apply to the AHIMS site Shed Cave (45-6-2672).</p>	WHT (Shed Cave (45-6- 2672))
Geology, soils and groundwater				
SG1	Design	Ground movement impacts	Detailed predictive settlement models will be developed for areas of concern to guide tunnel design and construction methodology, including the selection of options to minimise settlement where required.	WHT/WFU
SG2	Pre-construction	Impact to registered groundwater bores	The viability of domestic bores GW109209, GW107764 and GW108991 will be confirmed prior to construction. If drawdown at the bores exceeds two metres (in accordance with the Aquifer Interference Policy), measures will be taken to 'make good' the impact by restoring the water supply to pre development levels. The measures taken will be dependent upon the location of the impacted bores and will be determined in consultation with the affected licence holder but could include, deepening the bore, providing a new bore or providing an alternative water supply.	WHT
SG3	Pre-construction	Impact to registered groundwater bores	An Independent Property Impact Assessment Panel, comprising geotechnical and engineering experts, will be established prior to the commencement of works to independently verify building condition survey reports, resolve any property damage disputes and establish ongoing settlement and vibration monitoring requirements.	WHT/WFU
SG4	Pre-construction and post-construction	Ground movement impacts	Building/structure condition surveys will be prepared for properties (and heritage assets) within the zone of influence of tunnel settlement (for example within the 5 millimetre predicted surface settlement contour and within 50 metres of surface works) prior to the commencement of construction.	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
			<p>Pre-construction building/structure condition surveys will be offered and prepared for properties (and heritage assets) within the zone of influence of tunnel settlement (for example within the 5 millimetre predicted surface settlement contour and within 50 metres of surface works) and within the minimum working distances for cosmetic and structural damage due to vibration. The surveys will be carried out by a suitably qualified person prior to the commencement of the tunnelling and vibration-intensive activities in the vicinity with the potential to affect the building/structure.</p> <p>Within three (3) months of the completion of construction activities that have the potential to impact on the subject surface/subsurface structure, all property owners of buildings for which a pre-construction building condition survey was carried out will be offered a second building condition survey. Where an offer is accepted, post-construction building condition surveys will be carried out by a suitably qualified person. The results of the surveys will be documented in a post-construction building condition survey report for each building surveyed.</p> <p>Copies of building condition survey reports will be provided to the owners of the buildings surveyed within one (1) month of the survey being completed.</p> <p>Any property damage caused by the project will be rectified.</p>	
SG5	Construction	Erosion and sedimentation	Erosion and Sediment measures will be implemented at all work sites in accordance with the principles and requirements in 'Managing Urban Stormwater – Soils and Construction, Volume 1 (Landcom, 2004) and Volume 2D (NSW Department of Environment, Climate Change, 2008), commonly referred to as the 'Blue Book'.	WHT/WFU
SG6	Construction	Impacts on site workers and/or local community through disturbance and mobilisation of	<p>Potentially contaminated areas directly affected by the project will be investigated and managed in accordance with the requirements of guidance endorsed under section 105 of the <i>Contaminated Land Management Act 2008</i>.</p> <p>This includes, but is not limited to, further investigations in potential areas of environment interest in the project footprint, including:</p>	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
		contaminated material	<ul style="list-style-type: none"> Easton Park Birchgrove peninsula (including Yurulbin Park) Balls Head peninsula Waverton Park Warringah Freeway (from North Sydney to Cammeray). <p>Subject to the outcomes of the investigations, a Remediation Action Plan will be implemented in the event that site remediation is warranted prior to construction.</p> <p>The Remediation Action Plan will be prepared and implemented in accordance with Managing Land Contamination: Planning Guidelines SEPP 55 – Remediation of Land (Department of Urban Affairs and Planning and EPA, 1998).</p> <p>An independent NSW EPA Accredited site Auditor will be engaged where contamination is complex to review applicable all contamination reports and evaluate the suitability of sites for a specified use as part of the project.</p>	
SG7	Construction	Impacts on site workers and/or local community through disturbance and mobilisation of contaminated material Waste Generation and Disposal	Any soil/fill materials surplus to construction will be classified in accordance with the NSW EPA (2014a) Waste Classification Guidelines.	WHT/WFU
SG8	Construction	Impacts on site workers and/or local community through disturbance and mobilisation of contaminated material	Asbestos handling and management will be carried out in accordance with relevant legislation, codes of practice and Australian standards.	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
SG9	Construction	Impacts on site workers and/or local community through disturbance and mobilisation of contaminated material	A hazardous materials assessment will be carried out prior to and during the demolition of buildings. Demolition works will be carried out in accordance with the relevant Australian Standards and relevant NSW WorkCover Codes of Practice, including the NSW Work Health and Safety Regulation 2011.	WHT/WFU
SG10	Construction	Impacts on site workers and/or local community through disturbance and mobilisation of contaminated material	The Construction Waste Management Plan for the project will include procedures for handling and storing potentially contaminated substances.	WHT/WFU
SG11	Construction	Impacts on site workers and/or local community through disturbance and mobilisation of contaminated material	The discovery of previously unidentified contaminated material will be managed in accordance with an unexpected contaminated lands discovery procedure, as outlined in the <i>Guideline for the Management of Contamination</i> (Roads and Maritime, 2013).	WHT/WFU
SG12	Construction	Impacts from disturbance of acid sulfate soils	<p>Prior to ground disturbance in high risk acid sulfate areas at Birchgrove Park, Rozelle Rail Yards, Sydney Harbour (tunnel crossing, White Bay and Berrys Bay) and Whites Creek, testing will be carried out to determine the presence of acid sulfate soils.</p> <p>If acid sulfate soils are encountered, they will be managed in accordance with the Acid Sulfate Soil Manual (Acid Sulfate Soil Management Advisory Committee, 1998).</p>	WHT
SG13	Construction	Ground gas impacts	Ground gas investigations will be carried out in Easton Park, Rozelle Rail Yards and Waverton Park to assess for the potential presence of landfill generated gas which could impact on the construction and/or operation of the project.	WHT

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Ref	Phase	Impact	Environmental management measure	Location
			Ground gas investigations will be carried out in accordance (where applicable) with the Guideline for the Assessment and Management of Sites Impacted by Hazardous Ground Gases (NSW EPA, 2012).	
SG14	Construction	Groundwater drawdown during construction	Where groundwater inflows exceed 1L/sec/km during construction, feasible and reasonable measures to manage inflow will be applied.	WHT
SG15	Construction	Marine contamination impacts	The appropriateness of offshore disposal will be assessed in accordance with the Commonwealth Department of Agriculture, Water and the Environment's, Water, Heritage and the Arts' National Assessment Guidelines for Dredging (NAGD) (Department of Environment, Water, Heritage and the Arts, 2009). Offshore disposal will only be appropriate for material that meets the NAGD criteria.	WHT
SG16	Construction	Marine contamination impacts	Marine sediments requiring disposal to landfill will be assessed in accordance with the NSW EPA (2014) Waste Classification Guidelines.	WHT
SG17	All phases	Groundwater drawdown	Outcomes of updated groundwater modelling will identify any requirements for further groundwater monitoring, and management of groundwater drawdown and associated impacts.	WHT/WFU
SG18	Pre-construction and pre-operation	Groundwater drawdown	As more information becomes available through ongoing groundwater monitoring, groundwater modelling will be updated. Construction and operational inflow predictions will be updated prior to construction, and operational inflow and impact predictions will be updated at the end of the construction period.	WHT/WFU
SG19	Pre-Construction and operation	Groundwater drawdown	Additional groundwater baseline monitoring will be carried out during the pre-construction period and will be considered in the development of the groundwater quality monitoring program described in management measure SG20 The existing groundwater monitoring program will be continued through construction and onto the operational phase.	WHT/WFU

Ref	Phase	Impact	Environmental management measure	Location
SG20	Construction and operation	Groundwater drawdown	<p>A groundwater quality monitoring program will be developed and implemented, taking into consideration the location of areas subject to medium and high risk of groundwater contamination during construction (and operation).</p> <p>Where relevant, modelling/mass balance analysis will be carried out to assess potential impacts on beneficial aquifer use and the likely quality of groundwater inflows. The groundwater monitoring program will be developed in consultation with the Department of Planning, Industry and Environment (Water).</p>	WHT/WFU
SG21	Construction and operation	Groundwater drawdown	If the groundwater quality monitoring and associated analysis identifies potential impacts to beneficial aquifer use from the migration of contaminated groundwater, or the quality of groundwater tunnel inflows, feasible and reasonable management measures will be identified and implemented.	WHT/WFU
SG22	Construction and operation	Groundwater modelling update	<p>As more information becomes available through ongoing groundwater monitoring, groundwater modelling will be updated to refine the predictions documented in Appendix N (Technical working paper: Groundwater) this technical working paper. Inflow predictions will be updated during further design development and operational inflow and impacts predictions will be updated at the end of the construction period.</p> <p>If refined predictions indicate that groundwater inflows and water table drawdown will be greater than the impacts documented in Appendix N (Technical working paper: Groundwater) this technical working paper, feasible and reasonable measures will be implemented.</p>	WHT/WFU
SG23	Construction and operation	Contamination due to leakage or spills and accidental spills during operation	Emergency Spill measures measures procedures will be developed to avoid and manage accidental spillages of fuels, chemicals, and fluids to minimise the risk of human health impacts and contamination of groundwater.	WHT/WFU
Hydrodynamics and water quality				
WQ1	Construction	Erosion and sedimentation	Erosion and sediment measures will be implemented at all work sites and surface road upgrades in accordance with the principles and requirements	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
			<p>in <i>Managing Urban Stormwater – Soils and Construction, Volume 1</i> (Landcom, 2004), <i>Managing Urban Stormwater: Volume 2D Main Road Construction</i> (NSW Department of Environment, Climate Change and Water, 2008) and relevant guidelines, procedures and specifications of Transport for NSW.</p> <p>A soil conservation specialist will be engaged by both Transport for NSW and the Contractor for the duration of construction of the project to provide advice regarding erosion and sediment control including review of Erosion and Sediment Control Plans (ESCPs).</p>	
WQ2	Construction	Spills and leakages	Emergency spill procedures will be developed to avoid and manage accidental spillages of fuels, chemicals or fluids during construction.	WHT/WFU
WQ3	Construction	Wastewater discharge	<p>Discharges from wastewater treatment plants during the construction phase will be required to meet the following discharge criteria:</p> <ul style="list-style-type: none"> • The relevant physical and chemical stressors set out in of the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC/ARMCANZ, 2000), and • The ANZG (2018) 90 per cent species protection levels for toxicants generally, with the exception of those toxicants known to bioaccumulate, which will be treated to meet the ANZG (2018) 95 per cent species protection levels, and • The draft ANZG default guideline values for iron (in fresh and marine water) and zinc (in marine water) which are likely to be finalised in October 2020. <p>Construction wastewater treatment plants will be designed to treat wastewater generated from tunnel groundwater ingress, rainfall runoff in tunnel portals, heat and dust suppression water and washdown runoff generated during construction.</p> <p>Site-specific trigger values will be developed during construction planning to set the wastewater treatment plant discharge criteria ensuring wastewater will be treated to a level that is representative of background concentrations of a suitable reference site or the ANZECC/ARMCANZ (2018) guidelines.</p>	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
WQ4	Construction	Freshwater quality monitoring	<p>A freshwater quality monitoring program for the construction of the project will be developed and implemented, with consideration of the freshwater monitoring being carried out for the M4-M5 Link and Beaches Link and Gore Hill Freeway Connection projects.</p> <p>The program will be developed in consultation with the Environment Protection Authority, Department of Planning, Industry and Environment (Regions, Industry, Agriculture and Resources), Department of Planning, Industry and Environment (Water), and relevant councils.</p> <p>Sampling locations and monitoring methodology will be in accordance with the <i>Guideline for Construction Water Quality Monitoring</i> (RTA, 2003) and ANZG (2018).</p> <p>Each monitoring/discharge point will have a specific concentration of pollutant that cannot be exceeded at the discharge point. Should any of the site-specific trigger values be exceeded If exceedances of the criteria established under the freshwater monitoring program are detected, a management response will be triggered. This response will be documented within the construction freshwater quality monitoring program.</p>	WHT/WFU
WQ5	Construction	Local stormwater system capacity	Further design development will confirm the local stormwater system capacity to receive construction wastewater treatment plant inflows. In the event that there is a stormwater infrastructure capacity issue with existing infrastructure, mitigation measures such as storage detention to control water outflow during wet weather events will be implemented within the construction support site.	WHT
WQ6	Construction	Dredge plumes	Ongoing monitoring of dredge plumes will be carried out to validate the dredge plume dispersion predictions. Exceedances of the predicted dredge plume extents and intensities will trigger subsequent management responses that will include a range of strategies including, assessing whether secondary impacts are occurring (eg seagrass stress) and if so then further levels of management actions that may ultimately result in the cessation of dredging for a period sufficient to remove the stress.	WHT
WQ7	Construction	Watercourse geomorphology	Construction drainage and discharge outlet infrastructure will direct flows downstream to minimise alterations and erosion of watercourse bed and	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
			<p>banks. Energy dissipation and erosion scour protection will be implemented as appropriate.</p> <p>The potential for scour and erosion of watercourse bed and banks will be considered during the design of new and augmented discharge outlets.</p> <p>Construction work activities within or next to the watercourses and drainage lines will be minimised as much as reasonably practicable feasibly possible to minimise disturbance of sediments in or near the waterway.</p>	
WQ8	Design and post-construction	North Sydney Council stormwater harvesting scheme	<p>Reasonable and feasible opportunities to provide an interim or permanent solution for the relocation of the existing storage dam at Cammeray Golf Course earlier in program will be identified in consultation with North Sydney Council during detailed construction planning. During periods when the storage dam is no longer operational, Transport for NSW will come to an arrangement with North Sydney Council concerning the period in which the storage dam is no longer operational for the increased demand on other water sources.</p> <p>Subject to a timely agreement with Cammeray Golf Club and North Sydney Council regarding a suitable alternate location, Transport for NSW will install a new permanent replacement storage dam (and associated infrastructure) within the golf course prior to decommissioning of the existing dam, in order to maintain ongoing operational functionality of the water harvesting scheme.</p> <p>If a suitable location cannot be agreed prior to the commencement of construction, Transport for NSW will come to an interim arrangement with Cammeray Golf Club and North Sydney Council regarding compensation for additional water usage, for the period until the replacement dam is operational.</p>	WHT
WQ9	Design and operation	Wastewater discharge	<p>The permanent wastewater treatment plant at Rozelle will be designed to treat wastewater generated from tunnel groundwater ingress and rainfall runoff in tunnel portals and achieve the following discharge criteria:</p>	WHT

Ref	Phase	Impact	Environmental management measure	Location
			<ul style="list-style-type: none"> The relevant physical and chemical stressors set out in of the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC/ARMCANZ, 2000), and The ANZG (2018) 95 per cent species protection levels for toxicants generally, with the exception of those toxicants known to bioaccumulate, which would be treated to meet the ANZG (2018) 99 per cent species protection levels, and The draft ANZG default guideline values for iron (in fresh and marine water) and zinc (in marine water) which are likely to be finalised in October 2020. <p>The level of treatment provided will consider the characteristics of the receiving environment (Rozelle Bay). Discharge from WWTP during the operation of the project will be required to meet specific discharge criteria as per ANZG (2018) 95% species protection levels; ANZG (2018) 99% protection levels for contaminants that bioaccumulate and the NHMRC (2008b) recreational guidelines water quality criteria for iron.</p> <p>These criteria will be defined during the construction planning phase to assist in determining wastewater treatment plant discharge criteria and ensure neutral or beneficial impacts to water quality of Rozelle Bay.</p> <p>Should any of the criteria be exceeded, a management response will be triggered. The management response will be documented within the Water Quality Monitoring Program.</p>	
WQ10	Design and operation	Local stormwater system capacity	The capacity for the local stormwater system to receive operational wastewater treatment plant inflows will be confirmed during further design development. In the event that there is a stormwater infrastructure capacity issue with existing infrastructure, mitigation measures such as storage detention to control water outflow during wet weather events will be implemented at the Rozelle Rail Yards.	WHT
WQ11	Operation	Operational monitoring	Operational monitoring will be carried out in line with the <i>Guideline for Construction Phase Water Quality Monitoring</i> (RTA, 2003) to: <ul style="list-style-type: none"> Assess and manage impacts on the receiving waters as the sites stabilise 	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
			<ul style="list-style-type: none"> Assist in deciding when the site has stabilised Identify water quality conditions after development Identify appropriate measures to improve water quality performance. <p>As a minimum, monthly monitoring will be carried out for the first year of operation. Should any of the discharge criteria be exceeded, a management response will be triggered. The management response will be documented within the operational water quality monitoring program.</p>	
WQ12	Design and operation	Water sensitive urban design	Opportunities for Water Sensitive Urban Design (WSUD) will be considered during the development of the design for the stormwater management system for the new and upgraded road infrastructure, and also during development of the urban design and landscape plans. Identified WSUD features will be implemented where feasible and reasonable.	WFU
WQ13	Construction	Sediment basin discharge	If sediment basins are required a discharge impact assessment, commensurate with the potential risk and consistent with the National Water Quality Guidelines (ANZG (2018)) and <i>Managing Urban Stormwater – Soils and Construction</i>, Volume 1 (Landcom, 2004) will be prepared to inform the discharge criteria.	WHT /WFU
Flooding				
F1	Design	Impact of the project on flood behaviour	Impact of the project on flood behaviour during construction and operation will be confirmed during further project development. This will include the consideration of future climate change and a partial blockage of the local stormwater drainage system. A floor level survey will be carried out in affected areas to determine whether the project would increase flood damage in adjacent development (i.e. in properties where there is a potential for increases in peak flood levels for storms of up to 1% AEP in intensity). The design of the project will incorporate measures that are aimed at mitigating the impact of the project on flood behaviour in properties where existing buildings would experience above floor inundation under present day conditions during storms of up to 1% AEP in intensity.	WHT/WFU

Ref	Phase	Impact	Environmental management measure	Location
			<p>Where flood levels in the 1% AEP event are predicted to increase at any residential, commercial and/or industrial buildings as a result of operation of the project, a floor level survey will be carried out.</p> <p>If the survey indicates existing buildings would experience above floor inundation during a 1% AEP event as a result of the project, further refinements will be made (as required) to the design of permanent project components to minimise the potential for impacts.</p>	
F2	Design	Flooding on the Warringah Freeway	Where feasible and reasonable, the hydraulic capacity of the existing transverse drainage of the Warringah Freeway will be designed to comply with relevant guidelines and standards.	WFU
F3	Construction	Flooding impacts to tunnel excavation	Entries to tunnel excavations, including cut and cover sections of tunnel, will be protected against frequent flooding by locating openings outside flood prone areas, and/or the provision of local bunding and flood protection barriers.	WHT
F4	Construction	Flooding impacts to tunnel excavation	The flood standard adopted at each tunnel entry during construction will be developed taking into consideration the duration of construction, the magnitude of inflows and the potential risks to personal safety and the project works.	WHT
F5	Construction	Flood impacts to construction sites	Spoil stockpiles will be located in areas which are not subject to frequent inundation by floodwater, ideally outside the 10% AEP flood extent. The exact level of flood risk accepted at stockpile sites will depend on the duration of stockpiling operations, the type of material stored, the nature of the receiving drainage lines and also the extent to which that would impact flooding conditions in adjacent development.	WHT/WFU
F6	Construction	Flood impacts to construction sites	Site facilities will be located outside high flood hazard areas based on a 1% AEP flood.	WHT/WFU
F7	Construction and operation	Impact of flooding on the project	Flood emergency management measures for construction and operation of the project will be incorporated into relevant environmental and/or safety management documentation.	WHT/WFU

Ref	Phase	Impact	Environmental management measure	Location
F8	Design and construction	Impacts of construction sites on flood behaviour	<p>Detailed construction planning will consider flood risk at construction sites and construction support sites. This will include:</p> <ul style="list-style-type: none"> • A review of site layout and staging of construction activities to avoid or minimise obstruction of overland flow paths and limit the extent of flow diversion required • Identification of measures to not worsen flood impacts on the community and on other property and infrastructure during construction up to and including the 1% AEP flood event where reasonable and feasible • Measures to mitigate alterations to local runoff conditions due to construction activities. 	WHT/WFU
F9	Design	Operational flooding impacts	Impact of the project on flood behaviour during operation will be confirmed during further project development. This will include the consideration of future climate change and a partial blockage of the local stormwater drainage system.	WHT/WFU
Biodiversity				
B1	Construction	Removal of native vegetation and threatened species habitat	Vegetation removal including the clearing of native vegetation and fauna habitat will be further minimised, where feasible and reasonable.	WHT/WFU
B2	Construction	Removal of native vegetation and threatened species habitat	Vegetation removal will be carried out in accordance with <i>Guide 4: Clearing of vegetation and removal of bushrock</i> of the <i>Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects</i> (RTA, 2011).	WHT/WFU
B3	Construction	Removal of native vegetation and threatened species habitat	The unexpected species find procedure included in <i>Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects</i> (RTA, 2011) will be followed if threatened ecological communities, flora or fauna species, not assessed in the biodiversity assessment, are identified in the construction footprint.	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
B4	Construction	Removal of native vegetation and threatened species habitat	Vegetation will be re-established within the project footprint where feasible and reasonable , in accordance with <i>Guide 3: Re-establishment of native vegetation</i> of the <i>Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects</i> (RTA, 2011). Where replacement trees cannot be accommodated within the project footprint, locations outside the project footprint will be identified for compensatory plantings. Trees removed by the project will be replaced at a ratio equal to or greater than 1:1. The replacement trees will consist of local native provenance species from the vegetation community that once occurred in the locality (rather than plant exotic or non-local native trees) where available and subject to the urban design and landscape plan.	WHT/WFU
B5	Construction	Removal of threatened flora species	Pre-clearing surveys for threatened flora species will be carried out in accordance with <i>Guide 1: Pre-clearing process</i> of the <i>Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects</i> (RTA, 2011).	WHT/WFU
B6	Construction Pre-construction	Noise, vibration and light impacts	Carry out inspections of Eastern Large Bentwing-bat roosting sites in the surrounding locality (eg concrete box culverts, jetties) prior to construction, to determine the roosting capacity of each site at times roosting numbers are expected to be high.	WHT
B7	Construction	Noise, vibration and light impacts	Monthly monitoring of Eastern Bentwing-bats in the Coal Loader tunnel will be carried out prior to construction (in the months of March to September), preferably by utilising thermal camera imaging at tunnel entrances (a less invasive method than carrying out counts within the tunnel itself).	WHT
B8	Pre-construction and construction	Noise, vibration and light impacts	Monthly m Monitoring of Eastern Large Bentwing-bats in the Coal Loader tunnel prior to and during construction (in the months of March to September) will be carried out, preferably by utilising thermal camera imaging at tunnel entrances (a less invasive method than carrying out counts within the tunnel itself). The frequency and methods of the monitoring will be provided in an adaptive management plan developed prior to the commencement of construction and in consultation with the Department of Planning, Industry and Environment (Environment, Energy and Science and the	WHT

Ref	Phase	Impact	Environmental management measure	Location
			Regions, Industry, Agriculture and Resources divisions), North Sydney Council and an appropriately qualified expert in microbat biology and behaviour.	
B9	Construction	Noise, vibration and light impacts	Adaptive management measures (supplemented by additional monitoring if required) to minimise impacts on the Eastern Bentwing-bat will Prior to the commencement of construction of the Sydney Harbour north cofferdam (WHT6), excavation of the mainline tunnel and any rock hammering works within close proximity to the Coal loader roosting site, adaptive management measures to minimise impacts on the Large Bent-winged bat will be developed in consultation with Department of Planning, Industry and Environment (Environment, Energy and Science and the Regions, Industry, Agriculture and Resources divisions), North Sydney Council and an appropriately qualified expert in microbat biology and behaviour ; if monthly monitoring during construction suggests Eastern Bentwing-bat behaviour is affected by construction noise. These measures including the timing of their implementation will be detailed in an adaptive management plan.	WHT
B10	Construction	Injury and mortality of fauna	Fauna will be managed in accordance with <i>Guide 9: Fauna handling of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects</i> (RTA, 2011).	WHT/WFU
B11	Construction	Injury and mortality of fauna	Pre-clearing surveys will be undertaken in accordance with <i>Guide 1: Pre-clearing process of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects</i> (RTA, 2011).	WHT/WFU
B12	Construction	Injury and mortality of fauna	Pre-clearing surveys for microbat roosts will be carried out by a suitably qualified person on all buildings or structures with potential roosting habitat that are to be demolished or refurbished. on the wharf structures to be demolished at Yurulbin Point (WHT4) and Berrys Bay (WHT7) construction support sites. If microbats are identified roosting in these structures, individuals will be excluded from this roosting habitat.	WHT
B13	Construction	Injury and mortality of fauna	An observer qualified to spot Little Penguins will be used during marine construction activities. A stop-work procedure will be implemented upon sighting of the species in the proximity of the works area.	WHT

Ref	Phase	Impact	Environmental management measure	Location
B14	Construction	Invasion and spread of weeds, pests, pathogens and disease	Weed species will be managed in accordance with <i>Guide 6: Weed management of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects</i> (RTA, 2011).	WHT/WFU
B15	Construction	Invasion and spread of weeds, pests, pathogens and disease	Pathogens will be managed in accordance with <i>Guide 2: Exclusion zones of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects</i> (RTA, 2011).	WHT/WFU
B16	Construction	Impacts to marine vegetation and sensitive habitat	Transit routes for vessels entering and departing from construction support sites will be marked out with consideration for propeller wash and distances to sensitive marine habitats.	WHT
B17	Construction	Impacts to marine vegetation and sensitive habitat	Exclusion zones will be implemented to avoid disturbance to sensitive marine habitats not proposed to be directly impacted by the project. These include any intertidal sand and mudflats, intertidal rocky shore, subtidal rocky reef and seagrass habitats with potential to occur within or next to transit routes and vessel movements. Routine inspections and maintenance of exclusion measures fencing will be carried out.	WHT
B18	Construction	Impacts to marine vegetation and sensitive habitat	The velocity of wastewater treatment plant discharge will be minimised to avoid scour impacts on the marine environment.	WHT/WFU
B19	Construction	Impacts to marine vegetation and sensitive habitat	To minimise the potential impact of turbidity (suspended sediment) on sensitive marine vegetation and habitats, silt curtains will be installed around seagrass patches and subtidal rocky reef contained within the Zone of Influence.	WHT
B20	Construction	Impacts to marine vegetation and sensitive habitat	Silt curtains will be monitored for effectiveness particularly following inclement weather and maintenance carried out when required. Records of monitoring and maintenance will be kept.	WHT

Ref	Phase	Impact	Environmental management measure	Location
B21	Construction	Impacts to marine vegetation and sensitive habitat	Subtidal rocky reef and intertidal rocky shore habitat removed along the shoreline at the Sydney Harbour south cofferdam (WHT5) and Sydney Harbour north cofferdam (WHT6) will be rehabilitated and restored as close as possible to pre-construction conditions where feasible and reasonable.	WHT
B22	Construction	Invasion and spread of marine pests, pathogens and disease	Locally sourced vessels and equipment will be used where feasible and reasonable. Any vessels sourced internationally will be inspected for potential marine pests prior to departing from their previous port. Construction contractors will need to demonstrate that due diligence has been taken to avoid introducing marine pests, pathogens or disease from internationally sourced vessels and/or construction equipment prior to departure.	WHT
B23	Construction	Invasion and spread of marine pests, pathogens and disease	A targeted survey will be conducted of the dredge footprint to locate any areas of the marine algal pest <i>Caulerpa taxifolia</i> . If <i>Caulerpa taxifolia</i> is identified within the dredging footprint, surface sediments from these areas will be disposed of onshore rather than in the marine environment.	WHT
B24	Construction	Impacts to marine species	A stop work procedure will be developed to address marine mammal or reptile activity.	WHT
B25	Construction	Impacts to marine species	Salvage of live fish and other native marine organisms (eg large, mobile marine species macroinvertebrates) will occur during cofferdam dewatering and will be carried out by suitably qualified professionals . All salvaged organisms will be immediately relocated to similar habitat nearby.	WHT
B26	Construction	Underwater noise impacts to marine species	Visual monitoring from the harbour surface will be carried out to identify any underwater noise related impacts on fish. If required, additional at source protection measures will be considered.	WHT
B27	Pre-construction and construction	Impacts to fisheries	Pre-construction surveys of seagrass and rocky reef habitat will be carried out by suitably qualified marine ecologists within the marine project area to search for, locate and translocate Syngnathid species that may be present to nearby unaffected habitat. The translocation procedure will be developed in consultation with Department of Planning, Industry and Environment (Regions, Industry, Agriculture and Resources).	WHT

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Ref	Phase	Impact	Environmental management measure	Location
B28	Construction	Impacts to vegetation at Berrys Bay construction support site	A narrow band of vegetation will be retained at the northern border of the Berrys Bay construction support site (WHT7) as a buffer, as far as is reasonably practical.	WHT
B29	Construction	Impacts to aquatic habitat at Cammeray Golf Course	A dewatering plan will be developed prior to dewatering of the stormwater harvesting dam at Cammeray Golf Course. The dewatering plan will include native aquatic fauna relocation requirements.	WFU
B30	Pre-construction and construction	Impacts to micro-bat habitat	<p>A site specific pre-construction assessment of construction lighting impacts on the Balls Head Coal Loader Large Bent-winged bat habitat will be carried out.</p> <p>Subject to outcomes of the assessment, construction lighting will be managed to minimise light spill impacts on this habitat with consideration of meeting requirements for worker safety, navigation and security.</p>	WHT (Balls Head Coal Loader)
Land use and property				
LP1	Pre-construction and construction	Property acquisition	<p>Land acquisition for the project will be carried out in accordance with the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> (NSW), the <i>Roads and Maritime Services Land Acquisition Information Guide</i> (Roads and Maritime, 2014) and <i>Fact sheet: Property acquisition of subsurface lands</i> (Roads and Maritime, 2015) and in accordance with the land acquisition reforms announced by the NSW Government in 2016.</p> <p>Transport for NSW will appoint a Personal Manager - Acquisition to help land owners and residents who may be affected by acquisition for the project. The Personal Manager - Acquisition will be in regular contact with these individuals to provide updates on the project and respond to questions and queries. Should acquisition for the project be confirmed for a particular property, the Personal Manager - Acquisition will work with the affected land owners and residents to offer assistance and support throughout the acquisition and relocation process.</p>	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
LP2	Construction	Temporary use of land	Land subject to temporary use, including areas of public open space, will be rehabilitated as soon as practicable to an appropriate land use, taking into consideration the location, land use characteristics, area and adjacent land uses. This will be carried out in consultation with the relevant council and/or the land owner.	WHT/WFU
LP3	Construction	Access impediments to private property	Where impacts to private property access is unavoidable during construction, property owners will be consulted in advance to develop appropriate alternative access arrangements.	WHT/WFU
LP4	Pre-construction and construction	Temporary relocation of moorings	Transport for NSW will consult with the owners and/or leaseholders and/or licence holders of moorings that require temporary relocation to determine alternative arrangements. All efforts will be made to relocate facilities as close to their original locations as possible.	WHT
LP5	All phases	Changes to lease arrangements	Transport for NSW will consult with existing lease holders regarding any changes to lease arrangements.	WHT/WFU
LP6	Operation	Residual land	Residual land remaining following construction of the project will be confirmed to identify appropriate land use, taking into consideration the location, land use characteristics, area and adjacent land uses.	WHT/WFU
LP7	Operation	Residual land at Cammeray Golf Course	Transport for NSW will continue to work with Cammeray Golf Club with a view to address the impacts of the project and maintaining the long term viability of Cammeray Golf Course.	WHT/WFU
LP8	Operation	Air quality impacts for elevated receivers located around ventilation outlets and motorway facilities	Transport for NSW will assist Inner West Council, North Sydney Council and the Department of Planning, Industry and Environment (as appropriate) in determining relevant land use considerations applicable to future development in the immediate vicinity of ventilation outlets for inclusion in local environmental plans or development control plans, where required, to manage interactions between the project and future development. This may include procedures for identifying the requirement for consultation with Transport for NSW.	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
LP9	Pre-construction and construction	Access to moorings and boat storage	Transport for NSW will improve access to the beach area next to the former quarantine station and work with North Sydney Council to provide boat and kayak storage options at that location before construction starts.	WHT (Berrys Bay)
Socio-economics				
SE1	Design	Social infrastructure	Where feasible and reasonable, the extent of permanent impact on public open space areas (for example, ANZAC Park, St Leonards Park, Cammeray Golf Club) will be minimised in further design development.	WHT/WFU
SE2	Construction	Social infrastructure	Parks, open space and sport and recreation areas impacted by construction and not required for permanent infrastructure will be reinstated and rehabilitated.	WHT/WFU
SE3	Construction	Social infrastructure	Ongoing engagement will be carried out with managers of social infrastructure located near to surface construction works/construction support sites and sensitive social infrastructure above the tunnel alignment (for example, schools, places of worship, aged care, child care, health and medical facilities) about the timing and duration of construction works and management of potential impacts.	WHT/WFU
SE4	Pre-construction and construction	Stakeholders, community and business	Consultation for the project will be carried out in accordance with the Community Consultation Framework provided as Appendix E of the environmental impact statement.	WHT/WFU
BU1	Pre-construction and construction	Business	Where businesses are affected by property acquisition, or lease cessation, the acquisition and compensation process will be implemented in line with the <i>Determination of compensation following the acquisition of a business guideline</i> . Compensation for a business conducted on land that is acquired will be determined in accordance with the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> (NSW) as relevant.	WHT/WFU
BU2	Construction	Business	Specific consultation will be carried out with businesses potentially impacted during construction. Consultation will aim to identify specific potential construction impacts for individual businesses.	WHT/WFU

Ref	Phase	Impact	Environmental management measure	Location
BU3	Construction	Business	Based on consultation with businesses, specific feasible and reasonable measures to maintain business access, visibility and parking and address other potential impacts as they arise through the construction process will be identified and implemented. A phone hotline that enables businesses to find out about the project or register any issues will be maintained.	WHT/WFU
Landscape character and visual amenity				
V1	Construction	Built form	Construction support sites will be developed to minimise visual impacts for adjacent receivers where feasible and reasonable.	WHT/WFU
V2	Construction	Built form	Storage areas and associated works will be located in cleared and otherwise disturbed areas away from residential areas where feasible and reasonable.	WHT/WFU
V3	Construction	Built form	Site hoardings will be in neutral colours and designs, in proximity to open space, to help blend them into the surrounding environment.	WHT/WFU
V4	Construction	Built form	Site hoarding and perimeter site areas will be maintained regularly to include the prompt removal of graffiti.	WHT/WFU
V5	Construction	Built form	Site lighting will be designed to minimise glare issues and light spillage into adjoining properties and be generally consistent with the requirements of Australian Standards and Guidelines 4282 – 4997 2019 Control of the obtrusive effects of outdoor lighting.	WHT/WFU
V6	Construction	Built form	Hoardings and temporary noise walls will be erected as early as possible within the site establishment phase to provide visual screening.	WHT/WFU
V7	Construction	Built form	High quality fencing suitable for parks and public spaces will be used where construction support sites are located in close proximity to sensitive residential receivers such as residents and users of recreational space.	WHT/WFU
V8	Construction	Vegetation/ landscaping	Existing trees adjacent to the works will be retained and protected where possible to screen construction support sites, minimising clearing where possible.	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
V9	Construction	Vegetation/landscaping	Where possible, trees will be trimmed rather than removed. Works will be carried out by a qualified arborist.	WHT/WFU
V10	Construction	Vegetation/landscaping	All areas disturbed by construction and not required for operation of the project will be restored to existing condition or in accordance with the urban design and landscape plan where applicable (environmental management measure V12).	WHT/WFU
V11	Construction	Vegetation/landscaping	Early planting works will be considered to provide a screening buffer that has time to mature before the project is fully operational.	WHT/WFU
V12	Design	Vegetation/landscaping	An urban design and landscape plan will be prepared during further design development and implemented in line with the strategic urban design framework for the project. The urban design and landscape plan will detail built and landscape features to be implemented during construction and rehabilitation of disturbed areas during construction of the project. The urban design and landscape plan will be made available to the public for feedback.	WHT/WFU
Hazards and risks				
HR1	Construction and operation	Storage of dangerous goods and hazardous substances	Dangerous goods and hazardous materials will be stored in accordance with supplier's instructions and relevant legislation, Australian Standards, and applicable guidelines and may include bulk storage tanks, chemical storage cabinets/containers or impervious bunds.	WHT/WFU
HR2	Construction	Transportation of dangerous goods and hazardous substances	Dangerous goods and hazardous substances will be transported in accordance with relevant legislation and codes, including the <i>Dangerous Goods (Road and Rail Transport) Act 2008</i> , Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998 and the <i>Australian Code for the Transport of Dangerous Goods by Road and Rail</i> (National Transport Commission, 2008).	WHT/WFU
HR3	Construction	Bushfire	Adequate access and egress for fire fighting vehicles and construction vehicles and staff will be provided at the Berrys Bay construction support site (WHT7). Access roads should have a minimum width of four metres to allow passage of fire fighting vehicles.	WHT (Berrys Bay construction support site (WHT7))

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Ref	Phase	Impact	Environmental management measure	Location
HR4	Construction	Bushfire	Adequate setbacks from bush fire prone vegetation to allow fire fighting vehicle access will be provided for the Berrys Bay construction support site (WHT7).	WHT (Berrys Bay construction support site (WHT7))
HR5	Construction	Bushfire	First response capabilities, including fire extinguishers, water carts and hoses, will be assessed and provided at the Berrys Bay construction support site (WHT7) where needed .	WHT (Berrys Bay construction support site (WHT7))
HR6	Operation	Fire and life safety	The fire and safety systems and measures adopted for the project will be equivalent to or exceed the fire safety measures recommended by NFPA502 (American), PIARC (European), AS4825 AND AS3959-2009 (Australian) and relevant Transport for NSW standards.	WHT/WFU
HR7	Operation	Transportation of dangerous goods and hazardous substances	The transport of dangerous goods and hazardous substances will be prohibited through the mainline tunnels and on and off-ramp tunnels.	WHT/WFU
HR8	Operation	Incident response	The response to incidents within the motorway will be managed in accordance with the memorandum of understanding between Transport for NSW and the NSW Police Service, NSW Rural Fire Service, NSW Fire Brigade and other emergency services.	WHT/WFU
HR9	Operation	Aviation risks	The ventilation outlet and motorway facilities at Rozelle Interchange and Warringah Freeway will be operated in accordance with any conditions of approval from the Secretary of the Commonwealth Department of Infrastructure, Transport , and Regional Development and Communications to manage penetration of the OLS and PANS-OPS surfaces.	Ventilation outlet and motorway facilities at the Rozelle Interchange and at the Warringah Freeway
Resource use and waste management				
WM1	Construction	Resource use	Construction materials will be sourced in accordance with the project's Sustainability Framework and with a preference for Australian materials and	WHT/WFU

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Ref	Phase	Impact	Environmental management measure	Location
			prefabricated products with low embodied energy, where feasible and reasonable.	
WM2	Construction	Resource management	The resource management hierarchy principles established under the <i>Waste Avoidance and Recovery Act 2001</i> of avoid/reduce/reuse/recycle/dispose will be applied.	WHT/WFU
WM3	Construction	Waste generation and disposal	Wastes for land disposal will be classified in accordance with the NSW Environment Protection Authority <i>Waste Classification Guidelines: Part 1 Classifying Waste</i> .	WHT/WFU
WM4	Construction	Storage and transport of wastes	Wastes will be appropriately transported, stored and handled according to their waste classification and in a manner than prevents pollution of the surrounding environment.	WHT/WFU
WM5	Construction	Wastewater generation and disposal	Opportunities for wastewater reuse and recycling will be pursued , including recirculating water during tunnel excavation to use for dust suppression and offsite reuse, will be investigated and implemented where feasible and reasonable. Wastewater not used onsite will be appropriately treated to a level that is representative of background concentrations at the receiving environment prior to discharge into the local stormwater system.	WHT/WFU
WM6	Operation	Resource use and waste generation	The project will be operated in accordance with the relevant aims of the project's Sustainability Framework to optimise resource efficiency and waste management.	WHT/WFU
WM7	Operation	Waste generation and disposal	Waste will be managed and disposed of in accordance with relevant applicable legislation, policies and guidelines, including the <i>Waste Avoidance and Resource Recovery Act 2001</i> and the <i>NSW Waste Avoidance and Resource Recovery Strategy 2014–21</i> (NSW Environment Protection Authority, 2014).	WHT/WFU
WM8	Operation	Water use and discharge	Opportunities to reuse treated groundwater during project operation will be considered where feasible and reasonable.	WHT
Sustainability				

D Revised environmental management measures, conclusion and references
D2 Revised environmental management measures

Ref	Phase	Impact	Environmental management measure	Location
SU1	Design	Project sustainability outcomes	Project sustainability objectives and targets will be finalised during further design development, informed by the requirements of the project planning approval.	WHT/WFU
SU2	Construction	Project sustainability outcomes	Activities to implement the sustainability framework, including requirements from the Infrastructure Sustainability rating scheme, will be implemented through a Sustainability Management Plan. The management plan will detail measures to meet the sustainability objectives and targets as well as achieving 'Design' and 'As Built' ratings of Excellent under the Infrastructure Sustainability Council of Australia rating scheme (Version 1.2).	WHT/WFU
Climate change risks				
CC1	Design	Sea level rise, rainfall and flooding	<p>The following actions will be carried out during further design development to ensure climate change is adequately addressed:</p> <ul style="list-style-type: none"> a) Flood modelling will continue to use sea level rise projections and rainfall projections b) The extent of scour protection will be refined c) Sensitivity testing for climate change will be carried out in the detailed design of drainage channels and culverts. Increased capacity will be provided where feasible and reasonable d) Any specific property impacts from flooding will be addressed where feasible and reasonable. 	WHT/WFU
Greenhouse gas emissions				
GHG1	Design	Energy efficiency	Energy efficiency will be considered during further design development with energy efficient systems installed where reasonable and practicable.	WHT/WFU
GHG2	Construction	Emission of greenhouse gases during construction	Greenhouse gas emissions will be managed and minimised as part of the Sustainability Management Plan which will be implemented to assist in achieving 'Design' and 'As Built' ratings of Excellent under the Infrastructure Sustainability Council of Australia rating scheme.	WHT/WFU
Cumulative impacts				

D Revised environmental management measures, conclusion and references
D2 Revised environmental management measures

Ref	Phase	Impact	Environmental management measure	Location
CI1	Pre-construction	Cumulative impacts	Considered and tailored multi-party engagement and cooperation will be established prior to construction to ensure all contributors to impacts are working together to minimise adverse impacts or enhance benefits of multiple projects occurring concurrently or consecutively. Haulage routes and road occupancy will be coordinated with other major transport projects via the Sydney Coordination Office Transport Coordination within Transport for NSW.	WHT/WFU
CI2	Pre-construction	Cumulative construction fatigue	Multi-party engagement and cooperation will be established prior to construction to coordinate with the following projects to manage fatigue impacts where possible: a) M4-M5 Link b) Beaches Link and Gore Hill Freeway Connection c) Sydney Metro City & Southwest.	WHT/WFU
CI3	Construction	Cumulative impacts	Communication strategies for the project will be managed consistently across the NSW Government transport portfolio and in accordance with the Community Consultation Framework for the project, particularly with the Beaches Link and Gore Hill Freeway Connection project.	WHT/WFU
CI4	Construction	Cumulative complaints fatigue	Cumulative complaints fatigue will be managed as outlined in Chapter 7 (Stakeholder and community engagement). Complaint management tools for the project are outlined in Appendix E (Community consultation framework).	WHT/WFU

WHT = Western Harbour Tunnel, WFU = Warringah Freeway Upgrade

D3 Conclusion and next steps

The NSW Department of Planning, Industry and Environment will, on behalf of the NSW Minister for Planning and Public Spaces, review the environmental impact statement and this submissions report for the project. Once the Department of Planning, Industry and Environment has completed its assessment, a draft Environmental Assessment Report will be prepared for the Secretary of the Department of Planning, Industry and Environment, which may include recommended conditions of approval.

The assessment report will be provided to the NSW Minister for Planning and Public Spaces, who will then make a determination on the project. If the determination is to approve the project, the determination is anticipated to include conditions of approval considered appropriate.

A copy of this submissions report has been made publicly available on the Department of Planning, Industry and Environment Major Projects website and the project interactive online portal (nswroads.work/whtportal/). The NSW Minister for Planning and Public Spaces determination, including any conditions of approval and the Secretary's Environmental Assessment Report, will be published on the Department of Planning, Industry and Environment Major Projects website following determination.

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 whtbl@transport.nsw.gov.au

 1800 931 189

 Customer feedback
Transport for NSW, Locked Bag 928
North Sydney NSW 2059



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