



Independent Environmental Compliance Audit
M2 Upgrade Project
Minister's Conditions of Approval – January 2012
conducted by Trevor Brown - Environmental Representative

Audit Date: 11 January 2012

Report Date: 22 February 2012

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1.0 Introduction

This 6 monthly compliance audit of the Minister's Conditions of Approval for the M2 Upgrade Project has been conducted to satisfy the Deed of Appointment of Environmental Representative Schedule 2, ER Services (h) and MCoA 6.1 Environmental Representative.

The period of construction that is the subject of this audit is June 2011 to January 2012, following the first six months of works were dominated by the establishment of compound sites along the M2 Upgrade alignment. The works during the current six month period was dominated with the construction of pylons for bridge widening and placement of beams on completed sections of the Darling Mills Creek, Terrys Creek, Devlins Creek and Yale Close viaducts, construction of on and off ramps and excavation works for the widening of the east bound and westbound lanes along the M2 alignment between the Toll Plaza and Windsor Road.

2.0 Site Description

The M2 Upgrade Project involves the construction works and the development for all structures and facilities to provide an additional lane in both the eastbound and westbound directions between Windsor Road and Lane Cove Road. The M2 Upgrade project extends for 14.5 kilometres along the M2 Motorway from Windsor Road, Baulkham Hills to Lane Cove Road, North Ryde.

The proposed upgrade includes the following key components:

- Widening and/or provision of a third lane along sections of the eastbound and westbound carriageways between Windsor Road and Lane Cove Road.
- Provision of new on and off-ramps at Windsor Road, new on-ramp at Christie Road and new on-ramp alignment and off-ramp construction at Herring Road.
- Widening and provision of a third lane eastbound and westbound in the Norfolk Tunnel.
- Restoration of the westbound breakdown lane and provision of 3.5 metre wide traffic lanes between Lane Cove Road and Beecroft Road.
- Removal of the Beecroft Road bus on- and off-ramps.
- Upgrade to the intersection of the M2 Motorway/Windsor Road, and the Christie Road/Talavera Road and Herring Road/Talavera Road intersections.
- Upgrade to the M2 Motorway Intelligent Transport System.

A number of local (non-motorway) roads are to be upgraded and widened as part of the project. These works are associated with new and upgraded on and off-ramps and to accommodate additional movement between local roads and the M2 Motorway. Widening and upgrade works would occur on the following local roads:

- Windsor Road.
- Christie Road.
- Herring Road.
- Talavera Road.
- Somerset Street (minor modifications at the intersection with Gloucester Road).

3.0 Actions on June 2011 Audit Findings

The following comments relate to specific MCoA's identified in the June 2011 Independent Environmental Audit as not fulfilled, and provide close-out / actions that occurred subsequent to the June 2011 audit date:

MCoA 2.14 -June 2011 finding:

The Biodiversity Offset Strategy will be submitted to Director-General prior to the commencement of any construction work that would result in the disturbance of threatened species and/or endangered ecological community, in accordance with MCoA 2.14. The Biodiversity Offset Strategy is currently being developed. The Biodiversity Offset Strategy is planned to be submitted to DoPI in June 2011.

LCPL Action:

The Biodiversity Offset Strategy was submitted to DoPI in 26 September 2011 for review. DoPI responded with comments on 28 October 2011. The Biodiversity Offset Strategy was being amended to take account of the comments received from DoPI at the date of this audit, prior to re-submission to DoPI for approval.

MCoA 2.15 – June 2011 finding:

The Biodiversity Offset package is not due for submission to the Director-General until 12 months after approval of the Biodiversity Offset Strategy (prepared and approved in accordance with MCoA 2.14).

LCPL Action:

The Biodiversity Offset package will be prepared for submission to the Director-General 12 months after approval of the Biodiversity Offset Strategy

MCoA 2.26 – June 2011 finding:

A review of operational noise mitigation measures identified in the documents listed under condition 1.1 is required within six months of commencing construction. This review is required to be undertaken in consultation with the OEH (DECCW) and submitted to the Director-General by 3 July 2011.

LCPL Action:

The Operational Noise Review was conducted by SLR and submitted to DoPI and OEH on 16 August 2011 for comment. The final Operational Noise Review was submitted on 21 October 2011 and approved by DoPI on 16 November 2011.

MCoA 2.28 – June 2011 finding:

The RTA is to prepare the Heavy Vehicle Compression Braking Strategy is to be submitted to the D-G for approval, within twelve months of the commencement of construction.

RMS (RTA) Action:

A request for extension of time for submission of the Heavy Vehicle Compression Braking Strategy was submitted by RMS to the DoPI on 4 January 2012.

MCoA 2.52 –Additional condition for Windsor Road Compound

Where approval of the EPL is required the Proponent shall notify the D-G of such approval prior to the commencement of relevant works.

MCoA 2.52 – June 2011 finding:

The Proponent had not notified the Director-General of the approval being obtained from the DECCW, prior to the commencement of the works.

LCPL Action:

This matter was closed with LCPL consulting with DoPI and providing notification to the Department of out-of-hours works approvals obtained from the OEH.

4.0 Discussion and Conclusions

This audit of the Project Approval - Minister's Conditions of Approval (MCoA) and the Statements of Commitments (SoC) has demonstrated a high level of compliance of the M2 Upgrade construction activities. The majority of the Project Approval conditions have been complied with for the construction activities at the date of this audit (i.e. 11 January 2012). Many of the conditions remain active as the construction activities are ongoing and will not be closed out until the completion of the M2 Upgrade works in early 2013.

Attachment 1

Minister's Conditions of Approval dated 21 October 2010

SCHEDULE 1

Application No: 09_0049

Proponent: NSW Roads and Traffic Authority

Approval Authority: Minister for Planning

Land: Land generally within and in the vicinity of the existing M2 Motorway corridor between Windsor Road, Baulkham Hills and Delhi Road, North Ryde within the Hills Shire, Ryde and Hornsby local government areas.

Project: The construction and operation of a third lane on both the eastbound and westbound carriageways of the M2 Motorway for approximately 14.5 kilometres, from Windsor Road, Baulkham Hills to Lane Cove Road, Lane Cove.

Major Project: The proposal is declared a major project under section 75B(1)(b) of the *Environmental Planning and Assessment Act 1979*, by virtue of an order made by the Minister for Planning and gazetted on 27 February 2009. This order was amended made by the Minister for Planning and gazetted on 6 August 2010.

Critical Infrastructure: The proposal is declared to be critical infrastructure under section 75C of the *Environmental Planning and Assessment Act 1979*, by virtue of an order made by the Minister for Planning and gazetted on 27 February 2009. This order was amended made by the Minister for Planning and gazetted on 6 August 2010.

Project Approval - granted 21 October 2010 (under Section 75J of the *Environmental Planning and Assessment Act 1979*)

Minister's Conditions of Approval (MCoA)

MCoA No.	Condition	Verification	Compliant	Comments
1.	ADMINISTRATIVE CONDITIONS			
	Terms of Approval			
1.1	The Proponent shall carry out the project generally in accordance with: (a) Major Projects Application 09_0049; (b) <i>M2 Upgrade Project - Environmental Assessment</i> (volume 1 and volume 2, parts 1 and 2), prepared by AECOM Australia Pty Ltd and dated May 2010; (c) <i>M2 Upgrade Project - Submissions and Preferred Project Report</i> , prepared by AECOM Australia Pty Ltd and dated August 2010, including the revised Statement of Commitments contained therein; and (d) the conditions of this approval.	<ul style="list-style-type: none"> Major Projects Application 09_0049; <i>M2 Upgrade Project - Environmental Assessment</i> Volume 1 and Volume 2, parts 1 and 2, AECOM Australia Pty Ltd, May 2010; <i>M2 Upgrade Project - Submissions and Preferred Project Report</i>, prepared by AECOM Australia Pty Ltd, Aug 2010 Revised Statement of Commitments Aug 2010 	Yes Ongoing	The construction works associated with the M2 Upgrade Project are being undertaken generally in accordance with the project described in the documents listed in MCoA 1.1. No Modifications to the Project Approval have occurred between June 2011 and January 2012 (NB: Assessment of ancillary facilities was conducted in accordance with MCoA 2.52. Refer to Additional Conditions for Ancillary Facilities MCoA 2.52, for comment on ancillary facilities assessed).
1.2	In the <i>event</i> of an inconsistency between: (a) the conditions of this approval and any document listed from condition 1.1(a) to 1.1(c) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and (b) any document listed from condition 1.1(a) to 1.1(c) inclusive, and any other document listed from condition 1.1 (a) to 1.1 (c) inclusive, the most recent document shall prevail to the extent of the inconsistency.		Noted	No inconsistencies with the M2 Upgrade Project – Environmental Assessment and Statement of Commitments were noted between June 2011 and January 2012 for the M2 Upgrade Project works.
1.3	The Proponent shall comply with any reasonable requirement(s) of the Director General arising from the Department's assessment of: (a) any reports, plans or correspondence that are submitted in accordance with this approval; and (b) the implementation of any actions or measures contained within these reports, plans or correspondence.	Construction Environmental Management Plan,	Noted	Requirement(s) of DoPI relating to the plans and other documents approved for the Project has occurred. (Additional requirements have been applied by DoPI within the approvals for the ancillary facilities. Refer to MCoA 2.52 comments and Additional Conditions). A revision of the CEMP was submitted to DoPI in 26 October 2011 for information.
	Staging			
1.4	The Proponent may elect to construct and/or operate the	M2 Upgrade Project Staging Report, 23 Dec	Yes	A Staging Report was provided to DoP on 23

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	<p>project in stages provided construction / operation is consistent with the conditions of this approval. Where stages are proposed, the Proponent shall submit a Staging Report to the Director General prior to the commencement of the relevant construction or operation activities which:</p> <p>(a) describes the stages; and</p> <p>(b) identifies the relevant conditions of approval for each stage and how these will be addressed across and between the stages of the project.</p>	<p>2010 Compliance Tracking Table – revised 17 Feb 2011 Email to DoPI re M2 Upgrade Staging Report, Second Stage 2, 9 Feb 2011</p>	Ongoing	<p>December 2010. The Staging Report included the commencement of Traffic Management works on the motorway, establishment of the main site compound, establishment of the main site office, minor project fencing and the implementation of some erosion and sedimentation controls required prior to the commencement of substantive works associated with the M2 Upgrade.</p> <p>The second and remaining stage (Substantial Construction) of the M2 Upgrade work commenced following submission of the revised Compliance Tracking Table to DoPI on 17 February 2011.</p> <p>It was advised by LCPL that no additional staging of works is proposed for the M2 Upgrade construction.</p>
1.5	<p>Plans, sub-plans and other management documents required by the conditions of this approval may be submitted for approval for stages of works, subject to the agreement of the Director General.</p> <p>Where agreed, the plans, sub-plans and other management documents shall be submitted for the approval of the Director General no later than one month prior to the commencement of construction for works relevant to those stages, or within such period otherwise agreed by the Director General. Construction works for those stages, shall not commence until written approval has been received from the Director General.</p>	CEMP revision submitted to DoPI, 26 October 2011	Yes Ongoing	<p>The plans, sub-plans and other management documents required by the MCoA were submitted to DoP prior to commencement of construction in January 2011 and were approved by the Director-General:</p> <p>MCoA 6.4 Construction Environment Management Plan MCoA 6.5 (a) Construction Traffic Management Sub-plan MCoA 6.5 (b) Construction Flora and Fauna MCoA 6.5(c) Heritage MCoA 6.5(d) Construction Water Quality MCoA 6.5(e) Construction Noise and Vibration MCoA 6.3 Norfolk Tunnel Construction Management Plan was approved by the Director-General on 10 March 2011. (Refer to the relevant MCoA for comments).</p>
	Limits of Approval			
1.6	This approval shall lapse five years after the date on which it is granted, unless works the subject of any related project approval are physically commenced on or before that date.		Closed	The approved project commenced physical construction of upgrade works on 3 January 2011.
2.	SPECIFIC ENVIRONMENTAL CONDITIONS			

MCoA No.	Condition	Verification	Compliant	Comments
	Traffic, Transport and Access Arrangements			
2.1	The Proponent shall provide appropriate car parking and shall manage construction traffic and construction personnel to discourage and minimise construction vehicles from parking or queuing on public roads.		Yes Ongoing	The Main construction compound has available parking for 250 vehicles and the North Ryde Office site has additional parking for Project personnel. Parking is also provided at project ancillary facilities where possible (refer to EAMP prepared for MCoA 2.52). Workers are transported to the various construction site locations from the Main Construction Compound at North Ryde where practicable, reducing the requirement for project vehicle parking on public roads in the vicinity of the construction works. Adequate parking has been provided for the work force, but occasional complaints have been received. LCPL has responded to the complaints and dealt with the issue in the specific instances.
2.2	Road dilapidation reports shall be prepared for all local roads likely to be used by construction traffic prior to use by construction heavy vehicles. A copy of the relevant report shall be provided to the relevant Councils. Any damage resulting from the construction of the project, aside from that resulting from normal wear and tear, shall be repaired at the cost of the Proponent. The roads likely to be used by heavy construction vehicles should be identified in the Traffic Management Plan required under condition 6.5(a).	Road Dilapidation Report - Wicks Road between Epping Road and Ryde Waste and Recycling Centre, Dec 2010	Yes Ongoing	Road dilapidation reports were compiled prior to commencement of construction works and copies of the reports provided to relevant Councils. (Examples were sighted during the audit).
2.3	Where approved access to a property is affected by either construction or operation of the project, unless otherwise agreed with the property owner, the Proponent shall provide an alternative access of a standard that is at least equivalent to that currently existing and meets relevant road safety standards prior to commencement of construction or opening of the project to traffic, whichever is relevant. Details for provision of altered access for both construction and operation shall be determined in consultation with the landholder.	Traffic Control Plans : Phase 1 Contra Flow 400-414 Phase 1 Lane Close 600-649 Full Close 70-702 Ramps 800-806 EB/WB Tunnel 900-902 Blend 1000-1002	Yes Ongoing	Access to properties along the construction route has not been affected by the construction works between June 2011 and January 2012. The key management control of access to properties potentially affected by the project are described in the site specific Traffic Controls Plans (TCPs) prepared, approved and implemented on an ongoing basis for construction works.
2.4	The Proponent shall maintain safe pedestrian and cyclist access through or around the worksite during construction. In circumstances where pedestrian and cyclist access is restricted due to construction activities, the Proponent shall	Temporary Cycle Detour Environmental Assessment, dated Oct 2010 Pedestrian Detour Darling Mills Creek track Ch. 4650_10.2.11_DMC_17	Yes Ongoing	(This condition addresses SoC T4) Prior to commencement of construction works on the M2 Upgrade works, an alternate cycle detour route was constructed to bypass areas of the M2 where

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	ensure that an alternate route is provided and signposted.	Email – Approval from RTA 23 May 2011		Upgrade works would occur. The alternative cycleway was opened for use prior to restrictions on cycle traffic being imposed on the M2 Motorway. Where construction works restrict or affect pedestrian access, alternative routes have been provided and are clearly delineated. The key management tools used to control this aspect of the project are included in the site specific Traffic Controls Plans (TCPs) prepared and implemented on an going basis for the construction areas.
2.5	The Proponent shall maintain or improve existing cycleway facilities in the motorway corridor. The facilities shall be constructed in accordance with <i>NSW Bicycle Guidelines and Guide to Traffic Engineering Practice, Part 14 - Bicycles</i> , (Austroads, 1999), must provide access to existing network facilities and must be completed within 3 months of completion of the project.		Not yet activated (project completion)	Measures to address this requirement will be implemented within 3 months of completion of the project in accordance with this MCoA.
2.6	The Proponent shall investigate options to enhance the safety of students crossing at the Windsor Road, Torrs Street Oakland Avenue intersection, Baulkham Hills, including but not limited to, the timing of traffic lights signals and installation of pedestrian barriers/traffic guard rails. The final option/s shall be determined by the Proponent prior to the construction of the off ramp, in consultation with the relevant Council and Our Lady of Lourdes Primary School, Baulkham Hills, and to the satisfaction of the D-G.	RTA Report Monitoring Strategy in relation to Condition 2.6 (Lady of Lords School) 9 Feb 2011	Yes Ongoing	It was advised that this condition is the responsibility of RMS. RTA Report in relation to the safety of students crossing at the Windsor Road, Torrs Street Oakland Avenue intersection, Baulkham Hills, has been prepared by RTA and was approved by DoPI on 20 April 2011. RMS advised that monitoring has been conducted in accordance with the approved RTA Monitoring Strategy.
	Ecological Impacts			
	Vegetation and Watercourses			
2.7	The Proponent shall limit the clearing of native vegetation to the greatest extent practicable and where appropriate native vegetation should be incorporated into landscape management measures for the project.	Flora and Fauna Management Sub-plan, Attachments B and D.	Yes Ongoing	(This condition addresses SoC FF1) Vegetation clearing plans are prepared for each area to be disturbed as a consequence of the M2 Upgrade works. Vegetation clearance drawings are provided in the Project Flora and Fauna Management Sub-plan, Attachment D. Implementation of mitigation measures including minimising vegetation clearance are outlined in the Flora and Fauna Management Sub-plan, Attachment B.

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				<p>Use of Tower Cranes at Darling Mills and Terry's Creek work sites resulted in significant reduction in the requirement for vegetation clearing at these locations.</p> <p>Environmental fencing has been installed along working boundaries to define the work site areal extent and prevent inadvertent creep of disturbance into retained and adjacent areas of undisturbed vegetation.</p> <p>Native vegetation will be used for the landscaping as described in the Urban Design and Landscape Plan.</p>
2.8	An appropriate offset for the single specimen of <i>Syzygium paniculatum</i> located at 266-268 Windsor Road should be detailed in the offset strategy and package required under conditions 2.14 and 2.15 of this approval.	Biodiversity Offset Strategy (draft)	Noted Ongoing	An appropriate offset for this single individual is addressed in the Biodiversity Offset package.
2.9	The Proponent shall restore and rehabilitate riparian vegetation in and around watercourses affected by the project in consultation with NOW and I&I NSW and with the relevant Council. Restoration and rehabilitation measures shall be developed in consultation with those agencies, including timeframes and reporting on completion of works.	Email to Councils and Fisheries re Site Visit Attendance, 20 May 2011	Noted Ongoing	<p>(This MCoA addresses SoC FF6)</p> <p>Consultation has occurred with DI&I, NOW and the relevant Councils.</p> <p>A visit to inspect potentially affected streams by Council and Fisheries officers occurred on 20 May 2011 to gain an understanding of current conditions.</p> <p>LCPL advised that further consultation is planned to occur later in the construction program when restoration and rehabilitation plans are prepared and activities are implemented. Consultation over the restoration of the Darling Mills Creek is planned to occur in Q1 2012 as the major construction works at Darling Mills Creek are nearing completion.</p>
2.10	Watercourse crossings and culverts shall be designed and constructed to be consistent with the <i>Guidelines for Controlled Activities Watercourse Crossings</i> (OWE, 2008) and <i>Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings</i> (NSW Fisheries, 2003). Category 2 watercourse crossings shall be bridged where reasonable and feasible, alternatively both Category 2 and 3 watercourse culvert replacements shall incorporate	Flora and Fauna Management Sub-plan, Dec 2010 <i>Guidelines for Controlled Activities Watercourse Crossings</i> (OWE, 2008)	Yes Ongoing	Waterway crossings and culverts were described in the EA and design and construction will be in accordance with the Guidelines. The Flora and Fauna Management Sub-plan has relevant provisions for implementation when new culverts or modifications to existing culverts are required. Review of the Construction Method Statements and Designs related to culverts occurs by the Environment Team to assess proposed features of

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	a naturalised base'.			the design plans and provide guidance for implementation of the requirements in the Flora and Fauna Management Sub-plan.
2.11	Watercourses affected by the proposal shall, where feasible and reasonable, be rehabilitated to emulate a natural stream system. The rehabilitation of watercourses shall be consistent with the <i>Guidelines for Controlled Activities: In-stream Works</i> (OWE, 2008) and stream armouring should be minimised to the greatest extent practicable.	Flora and Fauna Management Sub-plan Guidelines for Controlled Activities: In-stream Works (OWE, 2008)	Yes Ongoing	(This MCoA addresses SoC FF6) The Project Flora and Fauna Management Sub-plan includes provisions for rehabilitation of watercourses potentially affected by Project construction works. Rehabilitation works will be developed in consultation with Fisheries.
	Fauna Roosting and Habitat Measures			
2.12	Prior to the commencement of construction in the vicinity of bridges and culverts, targeted survey(s) shall be undertaken of microbats roosting in existing bridges, culverts and hollow bearing trees by a qualified and experienced microbat specialist in advance of planned widening of and/ or disturbance adjacent to, these structures. If microbats or evidence of roosting are discovered during these survey(s), no works that impact on microbats are to commence in these areas until the microbats either, move on, are temporarily relocated or are relocated consistent with a translocation proposal licensed by the DECCW, if required. The works that impact on microbats is to be determined by the qualified and experienced microbat specialist.	Microchiropteran Bat Survey Report, Cumberland Ecology, dated April 2011	Yes Ongoing	(This MCoA addresses SoC FF3) Bridges and culverts along the motorway in the vicinity of M2 Upgrade work locations were surveyed for potential presence/habitat of micro-bats between 16 th November and 8 th December 2010. The locations of the proposed works likely to result in significant noise and vibration levels were reviewed in relation to potential roosting locations of bats along the motorway, as noted in the Microchiropteran Bat Survey Report. A further study was carried out on 9 th February 2011 by a bat expert (Greg Richards of Cumberland Ecology) to identify the sites where bats may roost. LCPL advised that monitoring and surveys are planned to occur for bats in the potential roost sites. Construction works were restricted in areas where bats were identified in the Bat Survey Report dated April 2011. Works likely to impact bats at Culvert 17 are complete. No bats were identified at Culvert 36. Construction methodology at Culvert 24 was altered so as not to disturb bats during hibernation. Works at Culvert 23 are yet to commence and monitoring and assessment will occur prior to commencement of works to ensure that bats are not disturbed during hibernation.
2.13	The Proponent shall prepare and implement a nest box plan prior to commencement of clearing of vegetation for	Nestbox Management Plan, Version 1, Cumberland Ecology, Dec 2010	Yes Ongoing	A Nest Box Plan was prepared for the Project by Cumberland Ecology. Nest boxes have been installed

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	<p>construction to provide replacement hollows for displaced fauna identified through SoC FF3. The plan shall detail the number and type of nest boxes to be installed which must be justified based on the number and type of hollows removed, the density of hollows in the area to be cleared and adjacent forest; and the availability of adjacent food resources. An adaptive monitoring program shall be developed in accordance with Condition 3.3 (b) that includes targets against which to measure the effectiveness of the nest boxes in providing replacement hollows.</p>	<p>Nest Box Monitoring Report (draft), Cumberland Ecology, 23 December 2011</p>		<p>in accordance with the plan at Somerset Street, Terrys Creek and Darling Mills Creek locations.</p> <p>Monitoring of the nest box sites will occur in Spring and 12 months after installation in accordance of the Nest-box Management Plan section 3.3.</p> <p>Monitoring of the nest boxes occurred by Cumberland Ecology in Spring 2011 in accordance with the Ecological Monitoring Program (MCoA 3.3(b)) and the draft report submitted to LCPL on 23 December 2011.</p> <p>A review of the draft nest box monitoring report provided by LCPL after the audits indicates that the targets are being met.</p>
	<p>Offsets</p>			
<p>2.14</p>	<p>The Proponent shall develop a Biodiversity Offset Strategy to outline how the impacts on threatened species, ecologically endangered communities (EECs) and their habitats lost as a result of the project will be offset. The Strategy shall include, but not necessarily be limited to:</p> <p>(a) the objectives and outcomes that would be sought though the biodiversity offset package;</p> <p>(b) verification of the identity and condition of the vegetation to be directly and indirectly impacted by the project by a qualified vegetation ecologist familiar with the endangered vegetation communities occurring in the road corridor;</p> <p>(c) a description of the methodology to be used to determine the offsets required;</p> <p>(d) details of the available offset measures that have been selected to compensate for the loss of threatened species and EECs, such as the provision for, or contributions towards the regeneration and/or management of the habitat of threatened species on nearby lands. The measures shall achieve a neutral or net beneficial outcome for all the ecological values of threatened species and endangered ecological communities likely to be impacted directly or indirectly during both the construction and operational</p>	<p>Biodiversity Offset Strategy, (draft) 26 Sep 2011 Letter to DoPI re Submission of draft Biodiversity Offset Strategy, 26 Sep 2011 Letter from DoPI re Comments on draft Biodiversity Offset Strategy, 28 Oct 2011</p>	<p>Yes Ongoing</p>	<p>(This MCoA addresses SoC FF9)</p> <p>The draft Biodiversity Offset Strategy was submitted to Director-General on 26 September 2011 prior to the commencement of any construction work that would result in the disturbance of threatened species and/or endangered ecological community. Comments were received from DoPI on 28 October 2011. Responses to the comments were being addressed at the date of this audit, prior to re-submission to the Director-General.</p> <p>No threatened species or ecologically endangered communities (EECs) have been disturbed in the first 6 months of construction.</p>

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	<p>phases of the proposal; and</p> <p>(e) the decision-making framework that would be used to select the final suite of offset measures to achieve the objectives and outcomes established within the Strategy, including the ranking of offset measures.</p> <p>The Biodiversity Offset Strategy shall be submitted to the Director-General for approval, in consultation with DECCW, prior to the commencement of any construction work that would result in the disturbance of any threatened species and/or endangered ecological community, unless otherwise agreed by the Director-General.</p>			
2.15	<p>Within 12 months of the approval of the Biodiversity Offset Strategy, the Proponent shall prepare and submit the Biodiversity Offset Package for the approval of the Director-General (in consultation with DECCW), unless otherwise agreed by the Director-General.</p> <p>The Package shall include, but not necessarily be limited to:</p> <p>(a) the final suite of the biodiversity offset measures selected in accordance with the Biodiversity Offset Strategy;</p> <p>(b) the management and monitoring requirements for compensatory habitat works and other ecological amelioration measures proposed under the Biodiversity Offsets Package to ensure the outcomes of the Package are achieved; and</p> <p>(c) timing and responsibilities for the implementation of the provisions of the Package over time.</p> <p>The requirements of the Biodiversity Offset Package shall be implemented by the responsible parties according to the timeframes set out in the package, unless otherwise agreed by the Director-General.</p>	Biodiversity Offset Strategy, (draft) 26 Sep 2011	Not yet activated	Biodiversity Offset package will be due for submission to the Director-General within 12 months of the approval of the Biodiversity Offset Strategy, in accordance with MCoA 2.15.
	Noise and Vibration Impacts			
	Construction Restrictions			
2.16	<p>Standard construction hours for the duration of construction are:</p> <p>(a) 7:00am to 6:00pm Mondays to Fridays, inclusive; and</p> <p>(b) 8:00am to 1 :00pm Saturdays; and</p> <p>(c) at no time on Sundays or Public Holidays.</p>	<p>EPL No. 13350 - conditions</p> <p>LCPL Incident Report 023 Unapproved early start – Somerset Street work area</p>	Ongoing One instance of an unapproved early start has	<p>(This MCoA addresses SoC CN3.)</p> <p>(a) The Project construction activities are generally undertaken within the standard construction hours in accordance with MCoA 2.16.</p>

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	<p>The following exceptions (without further approval) to standard construction hours apply:</p> <p>(i) Construction work that causes LA_{eq(15minute)} noise levels that are:</p> <p>(a) no more than 5dB above rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009); and</p> <p>(b) no more than the noise management levels specified in Table 3 of the <i>Interim Construction Noise Guideline</i> (DECC, 2009) at other sensitive land uses; or</p> <p>(ii) for delivery of materials required outside these hours by the Police or other authorities for safety reasons; or</p> <p>(iii) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or</p> <p>(iv) where works are in accordance with the conditions of an EPL for the project; and</p> <p>(v) 24 hour tunnel excavation, where works are in accordance with the conditions of an EPL for the project.</p>		been identified	<p>The OEH (DECCW) has been consulted in relation to licensable out-of-hours works and approvals sought prior to work commencing.</p> <p>Construction staff are made aware of standard approved hours of work through induction training and toolbox talks.</p> <p>LCPL Project Environmental Coordinators conduct regular inspections and conduct noise monitoring to ensure that the approved hours are not being breached and noise emissions from the works are in accordance with the Noise Impact Assessment predictions.</p> <p>Any complaints or breach of conditions are reported to the OEH in accordance with the EPL conditions.</p>
2.17	<p>Except as expressly permitted by an EPL issued for the project, high noise impact activities and works occurring on the premises must only be undertaken:</p> <p>(a) between the hours of 8:00am to 6:00pm Monday to Friday;</p> <p>(b) between the hours of 8:00am to 1 :00pm Saturday; and</p> <p>(c) in continuous blocks not exceeding 3 hours each with a minimum respite from those activities and works of not less than 1 hour between each block.</p> <p>For the purposes of this condition 'continuous' includes any period during which there is less than a 1 hour respite between ceasing and recommencing any of the work the subject of this condition.</p>	<p>EPL No. 13350 conditions</p> <p>Incident Report 050 – High Noise/Vibration Works 8 Sep 2011</p> <p>Project Complaints Register</p>	<p>Ongoing</p> <p>One instance of a breach of this condition has been identified</p>	<p>(This MCoA addresses SoC CN1)</p> <p>High noise impact activities have been conducted in accordance with MCoA 2.17 and the EPL approvals. Any planned out-of-hours works have been assessed and application made to OEH (DECCW) for approval of the works, prior to out-of-hours construction activities commencing.</p> <p>One non-compliance related to high impact noise activities occurred on 8 September 2011 with a complaint received relation to a vibratory roller being used beyond three hours.</p> <p>LCPL Project Environmental Coordinators conduct regular inspections to ensure that the approved hours and EPL conditions are not being breached.</p>
2.18	<p>In scheduling construction works, the Proponent shall aim to:</p> <p>(a) minimise disruptions to traffic along the M2 motorway, Talavera Rd, Windsor Rd, Christie Rd, Beecroft Rd and Herring Rd;</p> <p>(b) achieve the construction noise goal for the project (ie not exceeding the background noise level by more than</p>		<p>Yes</p> <p>Ongoing</p>	<p>(This MCoA addresses SoC CN1 and CN3)</p> <p>(a) The construction works have been planned to minimise disruptions with preparation of traffic control plans and compliance with the road occupancy licences obtained from the Traffic Management Committee (TMC). No lane closures occur during standard</p>

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	<p>5 dB(A) during the night time period);</p> <p>(c) undertake construction activities generating the most noise intensive, tonal, impulsive or low frequency during week days (07:00 to 18:00), and on Saturdays (8:00 to 13:00); and</p> <p>(d) minimise impacts on and provide periods of respite for affected residential receivers.</p>			<p>day time hours of works.</p> <p>(b) The project construction works have been planned to achieve the noise goal of less than 5dB(A) above background during the night time period where practicable.</p> <p>(c) High noise activities have been conducted during daytime standard work hours. Where practicable high noise activities are scheduled during normal daytime work hours.</p> <p>(d) Respite periods occur for affected residents where noisy activities are conducted, in accordance with this condition and the EPL conditions. Out-of-Hours work approvals granted by the OEH (DECCW) restrict night time works to specified hours, dictate respite periods and times for any approved works.</p>
2.19	The measures to manage and mitigate impacts on the acoustic environment during the removal and replacement of noise barriers should be detailed in the Construction Noise and Vibration Management Plan required under condition 6.5 (e).	Construction Noise and Vibration Management Plan, Appendix B1 to the CEMP.	Yes Ongoing	<p>(This MCoA addresses SoC CN4)</p> <p>The Construction Noise and Vibration Management Plan (section 4.3 and Attachment B) describe the measures to manage and mitigate impacts on the acoustic environment during the removal and replacement of noise barriers.</p> <p>Construction Noise Impact Statements (CINS) have been prepared for areas where noise walls are to be removed prior to the final wall being installed. Where required, temporary noise walls have been constructed to replace existing noise walls that are to be removed.</p>
2.20	Rock crushing and screening activities are not permitted, except where they have been considered and approved under condition 2.52.	<p>Letter from DoPI re Approval of Main Compound - Crushing and Screening, 21 Mar 2011</p> <p>Letter from DoPI re Approval of Macquarie Park Compound - Crushing and Screening, 21 Mar 2011</p>	Yes Ongoing	<p>Crushing and screening of materials has been approved by DoPI at the Project's main compound and Macquarie Park compound.</p> <p>EPA approval has been obtained for the Main Compound and Macquarie Park site for screening and crushing plant operation</p> <p>No further crushing and screening approval has been required for other sites between June 2011 and January 2012.</p>


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2.21	<p>The Proponent shall implement all reasonable and feasible mitigation measures with the aim of achieving the following construction vibration goals and ground-borne noise levels:</p> <p>(a) for structural damage vibration, the vibration limits set out in the German Standard <i>DIN 4150 Part 3-1999 Structural Vibration in Buildings - Effects on Structures</i>;</p> <p>(b) for works in the vicinity of the heritage structures identified in Table 1 of the Environmental Assessment technical paper 7b the vibration limits set out in line 3 of the German Standard <i>DIN 4150-3: 1999 Structural Vibration - part 3: Effects of vibration on structures</i>; and</p> <p>(c) for human exposure, the acceptable vibration values set out in the <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (DEC 2006); and</p> <p>(d) the ground-borne noise levels set out in the <i>Interim Construction Noise Guidelines</i> (DECC, 2009).</p>	<p>Construction Noise and Vibration Management Plan, Appendix B1 to the CEMP.</p>	<p>Yes Ongoing</p>	<p>The Construction Noise and Vibration Management Plan section 4.1 refers to:</p> <ul style="list-style-type: none"> (a) <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (DEC 2006); (b) German Standard <i>DIN 4150-3: 1999 Structural Vibration - part 3: Effects of vibration on structures</i> in section 2.6 Vibration Impacts; (c) <i>Environmental Noise Management Assessing Vibration: A Technical Guideline</i> (DEC 2006); (d) <i>Interim Construction Noise Guidelines</i> (DECC, 2009). <p>The Construction Noise and Vibration Management Plan (section 4.1, and Attachment B) describes measures to manage and mitigate vibration impacts from project related works.</p>
2.22	<p>The Proponent shall conduct vibration testing and monitoring to identify minimum working distances to residential dwellings with the objective of meeting the preferred values for vibration (for low probability of adverse comment) presented in <i>Assessing Vibration: A Technical Guideline</i> (DECC, February 2006). In the event that the vibration testing and monitoring shows that the preferred values for vibration at any affected residential dwelling are likely to be exceeded the Proponent shall review the construction methodology and, if necessary, where feasible and reasonable implement additional mitigation measures.</p>	<p>Environmental Noise Management Assessing Vibration, DECC, Feb 2006 SLR Consulting Noise and Vibration Trial – Erkat Milling Head – 20 Oct 2010 EPL 13350 - conditions on out-of-hours works: Condition O3.2 and 3.7 Condition O4.2 Condition O4.7 Vibration Monitoring Event Report 72 Somerset Street North Epping (0.03-0.04ppv) 24 Mar 2011 2 Livingstone Avenue Baulkham Hills (<1.0ppv), 24 Mar 2011 5 Constance Close Epping (0.03-0.05ppv) Sutherland Road Compound (0.03-0.04ppv)</p>	<p>Yes Ongoing</p>	<p>(This MCoA addresses SoC CN2) Vibration monitoring has been conducted at a number of locations to determine safe working distances from structures to ensure compliance with the criteria detailed in MCoA 2.21 and EPL conditions. A Vibration monitor has been purchased by the M2 Project to enable monitoring to be conducted as new areas open up and to provide measurements in response to any complaints. Monitoring has been conducted in response to community complaints during the June 2011 to January 2012 period but no results have indicated exceedence of the vibration criteria (72 Somerset Street North Epping (0.03-0.04mm/s) Livingstone Avenue, Baulkham Hills (all results <1.0mms/), and 5 Constance Close Epping (0.03-0.05 mm/s). etc Vibration monitoring is planned for works in the vicinity of Woodvale Avenue during January 2012 where use of vibratory roller will be used at Terrys Creek worksite, close to residences.</p>

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2.23	The Proponent shall consult with affected educational institutions to ensure that disruptive noise-generating construction works in the vicinity of the institutions are not timetabled during examination periods, unless other appropriate arrangements to the affected institutions are made at no cost to the affected institutions.	M2 Upgrade Project Community Involvement Plan Consultation with Muirfield High School in relation to Examinations etc, 30 May 2011	Yes Ongoing	Communication protocols for consultation with affected educational institutions have been developed and are followed as part of the M2 Upgrade Community Involvement Plan (CIP).
2.24	Blasting is not permitted.		Yes	No blasting has occurred during June 2011 to January 2012 M2 Upgrade construction works. No blasting is planned to occur during ongoing construction works associated with the M2 Upgrade.
2.25	The Proponent shall implement all reasonable and feasible noise mitigation measures with the aim of achieving the construction noise management levels detailed in the <i>Interim Construction Noise Guideline</i> (DECC, 2009). Any activities that could exceed the construction noise management levels shall be identified and managed in accordance with the Construction Noise and Vibration Management Plan required under condition 6.5(d) of this approval.	Construction Noise and Vibration Management Plan, Nov 2010	Yes Ongoing	(This MCoA addresses SoC CN5) Noise mitigation measures outlined in the Project Construction Noise and Vibration Management Sub-plan Attachment B Management and Mitigation Measures 1 to 65 are implemented where practicable (i.e. reasonable and feasible) to do so.
Operational Noise				
2.26	Unless otherwise agreed to by the Director General, the Proponent shall submit for the approval of the Director General a review of proposed operational noise mitigation measures identified in the documents listed under condition 1.1 within six months of commencing construction. The review shall take into account the detailed design of the project and, where feasible and reasonable, refine the proposed measures with the objective of meeting the criteria outlined in the <i>Environmental Criteria for Road Traffic Noise</i> (NSW EPA, 1999). The review shall be undertaken in consultation with the DECCW.	Operational Noise Review (draft), August 2011 Letter from DoPI re Approval of Operational Noise Review, 16 Nov 2011	Yes	A review of operational noise mitigation measures identified in the documents listed under condition 1.1 is required within six months of commencing construction under MCoA 2.26. This review was required to be undertaken in consultation with the OEH (DECCW) and submitted to the Director-General by 3 July 2011. The Operational Noise Review was conducted by SLR submitted to DoPI and OEH on 16 August 2011 for comment and the final Operational Noise Review submitted on 21 October 2011 and approved by DoPI on 16 November 2011.
2.27	Within one month of the Director General's approval of condition 2.26, the Proponent shall write to each landowner whose property is identified by the Proponent (in Table 68 of the Environmental Assessment and/or as a result of the review identified under condition 2.26) as experiencing traffic noise above 60 dB(A) (as LAeq(9.hour)) during the night (22:00 to 07:00) in the design year (2021) and shall	Letters to Landowners, 26 September 2011	Yes Ongoing	The Operational Noise Review was approved by DoPI on 16 November 2011, Letters were sent to landowners on 26 September 2011. Thirty inspections of properties have been completed following agreement with landowners.

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	<p>offer to provide and fund reasonable and feasible acoustic treatments to reduce the impact of traffic noise at the residential premises on that property. The Proponent's offer shall remain open for acceptance by the affected landowner for 12 months from the date of the notification required under this condition.</p> <p>Acoustic treatments agreed between the parties shall be implemented as soon as practicable after reaching such an agreement. Should the parties not be able to reach agreement on the scope and timing of acoustic treatments, then either party may refer the matter to the Director-General for resolution. The Director-General's decision on such a referral shall be final and binding on the parties.</p>			<p>Acoustic treatments have been agreed with 10 landowners and installation of the agreed acoustic treatments will occur in Q1 2012. parties shall be implemented as soon as practicable after reaching such an agreement.</p>
2.28	<p>The proponent shall develop a Heavy Vehicle Compression Braking Strategy for the project, to identify and trial mitigation measure/s to minimise the acoustic impacts of heavy vehicle compression braking (at the source) on identified sensitive receivers. The strategy shall detail:</p> <ul style="list-style-type: none"> (a) Proposed mitigation measures to minimise heavy vehicle compression braking; (b) Locations where measures are to be applied including the methodology used to identify and quantify areas where excessive heavy vehicle compression braking occurs along the project; (c) How measures will be implemented and measured; (d) Timeframes for the implementation including justification for timing; and (e) Reporting outcomes of the study to the Director General and the DECCW, including final reporting on the effectiveness of the measures. <p>The Heavy Vehicle Compression Braking Strategy shall be submitted to the Director General for approval, within twelve months of the commencement of construction unless otherwise agreed by the Director General.</p>		Yes Ongoing	<p>The RMS is to prepare a Heavy Vehicle Compression Braking Strategy is to be submitted to the Director General for approval, within twelve months of the commencement of construction. A request for an extension of time for the submission of the Heavy Vehicle Compression Braking Strategy was submitted to DoPI on 4 January 2012 by RMS.</p>
	Water and Hydrological Impacts			
	<i>Water</i>			
2.29	The Proponent shall comply with section 120 of the <i>Protection of the Environment Operations Act 1997</i> , which	PIN No. 3014074499	Non Compliance	The Soil and Water Quality Management Strategy (Appendix B2 to the CEMP) details measure that are

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	prohibits the pollution of waters, except as may be expressly provided by an Environment Protection Licence for the project.		identified	being put in place to ensure compliance with section 120 of the <i>Protection of the Environment Operations Act 1997</i> . One noted breach of section 120 <i>Protection of the Environment Operations Act 1997</i> occurred with discharge of sediment laden water from a sediment basin following a rainfall event to a tributary of Bluegum Creek Baulkham Hills on 17 August 2011. The EPA issued a PIN No. 3014074499 to LCPL.
2.30	Erosion and sediment control measures shall be implemented prior to any works commencing consistent with <i>Managing Urban Storm water - Soils and Construction Vo/s 1 and 2, 4^h Edition</i> (Landcom, 2004) and <i>Managing Urban Stormwater Soils And Construction Vo/s 2A and 20 Main Road Construction</i> (DECC 2008). Measures shall take into account the potential for flooding within and adjoining the project area.	Soil & Water Quality Management Strategy Erosion and Sediment Control Plans (specific for each site compound and work site area)	Yes Ongoing	(This MCoA addresses SoC WS1) Erosion and Sediment Control Plans have been prepared for each work site where ground disturbance may result in erosion or sediment loss. The Project Team have also employed the services of a soil conservationist who attends site on a regular basis to provide advice and guidance on erosion and sediment control. The Plans are reviewed regularly by the independent consultant and the ERSED Plans are updated regularly to represent the erosion and sediment controls implemented as development of the site(s) progress. The detailed Erosion and Sediment Control Plans have been prepared specifically to address ERSED controls in accordance with the Soil & Water Quality Management Strategy section 4.3.
2.31	Where available, and of appropriate chemical and biological quality, the Proponent shall use stormwater, recycled water or other water sources in preference to potable water for construction activities, including concrete mixing and dust control.		Yes Ongoing	Rain tank water is currently being used to flush toilets at the North Ryde Project Site office. Rain water is also harvested at the main construction compound buildings for non-potable water usages. Water is also extracted from the sediment basins and excavations on compound and work areas and used in the water carts for dust suppression.
	<i>Hydrological Impacts</i>			
2.32	The Proponent shall ensure, to the greatest extent practicable, that the project is designed to maintain or improve existing flooding characteristics within the vicinity of the project. Notwithstanding the above, at Culvert 26 the Proponent shall limit, to the greatest extent practicable, increases in		Closed	(This MCoA addresses SoC WS4) The design of the project addresses the requirements for maintaining or improving existing flood control in areas of M2 Upgrade works. Technical Report on flood management prepared for the EA addressed the management of hydrological

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	inundation levels to a maximum of 20 millimetre, and 1 hour, in a 1 in 100 year ARI rainfall event.			conditions along the construction alignment of the upgrade.
2.33	Where flooding characteristics are altered and affect access, property or infrastructure, the Proponent shall, in consultation with the property owner, identify and implement further mitigation measures.		Noted	The design of the project works address the requirements for flood management in areas of M2 Upgrade works where inundation may occur. Some minor works to reduce potential for flooding have been undertaken where complaints have occurred. No major works have been necessary.
	Waste and Spoil Management			
2.34	All waste and fill materials, whether imported or generated on site, shall be assessed, classified, managed and disposed of in accordance with the <i>Waste Classification Guidelines</i> (DECC, 2008).	Spoil and Fill Management Sub-plan Waste Management Sub-plan Coffey's Reports for VENM Coal Ash Exemption Assessment Eraring Evir-O-AGG Product, 20 Jul 2011, Geotech Solutions VENM Assessment 136-142 Walker Street North Sydney, 23 Sep 2011 JBS Environmental	Yes Ongoing	All waste and fill materials, whether imported or generated on site are assessed, classified, managed and disposed of in accordance with the <i>Waste Classification Guidelines</i> (DECC, 2009). Waste management is implemented across the project activities in accordance with section 2.3 of the Spoil and Fill Management Sub Plan (Appendix B6 to the CEMP) and section 2.1.4 of the Waste Management Sub Plan (Appendix B7 to the CEMP). Sampling of waste material (undertaken by Project Environmental staff for VENM (or by JBS Environmental or Coffeys for ENM) with analysis (conducted by ALS) of any materials excavated from the project works, occurs to classify the material in accordance with <i>Waste Classification Guidelines</i> (DECC, 2008).
2.35	All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials.	Spoil and Fill Management Sub-plan Waste Management Sub-plan N885-ENV-R01 Waste Removal Register M2 Upgrade Waste Transfer Forms	Yes Ongoing	Any waste materials for disposal are removed from the M2 Upgrade work areas to waste management facilities approved to accept the materials. The wastes are transported by licensed waste transporters and waste tracking information is completed for each load (form N885-ENV-R01 Waste Removal Register) and Material Waste Transfer Form. A register of the approved waste management facilities is shown in Table 2.5 of the Spoil and Fill Management Sub-plan and section 2.1.5 of the Waste Management Sub-plan and transport of the materials removed from the project sites is recorded in the waste removal and transfer forms. Where a new disposal location is identified, the EPL or DA for that new facility is reviewed for permissibility of the facility

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				to accept waste and copies of these approvals are stored in the M2 Upgrade Project Waste Management System.
	Air Quality Impacts			
2.36	The Proponent shall construct the project in a manner that minimises or prevents the emission of dust including windblown and traffic generated dust, including but not limited to: (a) implementing practical measures for construction vehicles carrying loads; and (b) minimising tracking of material from construction sites onto public roads.	Air Quality Management Sub-plan  Water spray units have been connected to the saw head and rock hammers to reduce dust generation	Yes Ongoing	(This MCoA addresses the commitments in SoC AQ1 to AQ3) (a) Measures to prevent dust generation and dispersion including windblown and traffic generated dust are outlined in section 4.1 and Attachment B of the Air Quality Management Sub-plan (Appendix B5 to the CEMP). (b) Tracking of material onto public roads is managed with use of crushed and rolled road base on access tracks to limit pickup of mud from the construction sites and rumble grids installed at the exit of some sites (e.g. Terrys Creek, Windsor Road main worksite) and use of road sweepers to clean up any material that is carried onto public roads. To reduce dust generation from rock saws, water spray units have been connected to the saw head. For rock hammers the use of water sprays also occurs when dust generation is a problem due to the rock type. Project Induction and Toolbox training sessions cover dust management and tracking onto public roads. Project Environmental Coordinators note the incidence of dust generation during regular site inspections and advise Site Superintendents on dust control measures.
	Heritage Impacts			
2.37	The Proponent shall not destroy, modify or otherwise physically affect AHIMS 45-6-2949, (grinding grooves) located under the Terry's Creek Bridges. Measures to protect this item during construction should be detailed in the Heritage Management Plan required under condition 6.5(c).	M2 Upgrade Environmental Assessment - Aboriginal Heritage Impact Assessment Heritage Management Sub-plan Environmental Constraints Drawing Sheet 10	Yes Ongoing	(This MCoA addresses SoC AH3) Heritage Management Sub-plan, Attachment B Mitigation and Management Measures 15-18 apply specifically to AHIMS 45-6-2949 - grinding grooves (located in the Terry's Creek waterway). The grinding grooves in the Terrys Creek bed have not been disturbed or affected by the construction activities. A footbridge was constructed across

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				Terrys Creek to minimise potential for disturbance of the grinding grooves site or disturbance of the bed of the Creek by construction activities.
2.38	The Proponent shall investigate options to minimise impacts, including vibration impacts, to AHIMS 45-6-2161, (rock shelter) during construction. These measures to protect this item during construction should be detailed in the Heritage Management Plan required under condition 6.5(c).	M2 Upgrade Environmental Assessment - Aboriginal Heritage Impact Assessment Heritage Management Sub-plan Environmental Constraints Drawing Sheet 10 Vibration Impact Assessment Heritage Rock Shelter Devlins Creek Viaduct, SLR, 17 Oct 2011	Yes Ongoing	(This MCoA addresses SoC AH3) Heritage Management Sub-plan, Attachment B Mitigation and Management Measure 14, applies specifically to AHIMS 45-6-2161. (The site is on the northern side of the motorway, is not within the project clearing zone and will not be impacted by the M2 Upgrade construction works). Construction works at the Devlins Creek site have been planned to protect the rock shelter, in accordance with the SLR report 17 October 2011.
2.39	The Proponent shall manage impacts to AHIMS 45-5-1005 (isolated find) in accordance with section 9.7.4 of the Environmental Assessment.	M2 Upgrade Environmental Assessment - Aboriginal Heritage Impact Assessment Heritage Management Sub-plan	Compliant & Closed	(This MCoA addresses SoC AH3) The M2 Upgrade EA Aboriginal Heritage Impact Assessment section 9.7.4 states that "AHIMS 45-5-1005 is not considered to hold cultural heritage significance and the presence of the single artefact suggests that it (cultural heritage significance) has been lost from the area. Therefore, the site has already been effectively destroyed and the impact from the M2 Upgrade project is minimal as it is a destroyed site".
2.40	Prior to the commencement of construction relating to the Windsor Road on-ramp, the Proponent shall investigate design options to minimise the impacts on the property located at 266-268 Windsor Road (Model Farms house) in the final design of the alignment.	Heritage Management Sub-plan Design Option Report , Section 3, 24 Nov 2010 Letter from DoP re Approval of Design Options Report, 2 Feb 2011	Compliant & Closed	(This MCoA addresses SoC NH2) Design options to minimise the impacts on the property located at 266-268 Windsor Road were investigated and a report prepared and submitted to the DoPI. The report was approved by the Department on 2 February 2011.
2.41	The measures to protect the property located at 266-268 Windsor Road (Model Farms house) during construction should be detailed in the Heritage Management Plan required under condition 6.5(c).	Heritage Management Sub-plan Design Option Report , 24 Nov 2010	Compliant & Closed	(This MCoA addresses SoC NH2) Mitigation measures to protect the property located at 266-268 Windsor Road (Model Farms house) during construction are detailed in the Heritage Management Sub-plan Mitigation and Management Measure H-04.
2.42	Prior to the commencement of construction that directly impacts the property located at 266-268 Windsor Road (Model Farms house) the Proponent shall undertake an archival recording of the property and its relationship to Windsor Road, both before and after the removal of the	Heritage Management Sub-plan Email re 266-268 Windsor Road Archival Recording, 12 May 2011 Digital Archival Recording of 266 Windsor Road	Compliant Ongoing	(This MCoA addresses SoC NH2) The requirement for archival recording at 266-268 Windsor Road (Model Farms house) is detailed in the Heritage Management Sub-plan Attachment B,

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	vegetation. This work shall be undertaken by an experienced heritage consultant, in accordance with the guidelines issued by the Heritage Council of NSW. Within six months of completing the above work, the Proponent shall submit a report containing the archival recordings to the Heritage Council of NSW, the local Council and the local Historic Society.	Baulkham Hills, HBO and EMTB, Apr 2011		Mitigation and Management Measure 30. The archival recording was conducted in accordance with MCoA 2.42, prior to construction works that may impact the property. Further archival recording will occur at the completion of construction works.
2.43	Where heritage items (Aboriginal objects and relics or works) are discovered during the construction of the project all works in the vicinity of the item is should stop and an appropriately qualified heritage consultant be contacted to provide specialist heritage advice. The measures to consider and manage this process, including approvals, should be detailed in the Heritage Management Plan required under condition 6.5(c).	Heritage Management Sub-plan	Compliant Ongoing	(This MCoA addresses SoC AH2 and SoC AH4) The procedure to be implemented in the event of heritage item(s) being discovered during construction is detailed in the Heritage Management Sub-plan, Attachment C Heritage Procedures – Unexpected Heritage Find Procedure. Project Induction training of on what to do if a heritage item is found is provided to all project personnel.
2.44	The Proponent shall not destroy, modify or otherwise physically affect the heritage listed causeway over Devlin's Creek, located under the Beecroft Road bus ramps. The measures to protect the causeway during construction should be detailed in the Heritage Management Plan required under condition 6.5(c).	Heritage Management Sub-plan	Noted Ongoing	(This MCoA addresses SoC AH1 and SoC NH1) The requirement for protection of the Devlins Creek Epping Stone Causeway Beecroft Road is detailed in the Heritage Management Sub-plan Attachment B, Mitigation and Management Measures 37 to 46. Construction works had not occurred in the vicinity of the Devlins Creek Epping Stone Causeway between June 2011 and January 2012.
	Visual Amenity and Urban Design			
2.45	The Proponent shall design and construct the project in a manner that minimises the visual setting and impact of built structures and hard landscaping elements, including noise walls, retaining walls and cuttings, and the like.	Urban Design and Landscape Management Plan, 6 Oct 2011	Noted Ongoing	(This MCoA addresses SoC UD1) These matters are addressed in the Urban Design and Landscape Management Plan.
	Lighting			
2.46	The Proponent shall install and operate lighting in accordance with AS 4282-1997 <i>Control of the Obtrusive Effect of Outdoor Lighting</i> .	Construction Environment Management Plan, Jun 2010	Compliant Ongoing	CEMP Appendix A7 Non-Key Mitigation and Management Measures 4 to 15 address lighting from the Project activities. Complaints related to lighting occurred on the following dates: 27 July 2011 – Somerset Street complaint re lighting tower at the end of Somerset Street. Light was still on at 9.45pm. The lighting tower removed from the

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				location. 8 September 2011 – 4 Junction Road complaint re light from lighting towers shining into the house from the worksite. Light from the towers was redirected.
	Property Impacts			
2.47	The Proponent shall identify utilities and services potentially affected by construction to determine requirements for diversion, protection and/or support. Alterations to services shall be determined by negotiation with the service providers. The Proponent in consultation with service providers shall ensure that potential disruption to services resulting from the activity are minimised and customers should be notified.		Compliant Ongoing	Services searches have been undertaken at each site where subsurface works are proposed, prior to the commencement of any excavations at these locations. Measures to identify and protect services at work locations have been implemented where required. Consultation with the relevant service providers has occurred to ensure that potential disruption to services did not arise.
2.48	The Proponent shall construct the project in a manner that minimises impacts to properties along the project corridor. In the event that construction of the project results in direct or indirect damage to any such property, the Proponent shall arrange and fund repair of the damage to a standard comparable to that in existence prior to the damage.	Dilapidation Survey Report 4 Craig Avenue, Baulkham Hills, 1 Dec 2010 Dilapidation Survey Report 4 Livingstone Avenue, Baulkham Hills, 30 Nov 2010 Email re Satisfaction with Repairs, from Melisa Orelana 1 Murrells Crescent Baulkham Hills, 30 Nov 2011	Compliant Ongoing	Dilapidation Survey Reports have been conducted on properties within 50 metres of construction activities where the potential for construction works to generate significant vibration levels were identified.. Water damage from a broken water main was repaired to the satisfaction of the landowner in November 2011.
2.49	Prior to the commencement of construction of the project, or each part of the project that may impact on surrounding properties (including heritage items), the Proponent shall: (a) Identify those properties at risk from impact / damage; (b) arrange for a risk assessment by appropriately qualified and experienced geotechnical and construction engineering experts, at those properties at risk from damage, and undertake inspections of these properties prior to construction in accordance with AS 4349.1 'Inspection of Buildings'; (c) contact the owners of all properties on which property inspections are to be conducted at least two weeks before the inspection, or as otherwise agreed by the affected property owner, and advise of the scope and methodology for the inspection, and of the process for making a property damage claim; (d) provide a copy of the property inspection report to the owner of each property inspected at least one week prior to	Dilapidation Survey Report 4 Craig Avenue, Baulkham Hills, 1 Dec 2010 Dilapidation Survey Report 4 Livingstone Avenue, Baulkham Hills, 30 Nov 2010 Email re Satisfaction with Repairs, from Melisa Orelana 1 Murrells Crescent Baulkham Hills, 30 Nov 2011	Compliant Ongoing	(This MCoA addresses SoC's P1, P2, P3, P4) Prior to the commencement of construction that may impact surrounding properties (including heritage items): (a) Properties at risk of damage from the M2 Upgrade construction works have been identified a register of properties developed (b) Dilapidation Survey Reports have been conducted on properties within 50 metres of construction activities where the potential to generate significant vibration levels was identified. (c) Letters offering dilapidation surveys were sent to all properties within 50 metres of construction activities where the potential to generate significant vibration levels was identified. Property inspections have occurred where responses were received to the letter. Follow up letters are to be

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	<p>construction that could affect the property; and</p> <p>(e) maintain a register of all properties inspected by the Proponent, indicating whether the owner accepted or refused the property inspection offer, and a provide a copy of the register to the Director-General upon request.</p> <p>The Proponent shall rectify or compensate a property owner for any property damage caused directly or indirectly by the construction or operation of the project.</p>			<p>sent to all property owners from whom no response or contact has been received.</p> <p>(d) A copy of the Dilapidation Survey Report has been sent to each property owners.</p> <p>(e) Register of properties that have been inspected and correspondence with the property owners has been prepared by LCPL.</p> <p>Damage to properties, attributable to the LCPL M2 Upgrade construction works occurred during June 2011 to January 2012 were rectified to the satisfaction of the property owners:</p> <p>266 Windsor Road – Sydney Water vehicle damage to the façade of 266 Windsor Road was repaired to the satisfaction of the landowner in October 2011.</p> <p>1 Murrells Crescent Baulkham Hills - Water damage from a broken water main was repaired to the satisfaction of the landowner in November 2011.</p>
	<p>Hazards and Risk</p>			
<p>2.50</p>	<p>The Proponent shall store and handle all dangerous goods, as defined by the Australian Dangerous Goods Code, strictly in accordance with:</p> <p>(a) all relevant Australian Standards;</p> <p>(b) for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and</p> <p>(c) the DECC's Environment Protection Manual Technical Bulletin <i>Bunding and Spiff Management</i>.</p> <p>In the event of an inconsistency between the requirements listed from (a) to (c) above, the most stringent requirement shall prevail to the extent of the inconsistency.</p>	<p>Bunding and Spill Management, DECC</p> <p>AS1940-2004</p> <p>AS3780-2008</p> <p>AS3833-2007</p> <p>AS4326-2008</p>	<p>Compliant</p> <p>Ongoing</p>	<p>(This MCoA addresses requirements of SoC H1)</p> <p>Storage of dangerous goods occurs at the worksites in modified shipping containers with drip/spill trays for containers of dangerous goods. Pallet and container bunding is utilised across the Project where chemicals and fuels are stored.</p> <p>Dangerous goods storage noted during site inspections:</p> <ul style="list-style-type: none"> • Use is made of 'tray' bunding at many sites for storage of containers and placement of generators or other equipment that have fuel storage incorporated into the unit design. • Earthen bunds are constructed around other areas to contain any spillage or runoff from around the storage areas and any collected stormwater/spillage is cleaned up or pumped out for disposal, if required. • Work site storage areas for chemicals and fuels are inspected at least fortnightly and any issues related to storage are actioned

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				immediately and tool-box talks provided when necessary.
	Ancillary Facilities			
2.51	All ancillary facilities shall be designed and operated to allow unimpeded access and egress for emergency vehicles and to fire fighting infrastructure.	Vehicle, Plant and Pedestrian Management Plan (one prepared for each site)	Compliant Ongoing	Access to the majority of ancillary facilities associated with the construction work areas for the M2 Upgrade have been designed to allow vehicle access and egress for deliveries, equipment and if required emergency vehicles. Fire fighting infrastructure within the Norfolk Tunnel is maintained with construction works designed and planned to ensure that no interruption occurs to services.
2.52	<p>Prior to the establishment of any ancillary facility, including those identified in the documents referred to under condition 1.1 of this approval and any location where rock crushing and screening is proposed, the Proponent shall obtain the Director General's approval for the establishment and management of the ancillary facility. In obtaining this approval, the Proponent shall submit an assessment of the ancillary facility which provides:</p> <p>(a) a description of the ancillary facility, its components and the surrounding environment;</p> <p>(b) details of the activities to be carried out at each ancillary facility, including the hours of use and the storage of dangerous and hazardous goods;</p> <p>(c) an assessment of the environmental impacts on the site and the surrounding environment, including, but not limited to noise, vibration, air quality, traffic, threatened species, heritage and light spill;</p> <p>(d) details of the mitigation, monitoring and management procedures specific to the ancillary facility that would be implemented to minimise environmental impacts or, where this is not possible, reasonable and feasible measures to offset these impacts and an assessment of the adequacy of the mitigation or offsetting measures. This shall include consideration of restrictions on the hours of use or exclusion of certain activities; and</p> <p>(e) identification of the timing for the completion of activities at the ancillary facility and how the site will be</p>	<p>Environmental Assessment and Management Plans:</p> <p>Main Construction Compound, Nov 2010</p> <p>Terrys Creek Compound, Jan 2011</p> <p>Barclay Road Compound, Feb 2011</p> <p>Sutherland Road Compound, Feb 2011</p> <p>Darling Mills Motorway Compound, Mar 2011</p> <p>Tunnel Compound, Mar 2011</p> <p>Toll Plaza Compounds, Mar 2011</p> <p>Devlins Creek Compound, Mar 2011</p> <p>Macquarie Park Compound, Mar 2011</p> <p>Somerset Street Compound, Mar 2011</p> <p>Yale Close Compound, Mar 2011</p>	Compliant Ongoing	<p>(This MCoA addresses SoC AF1)</p> <p>Environmental assessment and management plans for ancillary facilities have been prepared in accordance with the requirements of this condition and submitted to the DoPI for approval. Each approval has additional conditions that have been added to this table for tracking compliance under Additional Conditions – Ancillary Facilities MCoA 2.52.</p>

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	decommissioned (including any necessary rehabilitation).			
	Operational Performance Audit			
3.1	<p>Within twelve months of the completion of construction of the project, and then again at five and, thereafter if required by the Director-General, the Proponent shall commission an independent, qualified person or team to undertake an Operational Performance Audit of the project. The independent person or team shall be approved by the Director-General prior to the commencement of the Audit. An Operational Performance Audit Report shall be submitted to the Director-General within one month of the completion of the Audit, unless otherwise agreed by the Director-General. The Audit shall:</p> <p>(a) assess compliance with the requirements of this approval, and other licences and approvals that apply to the project;</p> <p>(b) assess the operational performance of the project against the aims and objectives for the project specified in the documents referred to under condition 1.1 of this approval;</p> <p>(c) assess the environmental performance of the project against the predictions made and conclusions drawn in the documents referred to under condition 1.1 of this approval; and</p> <p>(d) review the effectiveness of the environmental management of the project, including any environmental impact mitigation works.</p>		Noted This is a post-construction requirement	Operational Performance Audit Report is required within twelve months of the completion of construction.
	Noise Auditing			
3.2	<p>No later than one year after construction completion and commencement of operation of the project, or as otherwise agreed by the Director General, the Proponent shall undertake operational noise monitoring to compare actual noise performance of the project against noise performance predicted in the review of noise mitigation measures required by condition 2.26 and prepare an Operational Noise Report. The Report shall include, but not necessarily be limited to:</p> <p>(a) noise monitoring to assess performance with the operational noise levels predicted in the review of</p>		This is a post-construction requirement	Operational noise monitoring is required to be conducted no later than one year after construction completion and commencement of operation of the project.

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	<p>operational noise mitigation measures required under condition 2.26 and documents specified under condition 1.1 of this approval;</p> <p>(b) a review of the operational noise levels in terms of criteria and noise goals established in the <i>Environmental Criteria for Road Traffic Noise</i> (EPA, 1999);</p> <p>(c) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which project noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers;</p> <p>(d) details of any complaints and enquiries received in relation to operational noise generated by the project between the date of commencement of operation and the date the report was prepared;</p> <p>(e) any required recalibrations of the noise model taking into consideration factors such as noise monitoring undertaken and actual traffic numbers and proportions;</p> <p>(f) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of all reasonable and feasible mitigation measures; and</p> <p>(g) any additional feasible and reasonable measures to those identified in the review of noise mitigation measures required by condition 2.26, that would be implemented with the objective of meeting the criteria outlined in the <i>Environmental Criteria for Road Traffic Noise</i> (NSW EPA, 1999), when these measures would be implemented and how their effectiveness would be measured and reported to the D-G and the DECCW.</p> <p>The Proponent shall provide the D-G and the DECCW with a copy of the Operational Noise Report within 60 days of completing the operational noise monitoring referred to in (a) above, or as otherwise agreed by the D-G.</p>			
	Ecological Monitoring			
3.3	<p>Prior to the commencement of construction, the Proponent shall develop and implement a Monitoring Program to monitor the effectiveness of the mitigation measures identified in Condition 2.12 and 2.13 for threatened species directly impacted by the project. The Program shall be developed in consultation with the Department, and a</p>	<p>M2 Upgrade Project Ecological Monitoring Program, Rev C, Apr 2011</p>	<p>Compliant Ongoing</p>	<p>The draft Ecological Monitoring Program was submitted to DoP on 23 Dec 2010 prior to commencement of construction and the program as approved by DoP on 19 April 2011.</p> <p>(a) Section 2.3 describes the Monitoring Procedure for threatened species;</p>

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	<p>suitably qualified ecologist(s) and shall include but not necessarily be limited to:</p> <p>(a) monitoring methodology for threatened species adjacent to the project footprint;</p> <p>(b) an adaptive monitoring program to assess the effectiveness of the mitigation measures identified in Condition 2.12 and 2.13 and allow their modification if necessary. The monitoring program shall nominate appropriate and justified monitoring periods and targets against which effectiveness will be measured;</p> <p>(c) monitoring shall be undertaken during construction (for construction-related impacts) and from opening of the project to traffic (for operation/ongoing impacts) until such time as the effectiveness of mitigation measures can be demonstrated to have been achieved over a minimum of three successive monitoring periods after opening of the project to traffic, or as otherwise agreed by the Director-General;</p> <p>(d) provision for the assessment of the data to identify changes to habitat usage and if this can be attributed to the project;</p> <p>(e) details of contingency measures that would be implemented in the event of changes to habitat usage patterns directly attributable to the construction or operation of the project; and</p> <p>(f) provision for annual reporting of monitoring results to the D-G and the DECCW, or as otherwise agreed by those agencies. Program shall be submitted to the D-G prior to the commencement of construction.</p>			<p>(b) Section 2 describes Adaptive Monitoring and Change Assessment</p> <p>(c) Section 2.2 Monitoring Timing describes construction monitoring program;</p> <p>(d) Section 2.5 provides Assessment of changes in habitat use;</p> <p>(e) Section 3 addresses Contingency Measures</p> <p>(f) Section 4 outlines Reporting requirements.</p> <p>The Ecological Monitoring Program includes the Nest Box Plan and the Bat Monitoring Program.</p> <p>Nest boxes have been installed as required by the Nest Box Plan and a survey of the nest boxes was conducted by Cumberland Ecology in Spring 2011 and a draft Report was submitted to LCPL on 23 December 2011. A review of the report indicates that the targets stipulated in the Nest box plan and ecological monitoring program are being met.</p> <p>Formal bat surveys were conducted in April 2011 and September 2011 by Cumberland Ecology and LCPL also conducted surveys in 23-27 May and 2-3/6/22-23/28 June 2011 (pre-hibernation), and 15-22 September 2011 (post-hibernation).</p>
4	COMPLIANCE MONITORING AND TRACKING			
	Compliance Tracking			
4.1	<p>The Proponent shall develop and implement a program to track compliance with the requirements of this approval during construction of the project. The Program shall be submitted to the D-G for approval prior to the commencement of construction.</p> <p>The Program shall include, but not necessarily limited to:</p> <p>(a) provisions for periodic review of project compliance with</p>	<p>Construction Environmental Management Plan, 24 Dec 2010</p> <p>Construction Environmental Management Plan, Jun 2011</p> <p>Compliance Tracking Program, Appendix A9 of the CEMP</p>	Compliant Ongoing	<p>The process for the Compliance Tracking Program developed by LCPL for the M2 Upgrade Project is presented in Section 4.4.4 of the Project Construction Environmental Management Plan (CEMP) and Appendix A9.</p> <p>The Compliance Tracking Program was submitted to</p>

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	<p>the requirements of the conditions of this approval and reporting of compliance status to the Director General;</p> <p>(b) provisions for the notification of the Director General prior to the commencement of construction of the project;</p> <p>(c) a program for independent environmental auditing in accordance with <i>ISO 19011:2003 - Guidelines for Quality and/or Environmental Management Systems Auditing</i>;</p> <p>(d) mechanisms for reporting and recording incidents and actions taken in response to those incidents;</p> <p>(e) provisions for reporting environmental incidents to the Director General during construction and operation; and</p> <p>(f) procedures for rectifying any non-compliance with the conditions of this approval during environmental auditing or review of compliance.</p>			<p>the Director-General and approved on 24 December 2010. An updated Compliance Tracking Program table was submitted to DoP on 8 February 2011. A revised Compliance Tracking Program was placed on the website on 2 July 2011 following the June 2011 audit of MCoA.</p> <p>The Compliance Tracking Program includes:</p> <ul style="list-style-type: none"> (a) Section 4.4.4(3) Minimum 6 monthly assessments of compliance (b) Section 4.4.4(2) issue pre-construction compliance notification (c) Section 4.4.4(3) Minimum 6 monthly external audit of compliance (d) Section 4.4.4(7) Incident Reporting and Recording (e) Section 4.4.4(7) Incident Reporting and Recording (f) Section 4.4.4 Rectify non-compliance
4.2	<p>The Proponent shall develop and implement a program to track compliance with the requirements of this approval during operation of the project. The Program shall be submitted to the Director General for approval prior to the commencement of operation. The Program shall relate include, but not necessarily limited to:</p> <ul style="list-style-type: none"> (a) provisions for periodic review of project compliance with the requirements of the conditions of this approval and reporting of compliance status to the Director General; (b) provisions for the notification of the Director General prior to the commencement of operation of the project; (c) mechanisms for reporting and recording incidents and actions taken in response to those incidents; and (d) procedures for rectifying any non-compliance with the conditions of this approval identified during review of compliance. 		This is a post-construction requirement	
	Access to Information			
5.1	Subject to confidentiality, the Proponent shall make all		Compliant	Documents will be made available for public

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	documents required under this approval available for public inspection on request.		Ongoing	inspection on request. Requests received have been satisfied during the June 2011 to January 2012 construction period. (e.g. a request was received for a copy of the signed Part 3A approval).
5.2	<p>Prior to the commencement of construction, the Proponent shall establish and maintain a new website, or dedicated pages within an existing website, for the provision of electronic information associated with the project. The Proponent shall, subject to confidentiality, publish and maintain up-to-date information on the website or dedicated pages including, but not necessarily limited to:</p> <p>(a) a copy of the documents referred to under Condition 1.1 of this approval, and any documentation supporting modifications to this approval that may be granted from time to time;</p> <p>(b) a copy of this project approval;</p> <p>(c) a copy of each relevant environmental approval, licence or permit required and obtained in relation to the project;</p> <p>(d) a copy of each current strategy, plan, program or other document required under this approval; and</p> <p>(e) the outcomes of compliance tracking in accordance with the requirements of Condition 4.1.</p>	<p>http://www.hillsm2upgrade.com.au</p>	Compliant Ongoing	<p>(This MCoA addresses SoC CE1)</p> <p>The M2 Upgrade Project documentation is provided on the website: http://www.hillsm2upgrade.com.au/ in accordance with the requirement of MCoA 5.2.</p> <p>(a) Environment assessment documentation and approvals are available on the site</p> <p>(b) Project Approval is available on the DoPI site</p> <p>(c) Environment Protection Licence 13350 is available from the OEH website – Public Register</p> <p>(d) Copies of current management plans, strategies and programs available on the website</p> <p>(e) Compliance Tracking Report for February 2011 available on the website</p>
	Complaints and Enquiries Procedure			
5.3	<p>Prior to the commencement of construction, the Proponent shall ensure that the following are available for community complaints and enquiries during the construction period:</p> <p>(a) a telephone number on which complaints and enquiries about construction and operation activities may be registered;</p> <p>(b) a postal address to which written complaints and enquiries may be sent; and</p> <p>(c) an email address to which electronic complaints and enquiries may be transmitted.</p> <p>The telephone number, the postal address and the email address shall be published in a newspaper circulating in the local area prior to the commencement of construction and prior to the commencement of project operation. The above details shall also be provided on the website (or dedicated</p>	<p>http://www.hillsm2upgrade.com.au/</p> <p>Community Involvement Plan, 28 Jun 2010</p> <p>Complaints Management Protocol Appendix A to CIP, 28 Jun 2010</p> <p>Construction Complaints Management System, Consultation Manager</p>	Compliant Ongoing	<p>(This MCoA addresses SoC CE2)</p> <p>The complaints (section 6.6.3) and enquiries (section 8.5.1) are described in the CIP.</p> <p>(a) Complaints and enquiries telephone number (1 800 196 266),</p> <p>(b) postal address: (M2 Upgrade Project, Locked Bag 2215, North Ryde BC NSW 1670); and</p> <p>(c) email address: (enquiries@hillsm2upgrade.com.au) are available for the Project, displayed on the Project website and included in all Project communications.</p> <p>Project contact details were published in five local papers that circulate in the local area in later</p>

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	<p>pages) required by this approval.</p> <p>The Proponent must prepare and implement a Construction Complaints Management System consistent with AS 4269 Complaints Handling prior to the commencement of construction activities and must maintain the System for the duration of construction activities.</p> <p>Information on all complaints received, including the means by which they were addressed and whether resolution was reached and whether mediation was required or used, must be maintained by the Proponent and included in a complaints register. The information contained within the System must be made available to the Director General on request.</p>			<p>November and early December inviting the community to attend information sessions regarding construction of the project. Project contact details were also included in a Community Upgrade brochure that was delivered to around 11,000 properties in the vicinity of the M2 Motorway, which detailed that the Project had been approved and construction would commence.</p> <p>The required Construction Complaints Management System (consistent with AS 4269 Complaints Handling) has been developed and is included in the Community Involvement Plan, community relations database 'Consultation Manager' set up by LCPL as a register for all project complaints.</p>
	Community Consultation			
5.4	<p>The Proponent shall prepare and implement a Community Communication Strategy for the project. This Strategy shall be designed to provide mechanisms to facilitate communication between the Proponent, the Contractor, the Environmental Representative, relevant Councils and local community (broader and local stakeholders) on the detailed design, construction progress and the related environmental management of the project.</p> <p>The Strategy shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) identification of stakeholders to be consulted as part of the Strategy, including public and private transport users and affected and adjoining landowners; (b) procedures and mechanisms for the regular distribution of information to stakeholders on the progress of the project, detailed design and matters associated with environmental management; (c) procedures and mechanisms through which stakeholders can discuss or provide feedback to the Proponent and/or Environmental Representative in relation to the environmental management, final design and delivery of the project; (d) how community input will be sought, and considered, in the design and environmental management issues for the project, including ancillary facilities. The Strategy 	Community Involvement Plan, (revised) 28 Jun 2011	Compliant Ongoing	<p>LCPL have developed the Community Involvement Plan for the Project in accordance with the requirement of MCoA 5.4.</p> <p>The Community Consultation Team has provided potentially affected community stakeholders with Notification of Works in accordance with the requirements in the Community Involvement Plan.</p> <ul style="list-style-type: none"> (a) Section 3.0 Stakeholder Identification (b) The Community Consultation Team has also managed the complaints Hotline and liaison with complainants in regard to managing the project activities in a manner that reduces impact from the project where practicable. Section 8.4 Notification of works and Temporary Impacts (c) Section 8.5 Correspondence and Enquiries Protocol (d) Section 6 and 7 Community Involvement (e) Section 8.5.3 Correspondence Protocol

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	<p>shall provide detail on the structure, scope, objectives and frequency of this input;</p> <p>(e) procedures and mechanisms through which the Proponent can respond to any enquires or feedback from stakeholders in relation to the environmental management, final design and delivery of the project; and</p> <p>(f) procedures and mechanisms that would be implemented to resolve any Issues /disputes that may arise between parties on the matters relating to environmental management and the delivery of the project. This may include the use of an appropriately qualified and experienced independent mediator.</p> <p>Key issues that should be addressed in the Community Communication Strategy should include (but not necessarily be limited to):</p> <p>(i) traffic management (including access, construction vehicle management and parking);</p> <p>(ii) community infrastructure;</p> <p>(iii) landscaping/ urban design matters;</p> <p>(iv) heritage;</p> <p>(v) air quality;</p> <p>(vi) erosion and sediment control; and</p> <p>(vii) noise and vibration mitigation and management.</p> <p>The Proponent shall maintain and implement the Strategy throughout construction of the project. The Strategy shall be approved by the Director General prior to the commencement of any construction associated with the project.</p>			(f) Section 6.6.4 Issues Resolution
	Environment Representative			
6.1	<p>Prior to the commencement of construction of the project, or as otherwise agreed by the Director General, the Proponent shall nominate for the approval of the D-G a suitably qualified and experienced Environment Representative(s) that is independent of the design and construction personnel. The Proponent shall employ the Environment Representative(s) for the duration of construction, or as otherwise agreed by the D-G. The Environment Representative(s) shall:</p>	<p>Letter from Planning NSW re Environmental Representative, dated 5 Nov 2010</p>	<p>Compliant Ongoing</p>	<p>An Environmental Representative (Trevor Brown) was approved by the Director-General on 5 November 2010.</p> <p>The ER was appointed by Leighton Contractors /RTA/ Hills Motorway on 18 November 2010.</p> <p>The Deed of Appointment of the ER Services includes the requirements of MCoA 6.1.</p>

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	<p>(a) be the principal point of advice in relation to the environmental performance of the project;</p> <p>(b) be consulted in responding to the community concerning the environmental performance of the project;</p> <p>(c) monitor the implementation of all environmental management plans and monitoring programs required under this approval;</p> <p>(d) monitor the outcome of all environmental management plans and advise the Proponent upon the achievement of all project environmental outcomes;</p> <p>(e) have responsibility for considering and advising the Proponent on matters specified in the conditions of this approval, and all other licences and approvals related to the environmental performance and impacts of the project;</p> <p>(f) ensure that environmental auditing is undertaken in accordance with the requirements Condition 4.1 and the project Environmental Management System(s); and</p> <p>(g) be given the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts, and failing the effectiveness of such steps, to direct that relevant actions be ceased immediately should an adverse impact on the environment be likely to occur.</p>			<p>The Environmental Representative has conducted inspections of the M2 Upgrade Project each fortnight with representatives of the RTA, Hills Motorway and LCPL.</p> <p>Discussions have been held with the site Foreman/ Superintendents during the inspections in relation to any actions required to be taken to improve environmental management.</p> <p>Action registers have been developed by LCPL following each project inspection and matters reviewed and/or re-inspected if required to assess performance of the environmental management measure implementation.</p> <p>Monthly Reports on the progress of the M2 Upgrade Project have been prepared.</p>
	<p>Urban Design and Landscape Management Plan</p>			
<p>6.2</p>	<p>The Proponent shall prepare and implement an Urban Design and Landscape Plan for the operation of the project. The Plan shall be prepared in consultation with relevant Council(s) and shall present an integrated urban design for the project. The Plan shall include, but not necessarily be limited to</p> <p>(a) a principal goal of achieving the seven urban design objectives outlined in section 4.2 of Volume 2, part 2 referred to under condition 1.1 (b);</p> <p>(b) graphics for key elements such as sections, sketches, perspective views, etc;</p> <p>(c) strategies to progressively landscape the project incorporating other environmental controls such as erosion and sedimentation controls, drainage, noise</p>	<p>Urban Design and Landscape Plan, Oct 2011</p>	<p>Compliant Ongoing</p>	<p>A Urban Design and Landscape Plan for the operation of the project has been prepared in consultation with relevant Council(s) :</p> <ul style="list-style-type: none"> (a) Section 2 Objectives and Principles (b) Key elements are presented throughout the Plan in A3 size graphics ; (c) Section 4.1 Landscape Strategies (d) Section 4.1 Landscape Strategies (e) Section 4.4 Landscape Management (f) Section 2.3 Measures in the heritage Management Plan (g) Section 3.3 Norfolk Tunnel – Urban and Landscape Design

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	<p>mitigation;</p> <p>(d) location and identification of existing and proposed vegetation including use of indigenous and endemic species where possible;</p> <p>(e) restoration of sites and rehabilitation measures;</p> <p>(f) consideration of the measures outlined in the Heritage Management Plan in the vicinity of Windsor Road;</p> <p>(g) design of Norfolk Tunnel including approaches and plantings;</p> <p>(h) design treatments for built elements including retaining walls, cuttings, bridges and noise barriers;</p> <p>(i) design treatments for pedestrian and cyclist elements including footpath location, paving types and pedestrian crossings and other fixtures such as seating, lighting, fencing and signs;</p> <p>(j) standards, procedures and methods to ensure the establishment, monitoring and ongoing maintenance of built elements and landscaped areas (including rehabilitated areas);</p> <p>(k) remedial measures to maintain landscaping works to the design standard established in the Plan, where necessary; and</p> <p>(l) a consultation strategy to seek community feedback on the proposed urban design and landscape measures.</p> <p>Unless otherwise agreed to by the Director General, the Plan shall be submitted for the approval of the Director-General within six months of the commencement of construction of the project, and may be staged to suit the program for construction of the project.</p>			<p>(h) Section 3.4 Earthworks and Section 3.4 Noise Walls</p> <p>(i) Section 3.6 Pedestrian and Cyclist Provisions</p> <p>(j) Section 4.4 Landscape Management</p> <p>(k) Section 4.1.1 Landscape Management</p> <p>(l) Section 1.5 Consultation Strategy</p> <p>The Urban Design and Landscape Management was prepared and approved DoPI in October 2011.</p>
	<p>Norfolk Tunnel Construction Management Plan</p>			
<p>6.3</p>	<p>Prior to the commencement of the excavation of the Norfolk tunnel, the Proponent shall prepare and implement a Management Plan for the works. The Plan shall include, but not necessarily be limited to:</p> <p>(a) Method of construction and timing of tunnel works, including construction hours;</p> <p>(b) Traffic management during construction and opening of the tunnel to traffic;</p>	<p>Norfolk Tunnel Construction Management Plan, revision 4, 8 Nov 2011</p> <p>Tunnel Widening Construction Noise Impact Statement (CNIS), lodged with DoPI, 25 May 2011</p> <p>Tunnel Widening Construction Noise Impact Statement (CNIS), lodged with DoPI, 8 Nov 2011</p> <p>Tunnel Widening Construction Noise Impact</p>	<p>Compliant Ongoing</p>	<p>The Norfolk Tunnel Management Plan was prepared by LCPL and approved by the DoPI on 10 March 2011.</p> <p>(a) Section 2.2 Tunnel Construction Works</p> <p>(b) Section 3 Traffic Management</p> <p>(c) Appendix A Detailed Design Drawings</p>

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	<p>(c) Provision of the detailed design of the tunnel;</p> <p>(d) Construction noise impact statement for the tunnel including:</p> <p>(i) Specific mitigation measures in relation to properties where night time criteria is exceeded;</p> <p>(ii) Examination of alternative construction methods that would potentially reduce noise if the noise levels exceed criteria in the <i>Interim Construction Noise Guidelines</i>; and</p> <p>(iii) A consultation and notification process for affected residents, including additional noise mitigation measures as negotiated with affected residents and/ or other sensitive receivers.</p> <p>(e) Assessment of the safety issues in associated with construction widening the tunnel including specific measure to ensure public safety; and</p> <p>(f) Proposed measures for Heritage properties.</p> <p>The Plan shall be submitted for the approval of the D-G no later than one month prior to the commencement of tunnel excavation works, or within such period otherwise agreed by the D-G. Tunnel excavation works shall not commence until written approval has been received from the D-G.</p>	<p>Statement (CNIS) (Batters), lodged with DoPI, 14 Dec 2011</p> <p>Tunnel Widening Construction Noise Impact Statement (CNIS), (Batters and Portal) lodged with DoPI, 23 Dec 2011</p>		<p>(d) Additional Construction Noise Impact Statements (CNIS) will be submitted to DoPI as they become available for tunnel related construction activities.</p> <p>(e) Section 4 Safety Management</p> <p>(f) Section 5.3.5 Potential Physical Impacts to Heritage Properties</p>
	<p>Construction Environment Management Plan</p>			
<p>6.4</p>	<p>Prior to the commencement of construction, the Proponent shall prepare and implement a Construction Environment Management Plan. The Plan shall outline the environmental management practices and procedures that are to be followed during construction, and shall be prepared in accordance with <i>Guideline for the Preparation of Environmental Management Plans</i> (DIPNR, 2004). The Plan shall be prepared in consultation with the relevant government agencies and include, but not necessarily be limited to:</p> <p>(a) a description of all relevant activities to be undertaken during construction of the project including an indication of stages of construction, where relevant;</p> <p>(b) statutory and other obligations that the Proponent is required to fulfil during construction including all approvals, consultations and agreements required from authorities and other stake, and key legislation and</p>	<p>Construction Environment Management Plan, revision, 3, 21 Oct 2011</p>	<p>Compliant Ongoing</p>	<p>A Construction Environment Management Plan (CEMP) was prepared in accordance with the requirements of Condition 6.4:</p> <p>(a) Section 1 Project Description and Section 2 Introduction describe the activities to be undertaken during construction of the project;</p> <p>(b) Section 3.4 lists the statutory and other obligations that the Proponent is required to fulfil during construction;</p> <p>(c) Section 3.5 describes the Roles and Responsibilities of the Project Team;</p> <p>(d) Section 4.4 Review and Monitor details of how environmental performance of the construction works will be monitored;</p> <p>(e) Section 4.5.3 Complaints Management</p>

MCoA No.	Condition	Verification	Compliant	Comments
	<p>policies;</p> <p>(c) a description of the roles and responsibilities for all relevant employees involved in the construction of the project;</p> <p>(d) details of how the environmental performance of the construction works will be monitored, and what actions will be taken to address identified adverse environmental impacts; and</p> <p>(e) complaints handling procedures during construction.</p> <p>The Plan shall be submitted for the approval of the D-G no later than one month prior to the commencement of construction, or within such period otherwise agreed by the D-G. Construction works shall not commence until written approval has been received from the D-G.</p>			<p>outlines the procedure for complaints handling during construction.</p> <p>The Construction Environment Management Plan (CEMP) was approved by the Director-General on 24th December 2010. Revision of the CEMP has occurred and the revised document was submitted to DoPI in October 2011.</p>
6.5	<p>As part of the Construction Environment Management Plan for the project required under condition 6.4 of this approval, the Proponent shall prepare and implement the following sub plan(s):</p> <p>(a) a Construction Traffic Management Plan, to ensure traffic and access controls are implemented to avoid or minimise impacts on traffic and the amenity of the surrounding environment. The Plan shall be developed prior to the generation of construction traffic or works, or each stage of works, with the potential to affect traffic flows. The Plan shall be developed in consultation with the relevant Council and include, but not necessarily be limited to:</p> <p>(i) impacts on existing traffic in the M2 corridor (including associated local roads) and the timing of the impacts (including on pedestrians, public transport, vehicles, parking and cyclists);</p> <p>(ii) details of construction vehicle movements and parking for each stage of works, including access arrangements for construction sites and site compounds, and ingress and egress routes;</p> <p>(iii) where reasonable and feasible, measures to minimise heavy vehicle movements, where construction vehicle routes directly pass schools or child care centres, between 8:00am and 9:30am, and between 2:30pm and 4:00pm Monday to Friday;</p>	Construction Traffic Management Plan, revision 10, 2011	Compliant Ongoing	<p>The Traffic Management Plan was prepared in accordance with the requirements of Condition 6.5 (a) and approved by the Department on 24th December 2010.</p> <p>The Traffic Management Plan has been revised regularly to address traffic management, as the construction works progress along the M2 Upgrade alignment.</p> <ul style="list-style-type: none"> (i) Section 2 Identifying Construction Impacts (ii) Section 8 Manage Construction Traffic (iii) Section 4 Maintain Access for Heavy Vehicles and Section 8 Manage Construction Traffic (iv) Section 12 Traffic Control Measures (v) Section 4 Maintain Access (vi) Section 5 Managing Public Transport (vii) Section 6 Managing Pedestrians and Section 7 Managing Bicycles (viii) Section 15 Manage Unplanned Incidents (ix) Section 13 Conduct Traffic Control

MCoA No.	Condition	Verification	Compliant	Comments
	(iv) details of traffic control measures, and changes to traffic configurations, arrangements and facilities; (v) the retention of and/or provision of alternate vehicular access; (vi) impacts on bus stops and the provision of safe and convenient access to all bus stops; (vii) identification of impacts to pedestrian and cycle access areas, including measures to ensure safe pedestrian and cycle routes and access at all times, and the provision of alternative facilities and locations for pedestrians and cyclists; (viii) a response plan which sets out the proposed response to any traffic, construction or other incident; and (ix) appropriate monitoring, review and amendment mechanisms.			Inspections and Section 14 Conduct Traffic Control Road Safety Audits.
	Construction Flora and Fauna Management Plan			
6.5	(b) a Construction Flora and Fauna Management Plan to detail how construction impacts on ecology will be minimised and managed. The Plan shall be developed with input from a qualified and experienced flora/fauna ecologist include, but not necessarily be limited to: (i) details of work practices (such as fencing and construction worker education) to minimise the potential for damage to vegetation (particularly Endangered Ecological Communities and threatened flora species and riparian vegetation) and native fauna during construction. Measures shall also be included to minimise the extent of soil disturbance during construction; (ii) weed management measures focusing on early identification of invasive weeds, identifying effective management controls and methods to measure effectiveness; (iii) details of the mitigation measures to be implemented and associated procedures for the installation and monitoring of these measures; and (iv) a description of how the effectiveness of the mitigation and management measures would be monitored during the proposed works and, if any noncompliance	Construction Flora and Fauna Management Plan, Dec 2010	Compliant Ongoing	A Flora and Fauna Management Plan was prepared in accordance with the requirements of Condition 6.5 (b) and approved by the Department on 24 th December 2010. (i) Attachment C – Working Around Trees Guideline N885-EN-P17 and Attachment D – Clearing Limits Sheets 1 to 22 (ii) Attachment C - Weed Management Procedure, N885-EN-P06 (iii) Section 5.1 Review and Monitoring (iv) Section 5.2 Auditing The Flora and Fauna Management Plan will undergo revision as required throughout the construction period to respond to changing environmental factors and continually improve the plan to further reduce impacts where practicable.

MCoA No.	Condition	Verification	Compliant	Comments
	is detected, how any non-compliance would be rectified			
	Construction Heritage Management Plan			
6.5	<p>(c) a Construction Heritage Management Plan to detail how construction impacts on Aboriginal and non-Aboriginal heritage will be minimised and managed. The Plan shall be developed in consultation with the Department's Heritage Branch (for non-Aboriginal heritage) and include, but not necessarily be limited to:</p> <p>(i) specific measures to be applied to works undertaken in close proximity to identified Aboriginal and non-Aboriginal heritage items to minimise and avoid impacts on these items;</p> <p>(ii) how heritage items (Aboriginal objects and relics or works) discovered during the construction of the project will be considered and managed. This shall include a component within the site induction program for construction workers on Aboriginal and non-Aboriginal heritage along the project corridor;</p> <p>(iii) a procedure for continued consultation with the relevant Aboriginal stakeholders; and</p> <p>(iv) procedures to be followed should non-compliance against any of the documents identified in condition 1.1 or this management plan be detected.</p>	Construction Heritage Management Plan, Dec 2010	Compliant Ongoing	<p>The Construction Heritage Management Plan was prepared in accordance with the requirements of Condition 6.5 (c) and approved by the Department on 24th December 2010.</p> <ul style="list-style-type: none"> (i) Attachment B Mitigation and management measure 1 to 46 (ii) Attachment C Unexpected Heritage Finds N885-EN-P04 (iii) Section 3 Consultation and Communication (iv) Section 4 Implement Controls <p>The plan will undergo revision during construction (if required) to respond to changing environmental and construction factors to continually improve the plan and management of heritage items and further reduce impacts.</p>
	Construction Water Quality Management Plan			
6.5	<p>(d) a Construction Water Quality Management Plan to detail how construction activities will be managed to minimise erosion and sedimentation impacts on water quality and protect watercourses. The Plan shall be developed in consultation with NOW and the relevant Council and include, but not necessarily be limited to:</p> <p>(i) details of control measures to be employed to manage any accumulation of water (both groundwater and surface water);</p> <ul style="list-style-type: none"> o impacts on nearby structures from potential settlement; o groundwater inflow control; o handling, treatment and disposal of groundwater and contaminated groundwater; 	Construction Soil & Water Quality Management Plan, Jan 2011	Compliant Ongoing	<p>The Construction Water Quality Management Plan was prepared in accordance with the requirements of Condition 6.5 (d) and approved by the Department on 24th December 2010.</p> <ul style="list-style-type: none"> (i) Section 4 Implement Controls and Attachments A, C, D and E (ii) Attachments A and C (iii) Section 4.2 Site Specific Erosion and Sediment Control Plans and Attachment D Sediment basins and monitoring points (iv) Section 2 Identification and Assessment

MCoA No.	Condition	Verification	Compliant	Comments
	<ul style="list-style-type: none"> o methods for monitoring groundwater during construction and operation; and o measures to manage exceedances and details of response actions. (ii) management of the cumulative impacts of the project on the quality and quantity of surface and groundwater, including stormwater; (iii) details of short and long term measures to be employed to minimise soil erosion and the discharge of sediment to land and/or waters; (iv) identification of all potential sources of water pollution (including those resulting from maintenance activities) and a detailed description of the remedial action to be taken or management systems to be implemented to prevent discharge of these pollutants from all sources within the project sites; (v) opportunities for recycling/re-use of stormwater or other sources; (vi) contingency plans to be implemented in the event of major fuel spills or other chemicals; and (vii) a program for reporting on the effectiveness of the sediment and erosion control system against performance goals. 			<p>and Attachment E Flocculation and Discharge Procedure N885-EN-P07</p> <ul style="list-style-type: none"> (v) Section 2.3.10 Construction water sources (vi) Section 6.2 Soil and water quality incident management, Attachment E Spill Response Procedure N885-EN-P14, Refuelling Procedure N885-EN-P13 (vii) Section 5.2 General monitoring, inspection and reporting <p>The plan will be reviewed and if required revised during the construction period to respond to changing environmental factors and to continually improve the plan in relation to water quality management.</p>
6.5	<p>(e) a Construction Noise and Vibration Management Plan to detail how construction noise and vibration impacts will be minimised and managed. The Plan shall be developed in consultation with the DECCW and include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (i) details of and an indicative schedule for construction activities; (ii) identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding sensitive receivers, particularly residential areas and identified heritage items and an assessment of these; (iii) a detailed description of what actions and measures would be implemented to manage noise and vibration, particularly in the construction of the Norfolk tunnel and the crushing of excavated sandstone material, and the 	Construction Noise and Vibration Management Plan, revision 5, Oct2011	Compliant Ongoing	<p>The Construction Noise and Vibration Management Plan was prepared in accordance with the requirements of Condition 6.5 (e) and approved by the Department on 24th December 2010. The Construction Noise and Vibration Management Plan has been revised several times with revision 5 prepared and submitted in October 2011.</p> <ul style="list-style-type: none"> (i) Section 2.3 Construction activities (ii) Section 2.5 Predicted noise impacts and Attachment B Noise and Vibration Mitigation and Management Measures (iii) Section 2.7 Norfolk Tunnel Widening, Section 4 Implement Controls and Attachment B Noise and Vibration

MCoA No.	Condition	Verification	Compliant	Comments
	<p>removal of noise walls;</p> <p>(iv) a detailed description of the reasonable and feasible actions and measures to be implemented to ensure compliance with the relevant noise and vibration criteria/objectives;</p> <p>(v) procedures for notifying residents of construction activities that are likely to affect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints;</p> <p>(vi) a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would be conducted, the locations where monitoring would take place, how the results of this monitoring would be recorded; and, procedures to be followed should non-compliance against any of the documents identified in Condition 1.1 or this management plan be detected.</p>			<p>Mitigation and Management Measures</p> <p>(iv) Section 4 Implement Controls, Section 5 Review and Monitor and Attachment B Noise and Vibration Mitigation and Management Measures</p> <p>(v) Section 3.1 Stakeholder consultation, Section 5.4 Enquiries and Complaints Management, and Attachment B Noise and Vibration Mitigation and Management Measures</p> <p>(vi) Section 5 Review and Monitor</p> <p>The plan will be supplemented with Construction Noise Impact Statements as required for changed construction methodologies or design changes to the construction activities during the construction period to ensure the works will comply with the noise criteria set for the project.</p>
	<p>Operational Environmental Management</p>			
<p>6.6</p>	<p>The Proponent shall prepare and implement an Operational Environment Management Plan for the project that details the environmental management framework, practices and procedures to be followed during its operation. The Plan shall be consistent with the Department's <i>Guideline for the Preparation of Environmental Management Plans</i> (DIPNR 2004) to provide a clear environmental management framework. The Plan shall be prepared in consultation with the relevant government agencies and include, but not necessarily be limited to:</p> <p>(a) a description of all relevant activities to be undertaken during operation of the project including an indication, where relevant, of stages of operation;</p> <p>(b) statutory and other obligations that the Proponent is required to fulfil during operation including all approvals, consultations and agreements required from authorities and other stakeholders, and key legislation and policies;</p> <p>(c) details of how the performance of the upgrade, in relation to the traffic performance (level of service), identified in the Environmental Assessment, will be</p>		<p>This is a post-construction requirement.</p>	

MCoA No.	Condition	Verification	Compliant	Comments
	<p>monitored. In particular the following traffic performance issues shall be addressed in the plan:</p> <ul style="list-style-type: none"> (i) identify the methodology that will be used to measure and monitor performance; (ii) the timing of the monitoring and reporting; (iii) details of the long term monitoring process. <p>(d) details of how the project's environmental performance will be monitored and what actions will be taken to address identified adverse environmental impacts. In particular, the following environmental performance issues shall be addressed in the Plan:</p> <ul style="list-style-type: none"> (i) measures to monitor and manage ecological factors, including effectiveness and maintenance of fauna mitigation and rehabilitation measures with reference to Condition 2.14; (ii) measures to monitor and manage noise impacts with reference to Condition 2.26; (iii) measures to monitor and minimise soil erosion and the discharge of sediment and other pollutants to surrounding lands and/or waters; (iv) measures to monitor and maintain landscaping undertaken along the project corridor until the vegetation has sufficiently been established. (e) a description and contact details of the roles and responsibilities for all relevant employees involved in the operation of the project; and (f) complaints handling procedures during operation. <p>The Plan shall be submitted for the Director-General's approval no later than one month prior to the commencement of operation, or within such period as otherwise agreed by the Director-General. Operation of the project shall not commence until written approval has been received from the Director-General.</p> <p>Nothing in this condition precludes the Proponent from updating an existing Operational Environment Management Plan to meet this requirement, providing the Operational Environment Management Plan demonstrates, to the satisfaction of the Director General, where the relevant conditions of this approval have been addressed.</p>			

MCoA No.	Condition	Verification	Compliant	Comments
MCoA 2.52 Additional Conditions – Ancillary Facilities				
Windsor Rd Compound				
	The Vehicle Management Plan and Pedestrian Management Plan referred to in the assessment, being supplied to the Hills Shire Council and Our Lady of Lourdes Primary School prior to works commencing on the compound.	Traffic Management Plan – Windsor Road, N885-TM-220	Closed	Hills Council received the Traffic and Pedestrian Management Plan through their involvement in the regular traffic meetings.
	The access gate from the compound from Torrs Street being manned on School Days between 8:00 – 9:00am and 2:30 – 4:00pm and during other periods of expected high pedestrian movement (such as school sporting events) at the request of and in consultation with Our Lady of Lourdes Primary School, to control vehicles accessing and leaving the compound and promote safe pedestrian movements.	M2 Upgrade Project Stakeholder Consultation, Meeting with our Lady of Lourdes School, 16 Mar 2011	Compliant Ongoing	Consultation with Our Lady of the Lourdes School Principal occurred on 16 March 2011, in relation to traffic and pedestrian management. The gate to the Windsor Road Compound is manned between 0800 and 1700hours and this was observed during site inspections of the compound during October, November and December 2011
	The site being rehabilitated to a condition equal to its current state, as a minimum, upon decommissioning of the site compound.		Condition not yet triggered	This is a post construction condition that can be audited later in the construction programme.
	Any controlled discharges from the site only in accordance with the Environmental Protection Licence (EPL) of the site compound.		Non Compliance (See comments)	Between June 2011 and January 2012 surface waters were released to the environment from the Windsor Road EPL Licensed Basin (MDP 2) above the conductivity levels stipulated in the Project EPL on 6 October 2011, 15 November 2011 and 29 November 2011. All other criteria were met. LCPL raised concerns with the EPA regarding limits for conductivity and the impracticality of treating water for conductivity. LCPL released the water to the environment in excess of the conductivity limit as it was determined that a better environmental outcome could be achieved by doing so and would also ensure compliance with EPL Condition E6.7 (return of storage capacity within 5 days). The better environmental outcome was determined as being able to collect the untreated runoff from the next rainfall event.

MCoA No.	Condition	Verification	Compliant	Comments
				<p>The EPA was advised by LCPL of the instances of release of water with non-compliant EC levels in the Monthly Reports and Annual Return.</p> <p>The EPA removed the conductivity requirement from the Project EPL in December 2011.</p>
	<p>Vegetation clearing at the site shall not impact on any habitat for the Glossy Black Cockatoo (or any other threatened species, population or endangered ecological communities or their habitat)</p>		<p>Compliant and closed</p>	<p>Vegetation cleared for the establishment of the Windsor Road Compound did not include removal of any habitat for the Glossy Black-cockatoo or any other threatened species, population or endangered ecological communities.</p>
	<p>Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.</p> <p>Where approval of the EPL is required (for works outside of standard hours), the Proponent shall notify the Director-General of such approval having being obtained prior to the commencement of relevant works;</p>	<p>Environmental Assessment and Management Plan - Windsor Road Compound, Jan 2011 Letter from Planning NSW re Approval for Windsor Road Compound, 9 Feb 2011 Notice of Variation of EPL for Out-of-Hours works at Windsor Road premises, Notice No. 1125326, 30 Mar 2011</p>	<p>Compliant Ongoing</p>	<p>The operation of the compound area outside of normal work hours has only occurred to support approved out-of-hours works in accordance with EPL conditions. . No complaints related to night works at the compound have been received.</p>

MCoA No.	Condition	Verification	Compliant	Comments												
	Noise monitoring of proposed evening and night-time works on at least two occasions (unless otherwise required by the Director-General) to determine compliance with relevant noise management goals, including compliance with condition 2.16 (i) (a), where this mechanism is being relied on to undertake works outside of standard hours. The noise monitoring shall be representative of worst-case noise generating activities during the evening and night time periods (including noise from traffic movements within the compound site). The Director-General shall be notified of the results of the noise monitoring upon the completion of each occasion of monitoring.		Compliant Ongoing	<p>Noise monitoring at the Windsor Road Compound was conducted on 15 July 2011:</p> <p>Noise attributable to the Windsor Road compound is heavily affected by M2 Motorway traffic noise.</p> <p>While the measured results on the night of the 15th July were in excess of the predicted Leq in the approved Construction Noise Impact Statement for Windsor Road Compound, the monitored noise levels measured were affected by other background noise sources such as vehicle traffic. Overall it is considered that the operations being undertaken at the Windsor Road compound are compliant with this condition. It is also noted that no complaints related to night works at the compound have been received.</p> <table border="1"> <thead> <tr> <th colspan="3">Windsor Road compound Leq</th> </tr> <tr> <th></th> <th>Actual</th> <th>Predicted noise in EPA approved NIS</th> </tr> </thead> <tbody> <tr> <td>15/7/11</td> <td>49</td> <td>46</td> </tr> <tr> <td>16/7/11</td> <td>51</td> <td>57</td> </tr> </tbody> </table>	Windsor Road compound Leq				Actual	Predicted noise in EPA approved NIS	15/7/11	49	46	16/7/11	51	57
Windsor Road compound Leq																
	Actual	Predicted noise in EPA approved NIS														
15/7/11	49	46														
16/7/11	51	57														
Christie Road Compound																
	The site is to be rehabilitated to a condition equal to its current state, as a minimum, upon decommissioning of the site compound;	Environmental Assessment and Management Plan – Christie Road Compound, Feb 2010 Letter from Planning NSW re Approval of Christie Road Compound 1 Mar 2011	Condition not yet triggered	This is a post construction condition that will be audited when the site is decommissioned.												
	Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.		Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction.												
Murray Farm Road Compound																
	The site being rehabilitated to a condition equal to its current state, as a minimum, upon decommissioning of the site compound;	Environmental Assessment and Management Plan – Murray Farm Road Compound, Feb 2011 Letter from Planning NSW re Approval of Murray Farm Road Compound, 3 Mar 2011	Condition not yet triggered	This is a post construction condition that will be audited later in the construction programme.												

MCoA No.	Condition	Verification	Compliant	Comments
	Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.		Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction. No complaints related to night works at the compound have been received.
Murray Farm Road Storage Facility				
	The site being rehabilitated to a condition equal to its current state, as a minimum, upon decommissioning of the site compound;	Environmental Assessment and Management Plan – Murray Farm Storage Facility, Feb 2011 Letter from Planning NSW re Approval of Murray Farm Road Storage facility, 3 Mar 2011	Condition not yet triggered	This is a post construction condition that can be audited later in the construction programme.
	Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.		Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction. No complaints related to night works at the compound have been received.
Beecroft Road Compound				
	Any generators to be located on site shall be shrouded to minimise noise impact on nearby residential receivers	Environmental Assessment and Management Plan – Beecroft Road Compound, Feb 2011 Letter from Planning NSW re Approval of Beecroft Road Compound, 3 Mar 2011	Compliant Ongoing	The generator is fitted with a silenced canopy (i.e. self-shielded/shrouded) and positioned against the jersey curb and adjacent to the storage containers to minimise noise impact to nearby residential receivers.
	Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.		Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction. No complaints related to night works at the compound have been received.
Darling Mills Motorway Compound				
	The site being rehabilitated to a condition equal to its current state, as a minimum, upon decommissioning of the site compound;	Environmental Assessment and Management Plan – Darling Mills Motorway Compound, Mar 2011 Letter from Planning NSW re Approval of Darling	Condition not yet triggered	This is a post construction condition that will be audited later in the construction programme.

MCoA No.	Condition	Verification	Compliant	Comments
		Mills Motorway Compound, 10 Mar 2011		
	Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.		Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction. No complaints related to night works at the compound have been received.
Norfolk Tunnel CMP				
	An updated Construction Noise Impact Statement (CNIS) for the tunnel widening preparatory works incorporating amendments to Appendix D as per the Department's comments dated 17 February 2011 is submitted to the Department prior to commencing these works.	Environmental Assessment and Management Plan – Tunnel Compound, Mar 2011 Letter from Planning NSW re Approval of Norfolk Tunnel Compound, 10 Mar 2011 Norfolk Tunnel Construction Management Plan, revision 4, 8 Nov 2011 Tunnel Widening Construction Noise Impact Statement (CNIS), lodged with DoPI, 25 May 2011 Tunnel Widening Construction Noise Impact Statement (CNIS), lodged with DoPI, 8 Nov 2011 Tunnel Widening Construction Noise Impact Statement (CNIS) (Batters), lodged with DoPI, 14 Dec 2011 Tunnel Widening Construction Noise Impact Statement (CNIS), (Batters and Portal) lodged with DoPI, 23 Dec 2011	Non Compliance	On 27 October 2011 LCPL altered its methodology to excavate the higher areas of the tunnel batter from the use of the Erkats at night to the use of a rock hammer. While appropriate EPL approvals were in place to enable the works to be completed outside of regular hours LCPL failed to recognise the need to also update the tunnel plan with DoPI. When LCPL became aware of the failure to update the Tunnel Plan the document was updated and the revised plan submitted to DoPI.
	The Plan is updated to include a tunnel water management strategy addressing the potential for flooding and associated management measures prior to commencing tunnel widening; and The Plan is updated to include details of the quantity, transfer and treatment of construction water and is submitted for the Department's review prior to commencing tunnel widening.	Meeting Notes – DoPI re Tunnel Management Widening Strategy, 26 Oct 2011	Closed	A Tunnel Water Strategy has not been prepared as LCPL advised that tunnel water volumes determined during the detailed design indicated that the volumes would not be sufficient to require a specific water treatment system or management strategy. Any water produced during the tunnel works is managed through the general Construction Water Management Plan approved by the DoP. The revised Tunnel Management Plan as provided to DoPI on 26 September 2011 and approved by DoPI on 8 November 2011, included the controls for managing environmental risks from the eastbound

MCoA No.	Condition	Verification	Compliant	Comments
				tunnel tube.
	CNISs for the other stages of the tunnel upgrade works (i.e. batter widening, tunnel widening and tunnel finishing) are to be submitted to the Department for review and approval prior to commencing construction on these stages;	Tunnel Widening Construction Noise Impact Statement (CNIS), lodged with DoPI, 25 May 2011 Tunnel Widening Construction Noise Impact Statement (CNIS), lodged with DoPI, 8 Nov 2011 Tunnel Widening Construction Noise Impact Statement (CNIS) (Batters), lodged with DoPI, 14 Dec 2011 Tunnel Widening Construction Noise Impact Statement (CNIS), (Batters and Portal) lodged with DoPI, 23 Dec 2011	Ongoing	See non-conformance identified above.
	Works outside of standard hours are to be undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, as relevant.		Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction.
Terry's Creek Compound				
	The compound sites are rehabilitated to a condition equal to their current state, as a minimum, upon their decommissioning	Environmental Assessment and Management Plan – Terrys Creek Compound, Jan 2011 Letter from Planning NSW re Approval of Terrys Creek Compound, 16 Mar 2011	Condition not yet triggered	This is a post construction condition that will be audited later in the construction programme.
	An erosion and sediment control plan for the general work area surrounding the Western Compound is prepared prior to commencing construction works at the site;	Terrys Creek ERSED Plan, Rev 3, 29 Mar 2011	Compliant Closed	An erosion and sediment control plan developed for the Terrys Creek construction area has been implemented to control loss of sediment to Terrys Creek.
	Any works outside of standard hours are undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.		Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction.
Main construction compound – crushing and screening				
	Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.	Environmental Assessment and Management Plan – Main Construction Compound, Nov 2010 Letter from Planning NSW re Approval of Crushing and Screening – Main Compound, 24 Mar 2011	Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction.

MCoA No.	Condition	Verification	Compliant	Comments									
Toll Plaza Compound													
	the sites being rehabilitated to a condition equal to their current state, as a minimum, upon their decommissioning; and	Environmental Assessment and Management Plan – Toll Plaza Compounds, Mar 2011 Letter from Planning NSW re Approval of Toll Plaza Compound, 21 Mar 2011	Condition not yet triggered	This is a post construction condition that will be audited later in the construction programme.									
	any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.		Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction.									
Barclay Road Compound													
	The site to be rehabilitated to a condition equal to its current state, as a minimum, upon their decommissioning.	Environmental Assessment and Management Plan – Barclay Road Compound, Feb 2011 Letter from Planning NSW re Approval of Barclay Road Compound, 30 Apr 2011	Condition not yet triggered	This is a post construction condition that can be audited later in the construction programme.									
	Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.		Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction.									
	Noise monitoring being undertaken during site use outside of normal construction hours to determine compliance with relevant noise management goals, and where exceedances are identified the implementation of additional reasonable and feasible mitigation measures (as necessary) in consultation with DECCW.		Compliant	Monitoring conducted for the Barclay Road Compound site on 29 July 2011 indicated that noise levels complied with the predicted noise in the Construction Noise Impact Statement. <table border="1" data-bbox="1541 938 2038 1018"> <thead> <tr> <th colspan="3">Barclay Road Leq</th> </tr> <tr> <th></th> <th>Actual</th> <th>Predicted</th> </tr> </thead> <tbody> <tr> <td>29/9/11</td> <td>48</td> <td>56</td> </tr> </tbody> </table>	Barclay Road Leq				Actual	Predicted	29/9/11	48	56
Barclay Road Leq													
	Actual	Predicted											
29/9/11	48	56											
Devlin's Creek Compound													
	Any generators to be located on site shall be shrouded/ shielded and positioned in such a way that minimises noise impact on nearby residential receivers.	Environmental Assessment and Management Plan – Devlins Creek Compound, Mar 2011 Letter from Planning NSW re Approval of Devlins Creek Compound, 30 Mar 2011	Compliant Ongoing	The generator is fitted with a silenced canopy (i.e. self-shielded/shrouded) and positioned against storage containers to minimise noise impact to nearby residential receivers.									
	Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.		Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction. Complaints related to night works at the compound have been associated									

MCoA No.	Condition	Verification	Compliant	Comments
				with generator hum, but monitoring confirmed that noise emissions were below the predicted noise levels.
	Noise monitoring being undertaken during site use outside of normal construction hours to determine compliance with relevant noise management goals, and where exceedences are identified the implementation of additional reasonable and feasible mitigation measures (as necessary) in consultation with DECCW.		Non-comforming	Works representative of the worst-case noise generating activity at the Devlins Creek site have been undertaken during the evening and night time period to determine the level of noise from the running of the generator, but the noise emission from the generator were not separable from the noise contributions from the construction works.
	The site being rehabilitated to a condition equal to its current state, as a minimum, upon decommissioning of the site compound.		Condition not yet triggered	This is a post construction condition that can be audited later in the construction programme.
Sutherland Road Compound				
	Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.	Environmental Assessment and Management Plan – Sutherland Road Compound, Feb 2011 Letter from Planning NSW re Approval of Sutherland Road Compound, 11 Apr 2011	Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction.
	A site specific consultation and notification plan being developed and implemented for night-time activities that have the potential to adversely impact on the acoustic amenity of sensitive receivers.		Not yet activated	Night-time activities could potentially adversely impact the acoustic amenity of sensitive receivers have not yet occurred at the Sutherland Road Compound. The consultation and notification plan outlined in the Community Action Plan (CAP) will be applied to this area to notify the sensitive receivers in area of potential affectation, if required.
	In the event that complaints are received in relation to night time activities, the proponent is to develop and implement reasonable and feasible measures for managing noise impacts.		Not yet activated	No Complaints relating to night time activities at the compound have been received.
	The site being rehabilitated to a condition equal to its current state, as a minimum, upon decommissioning of the site compound.		Condition not yet triggered	This is a post construction condition that can be audited later in the construction programme.
Macquarie Park Compound				

MCoA No.	Condition	Verification	Compliant	Comments
	Any generators to be located on site shall be shrouded /shielded and positioned in such a way that minimises noise impact on nearby residential receivers.	Environmental Assessment and Management Plan – Macquarie Park Compound, Mar 2011 Letter from Planning NSW re Approval of Macquarie Park Compound, 18 Apr 2011	Compliant Ongoing	The generator at the Macquarie Park compound site is fitted with a silenced canopy (i.e. self-shielded/shrouded) and is positioned to minimise noise impact to nearby residential receivers.
	Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant;		Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction. No complaints related to night works at the compound have been received.
	Noise monitoring being undertaken during site use outside of normal construction hours to determine compliance with relevant noise management goals, and where exceedences are identified the implementation of additional reasonable and feasible mitigation measures (as necessary) in consultation with the Office of Environment and Heritage.		Not activated	Monitoring will be conducted if out-of-hours works occur.
	The site being rehabilitated to a condition equal to its current state, as a minimum, upon decommissioning of the site compound.		Condition not yet triggered	This is a post construction condition that can be audited later in the construction programme.
	To minimise noise from the crushing and screening operations on nearby residential receivers, the crushing and screening plant should be located in the western half of the site as indicated in Appendix H Construction Noise Impact Statement of the Macquarie Park Compound Environmental Assessment and Management Plan. Crushing and Screening operations shall be undertaken during daytime construction hours only;		Compliant Ongoing	The Macquarie Park compound was established following EPA approval in 31 August 2011 for trial crushing and screening. Approval was granted by the EPA on 15 August 2011 for crushing and screening operations to be undertaken during daytime hours.
	Clearing of site during establishment works shall avoid any vegetation (other than grasses, shrubs and saplings) that fall within the area along the northern boundary and identified as "Hinterland Sandstone Gully Forest".		Compliant Ongoing	The design of the Macquarie Park site has avoided the Hinterland Sandstone Gully Forest community, located north of the disturbed area developed for the compound.
Somerset Street Compound				
	Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant;	Environmental Assessment and Management Plan – Somerset Street Compound, Mar 2011 Letter from Planning NSW re Approval of Somerset Street Compound, 6 Apr 2011	Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction.

MCoA No.	Condition	Verification	Compliant	Comments
				No complaints related to night works at the compound have been received.
	The site being rehabilitated to a condition equal to its current state, as a minimum, upon decommissioning of the site compound.		Condition not yet triggered	This is a post construction condition that can be audited later in the construction programme.
	Yale Close Compound			
	Any works outside of standard hours being undertaken strictly in accordance with condition 2.16, including approval being obtained under the EPL for the project, where relevant.	Environmental Assessment and Management Plan – Yale Close Compound, Mar 2011 Letter from Planning NSW re Approval of Yale Close Compound, 11 May 2011	Compliant Ongoing	The operation of the compound area outside of normal work hours has only occurred in accordance with EPL conditions to support out-of-hours works on the M2 Upgrade construction.
	No vegetation clearing is permitted as part of the establishment or operation of the compound.		Compliant Ongoing	The Yale Close compound crib room and generator have been established on the side of the M2 Motorway alignment. No vegetation was cleared for establishment of the compound area.
	The site being rehabilitated to a condition equal to its current state, as a minimum, upon decommissioning of the site compound.		Condition not yet triggered	This is a post construction condition that will be audited later in the construction programme.

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Environmental Management				
EM1	The head contractor for the project will have an Environmental Management System (EMS).	Preconstruction and construction	Compliant Ongoing	Leighton Contractors has an Environmental Management System that is certified to ISO14001. An internal audit of the EMS was conducted by LCPL Environmental Operations Manager on 27 January 2011 and December 2011.
EM2	Environmental management plans will be developed and implemented by suitably qualified and experienced personnel and will incorporate as a minimum the mitigation and management measures adopted in the environmental assessment.	Preconstruction and construction	Compliant Ongoing	Environmental management plans have been developed in accordance with the requirements of the MCoA and the documents approved by DoPI/Planning NSW (Refer to MCoA table comments for specific Plans). The Plans are being implemented for the M2 Upgrade construction works by the Project Environmental Manager and Environmental Co-ordinators. The Plans incorporate the management and mitigation measures from the EA.
EM3	Environmentally sensitive areas (such as native vegetation, cultural heritage and sensitive land uses) within or immediately adjacent to the construction site boundary will be marked on sensitive area maps as well as being demarcated and signposted where relevant. Maps will be made available during on-site briefings to applicable construction personnel.	Preconstruction and construction	Compliant Ongoing	Environmental Constraint Maps have been prepared for the Project. These maps include environmentally sensitive areas within or immediately adjacent to the motorway and construction area boundaries. Sensitive areas are fenced and signed as construction in project areas occur.
EM4	All construction personnel will receive training regarding environmental management during project induction. Additionally, targeted environmental task specific training will be provided to appropriate personnel.	Preconstruction and construction	Compliant Ongoing	All project personnel and subcontractor staff are inducted before commencing work on the M2 Upgrade project. Additional environmental awareness sessions are carried out for specific issues related to construction works. Toolbox training including training on environmental issues occurs at least weekly.
Community Engagement				
CE1	The community will be informed with measures such as: <ul style="list-style-type: none"> • Letter box drops, media releases and community updates. • An internet site established and maintained for the duration of the project. • Road signs (electronic and static). • Targeted consultation with affected individuals or groups. • Information to be provided will include: <ul style="list-style-type: none"> - Changes to access and traffic conditions. - Details of future works programs. - General construction progress. 	Preconstruction and construction	Compliant Ongoing	Letter box drops and community updates have occurred during the first 6 months of construction period to advise the community in the vicinity of specific works the proposed timing and type of works to be conducted in their area. Road information signs are located along the construction route advising commuters of the construction works.
CE2	An Enquiries and Complaints Management System to be implemented and maintained throughout construction,	Preconstruction and construction	Compliant Ongoing	An enquiries and complaints management system is in place (under the Community Involvement Program). A procedure for members of the

SoC No.	Statement of Commitment	Timing	Compliant	Comments
	including: <ul style="list-style-type: none"> • A 24 hour, 1800 telephone number. • A system to receive, record, track and respond to enquiries or complaints within a specified timeframe. • Acknowledgement of complaints within 24 hours and a process for responding to the complainant within 10 days. • A mediation system for complaints not able to be resolved. 			community to register their complaint(s) is included in the Community notifications and the Hotline number is provided.
Construction Traffic and Transport				
T1	Impact on traffic flow during construction will be minimised by restricting lane occupancies to off peak periods.	Construction	Compliant Ongoing	Construction works that restrict lane occupancies are scheduled for off peak times where practicable with the approval of the RTA. This involves out-of-hours works that are approved by OEH (DECCW) prior to commencement of the works.
T2	Maintain a minimum of two traffic lanes available every weekday during peak periods (three lanes westbound from Lane Cove Road to Beecroft Road during PM peak period).	Construction	Compliant Ongoing	Construction works that restrict lane occupancies are planned and scheduled for off peak times to maintain lanes in accordance with this commitment with the approval of the RTA.
T3	Impact on non-motorway roads will be minimised by using the M2 Motorway to access worksites where possible.	Construction	Compliant Ongoing	The majority of construction works areas are accessed from the M2 Motorway. Some of the ancillary facilities are accessed from local roads where Motorway access is not possible (Sutherland Road Compound and worksite, Yale Close compound, Windsor Road Compound site).
T4	Disruption of bus services will be minimised by appropriate traffic management arrangements. Access to M2 Motorway bus stops will be maintained during the construction phase.	Construction	Compliant Ongoing	(This SoC is addressed under MCoA 2.5). The construction works are carried out in accordance with this commitment with appropriate traffic management arrangements to minimise disruption of bus services.
T5	An off-motorway alternative route for cyclists will be available and sign posted prior to commencement of construction. The cycle route will be formulated in consultation with cyclist user groups and councils	Preconstruction and construction	Compliant Ongoing	An alternate temporary cycleway detour along local streets and other non-motorway roads, between Abbott Road, Baulkham Hills and Delhi Road, North Ryde was constructed prior to commencement of the M2 Upgrade construction works.
Construction Noise and Vibration				
CN1	All feasible and reasonable mitigation and management measures to minimise construction noise and vibration at sensitive receivers will be implemented.	Preconstruction and Construction	Compliant Ongoing	(Requirements to meet this SoC are included in MCoA 2.16, MCoA 2.17 and MCoA 2.18). Management and mitigation measures to minimise construction noise and vibration are outlined in the Construction Noise and Vibration Management Sub-plan (Attachment B) and are included in each construction work methods statements prepared for the specific works area.
CN2	Noise and vibration monitoring will be undertaken at key locations along the M2 Motorway to assess noise levels and the effectiveness of adopted noise mitigation measures.	Preconstruction and Construction	Compliant Ongoing	(This SoC is addressed in MCoA 2.22). Noise and vibration monitoring is undertaken during the construction works along the M2 Motorway route in response to complaints and to assess

SoC No.	Statement of Commitment	Timing	Compliant	Comments
				<p>conformance with this commitment.</p> <p>Results of noise monitoring from construction works demonstrates general compliance with the noise predictions and modelling for construction works described in the Construction Noise Impact Statements.</p> <p>Vibration monitoring has confirmed compliance with the vibration criteria.</p>
CN3	Prior to undertaking out of hours works, noise mitigation and management measures would be implemented where feasible and reasonable to minimise the potential impacts at nearby sensitive receivers. This would involve notification to affected communities.	Preconstruction and construction	Compliant Ongoing	<p>(Requirements of this SoC are addressed in MCoA 2.18 and MCoA 5.4)</p> <p>OEH (DECCW) has approved noise management and mitigation measures for out-of-hours construction works. These management and mitigation measures have been implemented and only a small number of complaints from affected residents have been received during the June 2011 to January 2012 period. Potentially affected residents were notified of the timing and works proposed prior to works commencing, in accordance with the requirements of MCoA 5.4 and the Project EPL condition O3.4.</p>
CN4	For all situations where an existing noise wall would need to be removed prior to the construction of a new noise wall, a site specific noise assessment will be prepared. The assessment will identify each potentially affected noise receiver, determine the potential noise impacts and recommend feasible and reasonable mitigation measures at each location. Consultation will occur with all affected residents.	Preconstruction	Compliant Ongoing	<p>(Requirements of this SoC have been included in MCoA 2.19)</p> <p>Construction Noise Impact Statements have been prepared for areas where noise walls are removed prior to the final wall being installed. Where required temporary noise walls have been constructed to replace the existing noise walls to protect affected residents from M2 Motorway noise.</p>
CN5	Alternatives to traditional 'beeper' type reversing or movement alarms will be considered prior to use on site subject to an appropriate safety assessment. In particular, the "Review of Alternatives to 'Beeper' Alarms for Construction Equipment" (UNSW, 2009) will be reviewed.	Preconstruction	Compliant Ongoing	<p>(This SoC addresses a requirement of MCoA 2.25).</p> <p>A safety assessment of vehicle reversing 'beepers' was conducted and the change to non-tonal reversing alarms was decided LCPL to reduce the potential impact of reversing alarms. If the change to non-tonal reversing alarms is considered a safety concern from their use, it may be decided to revert to traditional tonal beeper style reversing alarms.</p>
CN6	Site specific impact assessment of compound sites will identify measures to minimise noise and vibration impacts on the surrounding community.	Preconstruction	Compliant Ongoing	<p>(Requirements to address this SoC are outlined in MCoA 2.52).</p> <p>Ancillary facility assessments of compounds will be prepared in accordance with the requirement of MCoA 2.52 and submitted to Planning NSW for approval. These assessments include measures to minimise noise and vibration impacts on the surrounding community. Ancillary facility assessments have been conducted for:</p> <p>EAMP – Main Construction Compound, Nov 2010 EAMP – Terrys Creek Compound, Jan 2011 EAMP – Barclay Road Compound, Feb 2011 EAMP – Sutherland Road Compound, Feb 2011 EAMP – Darling Mills Motorway Compound, Mar 2011 EAMP – Tunnel Compound, Mar 2011</p>

SoC No.	Statement of Commitment	Timing	Compliant	Comments
				EAMP – Toll Plaza Compounds, Mar 2011 EAMP – Devlins Creek Compound, Mar 2011 EAMP – Macquarie Park Compound, Mar 2011 EAMP – Somerset Street Compound, Mar 2011 EAMP – Yale Close Compound, Mar 2011
Flora and Fauna				
FF1	Native vegetation will be retained where possible. Areas of vegetation to be retained will be clearly marked in order to reduce the risk of over-clearing.	Preconstruction	Compliant Ongoing	(This SoC is also addressed in MCoA 2.7). An internal clearing works or ground disturbance permit is required from the Project Environment Manger prior to commencement of any vegetation clearing works. A pre-clearing survey inspection of the vegetation on any area is conducted by a qualified ecologist.
FF2	Clearing for construction compounds will be minimised by retaining mature trees where feasible within compound sites.	Preconstruction and Construction	Compliant Ongoing	Vegetation clearance for establishment of site compounds has been kept to the minimum required for the placement of infrastructure and access.
FF3	Prior to any clearing of native trees, a suitably qualified and experienced ecologist will conduct a pre-clearing fauna survey. Potentially hollow-bearing trees within the clearing extents will be identified and marked. A two stage clearing and tree felling process will be implemented to reduce the risk of injury to ant nesting fauna from clearing. An ecologist will be present to supervise the removal of hollow bearing trees. A targeted survey for microbat roosts in bridges and culverts will also be conducted by a suitably qualified and experienced ecologist. All threatened microbats will be removed prior to identified roosts being disturbed.	Preconstruction and Construction	Compliant Ongoing	(This SoC is addressed in MCoA 2.12 and MCoA 2.13). An internal clearing works or ground disturbance permit is required from the Project Environment Manger prior to commencement of any vegetation clearing works. A pre-clearing survey inspection of the vegetation on any area is conducted by a qualified ecologist. The vegetation clearing occurs after approval in accordance with this SoC and the flora and fauna procedures in Attachment C of the Flora and Fauna Management Sub-plan. Bridges and culverts along the motorway in the vicinity of M2 Upgrade work locations were surveyed for potential presence/habitat of micro-bats between 16 th November and 8 th December 2010. The locations of the proposed works likely to result in significant noise and vibration levels have been reviewed against the potential roosting locations of bats along the motorway noted in the Microchiropteran Bat Survey Report. A further study was carried out on 9 th February 2011 by a bat expert (Greg Richards of Cumberland Ecology) to identify the sites where bats may roost. LCPL advised that monitoring and surveys are planned to occur for bats in the potential roost sites. Formal bat surveys were conducted in April 2011 and September 2011 by Cumberland Ecology , and LCPL also conducted surveys in 23-27 May and 2-3/6/22-23/28 June 2011 (pre-hibernation), and 15-22 September 02011 (post-hibernation).
FF4	Prior to any works in detention basins, a survey will be undertaken by an ecologist to determine if the basins contain potential habitat for frogs. If potential habitat is present a survey will be undertaken for threatened frog species. Any threatened frogs would be appropriately managed prior to	Preconstruction and Construction	Compliant Ongoing	Detention basins at Somerset Street and Beecroft Road have been surveyed by an ecologist. No threatened species of frogs were identified. The ecologist captured the frogs in the basins for trans-location prior to any disturbance of the basin structures.

SoC No.	Statement of Commitment	Timing	Compliant	Comments
	basin works commencing.			
FF5	Prior to the commencement of construction in the area containing <i>Epacris purpurascens ssp. Purpurascens</i> would be marked by an ecologist. Clearing would aim to avoid this species.	Preconstruction and Construction		Areas of <i>Epacris</i> have been identified by the Project Ecologist and these areas have been presented in the Environmental Constraints Maps. The construction work plans have been developed to reduce impacts on this species where practicable.
FF6	All works adjacent to waterways will be developed in accordance with the fish habitat classification of each waterway.	Preconstruction and Construction	Noted Ongoing	(This SoC is also addressed in MCoA 2.9 and MCoA 2.11). The Project works are being designed address rehabilitation of areas around watercourses affected by the construction works.
FF7	Revegetation of areas disturbed as a result construction activities will be conducted by suitably qualified and experienced persons. Suitable felled native trees will be used for habitat. Seeds will be collected in the corridor prior to and during clearing and used as part of the landscape plan.	Preconstruction and Construction	Not yet activated	
FF8	Weed management will occur throughout the extent and duration of the project.	Preconstruction and Construction	Compliant Ongoing	(This requirement is included in MCoA 6.5(b)(ii)). Weed mapping and treatment of the construction footprint has been completed by consultants - Total Earth Care. Mapping shows areas of infestation. Treatment activities are recorded on the Project GIS system
FF9	The Proponent will develop an offset strategy in consultation with DECCW with the overall aim of offsetting residual impacts to seven hectares of native habitat that is proposed to be cleared permanently. The strategy would focus on conservation and enhancement of habitat in the M2 corridor. The offset strategy would outline the process for identifying priority areas for habitat enhancement within the M2 corridor and management measures that would be undertaken to enhance habitat value. The offset strategy would be agreed with the Director-General prior to the commencement of construction.	Preconstruction and Construction	Ongoing	(This SoC is addressed in MCoA 2.14) The Biodiversity Offset Strategy was submitted to DoPI for comment in August 2011. The Biodiversity Offset Strategy will be finalised prior to the commencement of any construction work that could result in the disturbance of threatened species and/or endangered ecological community, in accordance with MCoA 2.14.
Urban Design, Visual and Landscape				
UD1	The detailed design, implementation of built elements will be undertaken with consideration of the visual and urban design objectives and principles for the project.	Preconstruction and Construction	Closed	(This SoC is addressed in MCoA 2.45) These matters are addressed in the Urban Design and Landscape Management Plan.
Aboriginal Heritage				
AH1	Project induction will include responsibilities under the National Parks and Wildlife Act 1974. Site-specific briefings	Preconstruction and Construction	Compliant Ongoing	The Project Induction for all personnel involved in the M2 Upgrade construction includes an outline of responsibilities with regards to heritage

SoC No.	Statement of Commitment	Timing	Compliant	Comments
	will be given to relevant personnel when working in the vicinity of identified heritage items.			under the <i>National Parks and Wildlife Act 1974</i> . Site-specific briefings are given to relevant construction personnel when working in the vicinity of identified heritage items. The procedure to be followed in the event of unexpected heritage finds is outlined in the Heritage Management Plan Attachment C.
AH2	If any skeletal remains are encountered, all works that would potentially impact the find will stop immediately. Work will recommence once consultation with the RTA or project heritage specialists has determined the nature and significance of any finds, and determined an approach for further work, which may include further consultation with heritage agencies.	Preconstruction and Construction	Compliant Ongoing	(Matters related to this SoC are addressed in MCoA 2.43). In the event that any heritage items are identified during construction, the 'Unexpected Finds' procedure in Heritage Management Sub-plan Attachment C has been prepared to address the requirements of MCoA 6.5(c).
AH3	Aboriginal heritage items and sites within 50 metres of work will be managed as environmentally sensitive areas.	Preconstruction and Construction	Compliant Ongoing	(This MCoA is addressed in MCoA 2.37 to MCoA 2.39). Environmental Constraint Maps have been prepared for the Project. These maps include the locations of Aboriginal heritage items and sites within 50 metres of the motorway lease (Project) boundary as environmentally sensitive areas and procedures for management of these areas are described in the Heritage Management Sub-plan.
AH4	Should any previously unidentified Aboriginal objects or items be located during the works, all work will cease in the vicinity of the find until specialist Aboriginal heritage advice is received.	Preconstruction and Construction	Compliant Ongoing	(Matters related to this SoC are addressed in MCoA 2.43). In the event that any unexpected heritage items are identified during construction works, the 'Unexpected Finds' procedure in the Heritage Management Sub-plan Attachment C would be applied.
Non-Aboriginal Heritage				
NH1	If previously unidentified non-Aboriginal heritage items are encountered during construction, all works that would potentially impact the find will stop immediately. Work will recommence once consultation with the RTA or project heritage specialists has determined the nature and significance of any finds, and determined an approach for further work, which may include further consultation with heritage agencies.	Construction	Ongoing	In the event that any European heritage items identified during the construction works, the 'Unexpected Finds' procedure in the Heritage Management Sub-plan, Attachment C will be applied.
NH2	Physical and procedural measures to mitigate potential impacts upon the heritage significance of the 'Farmhouse' at 266–268 Windsor Road, Model Farms will be developed and implemented prior to and during construction at this location.	Preconstruction	Compliant Ongoing	(This SoC is addressed in MCoA 2.40). Heritage Management Sub-plan, Attachment B Mitigation and Management Measures actions 24 to 31 apply to 266-268 Windsor Road property.
NH3	Reasonable physical and procedural construction management measures will be developed and implemented to avoid adverse heritage impacts on the heritage causeway beneath Beecroft Road bus ramp.	Preconstruction and Construction	Compliant Ongoing	The Project will be constructed in accordance with the Heritage Management Sub Plan.

SoC No.	Statement of Commitment	Timing	Compliant	Comments
Water Management and Soils				
WS1	Management measures will be designed and installed in consultation with a soil conservation specialist. A maintenance and inspection program will be developed and implemented to ensure ongoing effectiveness.	Preconstruction and Construction	Compliant Ongoing	(Implementation of this SoC occurs in MCoA 2.30 Erosion and Sediment Control) A Soil Conservationist has been employed for the Project. Inspections occur on a daily basis by the Foreman and weekly by the Project Environmental Co-ordinators to ensure ongoing effectiveness. Maintenance is undertaken as required from the findings of these inspections.
WS2	Bunded areas will be used for storage of oils, chemicals, toxic substances, flammable and combustible liquids and potentially hazardous or contaminating activities, including, but not limited to refuelling stations and washing construction vehicles.	Preconstruction and Construction	Compliant Ongoing	(The requirements of this SoC are addressed in MCoA 2.50). Pallet and container bunding is utilised across the Project where chemicals and fuels are stored. Noted during site inspections: <ul style="list-style-type: none"> • Use is made of 'tray' bunding at many sites for storage of containers and placement of generators or other equipment that have fuel storage incorporated into the unit design. • Earth bunds are constructed around other areas to contain any spillage or runoff from around the storage areas and any collected stormwater/spillage cleaned up or pumped out for disposal, if required.
WS3	New bridge piers will be configured to be consistent with the existing structures to minimise hydraulic impacts and potential scour issues.	Construction	Noted	The design of the project works address the requirements for flood management in areas of M2 Upgrade works where inundation may occur, to maintain or improve existing flood control.
WS4	Permanent stream protection and/or energy dissipation measures as appropriate will be provided at affected culverts downstream of transverse culvert outlets to minimise scour and erosion of the natural waterways, if required and where sufficient space is available.	Construction and Operation	Noted	(MCoA 2.32 and MCoA 2.33 address inundation/mitigation) The design of the project works address the requirements for flood management in areas of M2 Upgrade works where inundation may occur, to maintain or improve existing flood control.
Contamination				
C1	Risk management measures will be followed to address potential contamination in the site corridor during construction.	Preconstruction and Construction	Compliant Ongoing	The Project will be constructed in accordance with this commitment.
C2	Collection, testing and classification of sediments in sediment basins will be undertaken. Appropriate management strategies will be implemented prior to works in sediment basins.	Preconstruction and Construction	Compliant Ongoing	Where sediment has been collected and needs to be removed for disposal, the settlement basin management procedure in the Soil and Water Management Sub-plan has been implemented. Sediment removed for disposal is tested prior to disposal in an approved manner.
C3	An 'Unexpected Finds' Protocol will be developed and implemented.	Preconstruction and Construction	Compliant Ongoing	An "Unexpected Finds" Procedure has been developed and is Attachment C Heritage Procedures N885-EN-P04 of the Heritage Management Sub-plan. Awareness of this procedure is included in the Project Induction package present to all employees.

SoC No.	Statement of Commitment	Timing	Compliant	Comments
Socio-Economic				
S1	Minimise disturbance to adjacent residents by managing: <ul style="list-style-type: none"> • Movement of vehicles (especially outside of standard working hours). • Construction noise attenuation, where feasible and reasonable. • Visual intrusion, dust and light spill. 	Construction	Ongoing	Mitigation and management measures to minimise disturbance to residents in the area of affectation from the construction activities are incorporated into noise and vibration, traffic management and urban design and landscape management for the project and the design and construction of ancillary facilities.
S2	Provide vegetative planting, where appropriate at key locations, to screen the M2 Motorway.	Construction and Operation	Not yet triggered	This is a post construction requirement and the Urban Design and Landscape Plan will detail these measures.
Air Quality				
AQ1	Feasible and reasonable mitigation and management measures will be adopted to minimise windblown, traffic generated or equipment generated dust and emissions.	Construction	Compliant Ongoing	The Air Quality Management Sub-plan contains mitigation and management measures to be implemented for control of dust generation with site/activity specific requirements included into the environmental work method statements. Environmental Coordinators carry out inspections to ensure that measures are appropriately minimising dust.
AQ2	Dust generating activities will stop where visible dust is being emitted outside the construction corridor with the potential to affect significant receivers and areas and when dust suppression methods are ineffective.	Construction	Compliant Ongoing	In the event of excessive dust generation from construction works the works may be stopped or modified and an Excessive Dust Generation Form (N885-EN-F13) completed to describe the event and controls implemented.
AQ3	Dust monitoring will be undertaken at a number of locations along the M2 Motorway. These will be compared to pre-construction levels.	Construction	Compliant Ongoing	Dust deposition gauges are located at Windsor Road Compound, Sutherland Road (Tunnel) Compound and Main Construction Compound.
Waste Management				
WM1	The 'waste hierarchy' will be maximised during construction and incorporated into work programs, purchase strategies and site inductions, and will be assessed quarterly to identify opportunities for improvement.	Pre-Construction	Compliant Ongoing	The approach to waste avoidance is provided in the project induction and outlined in the Waste Management Sub-plan.
Hazards and Risk				
H1	All storage areas for hazardous materials will be located an adequate distance away from watercourses and entry points to the stormwater system. Spillages will be contained and collected for disposal.	Pre-Construction and Construction	Compliant Ongoing	<i>(This SoC requirement has been addressed in MCoA 2.50).</i> All storage areas for hazardous materials have been designed and located away from waterways and stormwater system drains. The areas are bunded and spill kits are available at each site.
H2	Appropriate controls will be put in place for all hazardous and potentially contaminating activities to prevent contamination of watercourses.	Construction	Compliant Ongoing	The storage areas for hazardous materials are bunded and located away from waterways and stormwater system drains. There are spill kits available at each site.
H3	Site specific safety issues and personnel responsibilities will	Construction	Compliant	Project Induction includes responsibilities related to hazardous material

SoC No.	Statement of Commitment	Timing	Compliant	Comments
	be included in the project induction. Safety issues and responsibilities shall be included in activity specific briefings.		Ongoing tool box talks	handling and storage. Site specific safety requirements are included regularly in Tool box talks to the site staff.
Climate Change				
CHG1	Energy efficient equipment and management measures will be used where feasible and reasonable to reduce greenhouse gas emissions.	Pre-Construction and Construction	Compliant Ongoing	The Project is managed in accordance with this commitment.
Property and Land Use				
P1	Conduct property inspections, subject to landowner agreement, on all structures within 50 m of construction activities that generate vibration impacts or any other locations identified by the proponent in a targeted property risk analysis.	Pre-Construction	Compliant Ongoing	(This SoC has been addressed in MCoA 2.49(b)). Letters offering dilapidation surveys were sent to all properties within 50 metres of construction activities where the potential to generate significant vibration levels may occur. Property inspections have been conducted on properties that responded to the notification.
P2	Give a copy of the property inspection report to the owner of each property inspected at least one week before construction that could affect the property commences.	Pre-Construction	Compliant Ongoing	(This SoC is addressed in MCoA 2.49(d)). A copy of the Dilapidation Survey Report prepared for each individual property has been sent to each property owner.
P3	Maintain a register of all properties inspected, indicating whether the owner accepted or refused the property inspection offer. A copy of the register will be provided to the Director-General upon request.	All stages	Compliant Ongoing	(This SoC has been addressed in MCoA 2.49(e)). Register of properties that have been inspected and correspondence with the property owners has been prepared by LCPL.
P4	Where liable, rectify any property damage (at no cost to the property owner) caused directly or indirectly by construction or operation. Alternatively, the RTA may negotiate compensation for the property damage with the property owner.	Construction	Compliant Ongoing	(This SoC is addressed in MCoA 2.49). Damage to 266 Windsor Road occurred in October 2011 as a result of Sydney Water activities related to water main works on the Windsor Road construction area. The damage was repaired to the satisfaction of the landowner and inspected by the DoPI on 16 December 2011.
P5	All property acquisitions will be negotiated in accordance with RTA Land Acquisition Policy, and compensation will be assessed under the provisions of the Land Acquisition (Just Terms Compensation) Act 1991.	Pre-Construction	Not activated.	No requests for acquisition had been received during the June 2011 to January 2012 construction works period of the M2 Upgrade.
P6	Property access will be maintained for the duration of construction. Temporary access requirements will be assessed, designed, managed and rehabilitation prepared in consultation with affected landholders.	Pre-Construction and Construction	Compliant Ongoing	No property access has been affected by construction works. The key management control for access to properties potentially affected by the project, are the site specific Traffic Controls Plans (TCPs) prepared, approved and implemented for construction works.
Ancillary Facilities				
AF1	Ensure the sites for ancillary facilities satisfy the criteria provided in the environmental assessment unless otherwise approved through the CEMP.	Pre-Construction and Construction	Compliant Ongoing	(This SoC is addressed in MCoA 2.52). Ancillary facility Environmental Assessment and Management Plans have been prepared in accordance with MCoA 2.52 for the compound and storage sites required for the construction activities along the M2 Upgrade alignment.