

# Appendix A

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

# Clause 228(2) Checklist

In addition to the requirements of the *Is an EIS required?* guideline (DUAP 1995/1996) and the *Roads and Related Facilities EIS Guideline* (DUAP 1996) as detailed in the REF, the following factors, listed in clause 228(2) of the Environmental Planning and Assessment Regulation 2000, have also been considered to assess the likely impacts of the proposal on the natural and built environment.

Factor	Impact
<p>a. Any environmental impact on a community?</p> <p>The proposal would result in noise impacts to surrounding receivers, both while the proposal is built and during operation due to traffic. Mitigation measures such as low noise pavement are proposed.</p> <p>Increased capacity and improvements to levels of service of Appin Road</p>	<p>Short term and long-term negative</p> <p>Long term positive</p>
<p>b. Any transformation of a locality?</p> <p>The proposal would include vegetation removal and widening of the road corridor, impacting the landscape character of this area. An Urban Design Plan will be implemented to minimise visual impacts throughout construction and operation.</p>	<p>Long term negative</p>
<p>c. Any environmental impact on the ecosystems of the locality?</p> <p>The proposal would result in impacts to biodiversity, with vegetation clearing across an area whose values are protected under State and Commonwealth legislation. Mitigation measures such as fauna crossings, fencing and biodiversity offsets are proposed.</p>	<p>Long term negative</p>
<p>d. Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?</p> <p>The road footprint would be larger and vegetation would be removed. Landscape and urban design treatments are proposed.</p>	<p>Long term negative</p>
<p>e. Any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations?</p> <p>The proposal would impact views on heritage items. Safeguards and mitigation measures have been proposed.</p>	<p>Short term negative</p>
<p>f. Any impact on the habitat of protected fauna (within the meaning of the <i>National Parks and Wildlife Act 1974</i>)?</p> <p>The proposal would result in the removal of 3.17 ha of Cumberland Plain Woodland and 4.11 ha of Shale Sandstone Transition Forest and threatened species habitat including 6.22 ha of potential koala habitat (2.38 ha in medium to high condition) and 2.38 ha of the Cumberland Plain Land Snail. Safeguards and mitigation measures have been proposed such as fauna crossings, fencing and biodiversity offsets.</p>	<p>Long term negative</p>
<p>g. Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?</p> <p>No species would be endangered as a result of the proposal and mitigation measures are proposed</p>	<p>Nil</p>
<p>h. Any long-term effects on the environment?</p> <p>Vegetation would be removed, however landscape treatment is proposed as part of the proposal.</p> <p>Operational noise impacts due to traffic in closer proximity to residential properties.</p> <p>Increased capacity and improvements to levels of service of Appin Road.</p>	<p>Long term negative</p> <p>Long term positive</p>

Factor	Impact
<p>i. Any degradation of the quality of the environment?</p> <p>Short term impacts are likely due to the construction activity. Mitigation measures would reduce these impacts.</p>	Short term negative
<p>j. Any risk to the safety of the environment?</p> <p>There is potential for road safety to be decreased during construction due to altered traffic conditions and detours. Traffic management safeguards including the preparation of a traffic management plan, would address safety risks.</p> <p>The proposal would improve safety for road users during operation by reducing congestion and queuing, improved intersections and pedestrian crossings.</p>	<p>Short term negative</p> <p>Long term positive</p>
<p>k. Any reduction in the range of beneficial uses of the environment?</p> <p>The proposal would not result in the reduction in the range of beneficial uses of any property.</p> <p>During construction, minor traffic impacts due to an increase in heavy vehicle movements and interruptions to traffic flow would temporarily reduce the beneficial use of the local road network.</p>	Short term negative
<p>l. Any pollution of the environment?</p> <p>The proposal could potentially result in minor short-term water pollution from sediments, soil nutrients, waste, and spilt fuels and chemicals. Management of water quality impacts would be undertaken in accordance with the mitigation measures outlined in Chapter 7.</p> <p>The proposal would result in minor short-term air pollution from plant and machinery and the generation of dust during construction. Management of air quality impacts would be undertaken in accordance with the mitigation measures outlined in Chapter 7.</p>	Short term negative
<p>m. Any environmental problems associated with the disposal of waste?</p> <p>The proposal would involve the removal and disposal of asbestos waste which would be adequately managed in accordance with safeguards provided in Chapter 7. All other waste streams generated during construction are common and would pose no difficulty in their disposal. Waste would be recycled wherever possible.</p>	Short term negative
<p>n. Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?</p> <p>All resources required for the proposal are readily available and are not in short supply.</p>	Nil
<p>o. Any cumulative environmental effect with other existing or likely future activities?</p> <p>Temporary potential cumulative impacts may occur as a result of construction activities occurring simultaneously with the construction of the proposal.</p> <p>The long-term effect of upgrading Appin Road would have a positive cumulative impact on travel times, road safety and efficiency, facilitating the anticipated increase in traffic volumes as a result of future traffic predictions and population growth.</p>	<p>Short term negative</p> <p>Long term positive</p>
<p>p. Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?</p> <p>The proposal is not located within a coastal area and therefore would not result in any impact on coastal processes and coastal hazards.</p>	Short term negative