



# **Newell Highway Heavy Duty Pavement Upgrade, Narrabri to Moree**

Review of environmental factors consistency  
review

Transport for NSW

September | 2021

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Transport for NSW | September 2021

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# Document controls

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<b>Title</b>	Newell Highway Heavy Duty Pavement Upgrade, Narrabri to Moree review of environmental factors consistency review
<b>Accepted on behalf of Transport for NSW by:</b>	Edward Paas
<b>Signed:</b>	
<b>Dated:</b>	05.10.2021

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# Contents

1	Introduction.....	1
1.1	The determined project .....	1
1.1.1	Project summary .....	2
1.2	Purpose.....	4
1.3	Definitions .....	4
2	The proposed modification.....	5
2.1	The proposed modification .....	5
2.1.1	Southern rest area .....	5
2.1.2	Northern rest area .....	5
2.2	Need for the proposed modification.....	5
2.2.1	Alternatives and options considered.....	6
2.3	Consultation .....	7
3	Consistency review.....	8
3.1	Potential environmental impacts.....	8
3.2	EPBC Act factors .....	11
3.3	Licences, permits and approvals .....	12
3.4	Consistency review .....	12
4	Conclusion.....	14
5	Certification and endorsement.....	15
5.1	Certification – Consistency review preparer .....	15
5.2	Transport for NSW certification and endorsement.....	15
5.2.1	Endorsement.....	16

## Tables

Table 1-1	Summary of environmental approval documents .....	1
Table 1-2	Project segments and proposed works .....	3
Table 2-1	Rest areas.....	6
Table 3-1	Comparison of environmental impacts .....	8
Table 3-2	Comparison of EPBC Act factors .....	11
Table 3-3	Comparison of licence, permit and approval requirements .....	12
Table 3-4	Consistency review questions .....	12

## Appendices

Appendix A	Proposed modification figure
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# 1 Introduction

## 1.1 The determined project

Transport for NSW completed a review of environmental factors (project REF) of the Newell Highway Heavy Duty Pavement Upgrade, Narrabri to Moree project in June 2018 (Road and Maritime, 2018a). The project REF described the project, assessed the potential environmental and social impacts associated with the construction and operation of the project and identified safeguards and management measures to avoid, mitigate or manage those potential impacts.

The project REF was placed on public display between 22 June 2018 and 23 July 2018 at two locations, one in Moree Shire Council and one in Narrabri Shire Council. Following public display submissions received were considered and responded to by Transport for NSW in the Newell Highway Heavy Duty Pavement Upgrade, Narrabri to Moree submissions report (Roads and Maritime, 2018b) in September 2018.

After consideration of the project REF and submissions report, Transport for NSW made a decision to proceed with the project on 19 September 2018.

Following determination of the project REF, an addition to the project was proposed to facilitate fatigue management for the heavy vehicle industry, comprising an upgrade of the Tycannah rest areas, which was assessed in a separate Minor Works REF (Transport for NSW, 2020a). Further, an Addendum REF (Transport for NSW, 2020b) was prepared in April 2020 to address detailed design refinements and construction staging updates, which resulted in the area of impact exceeding that which was assessed in the project REF.

A summary of environmental approval documents for the project is provided in Table 1-1.

**Table 1-1 Summary of environmental approval documents**

Assessment type	Project component	Reference	Determination date
Project REF	Five segments of the highway between Narrabri and Moree	Newell Highway Heavy Duty Pavements, Narrabri to Moree. Review of Environmental Factors. Roads and Maritime Services, 2018a	19 September 2018
Submissions report	Five segments of the highway between Narrabri and Moree	Newell Highway Heavy Duty Pavements, Narrabri to Moree. Submissions report. Roads and Maritime Services, 2018b	19 September 2018
Minor Works REF	Upgrades to Tycannah rest areas	Upgrade of the Tycannah rest areas on the Newell Highway, Review of Environmental Factors. Transport for NSW, 2020a	6 April 2020

Assessment type	Project component	Reference	Determination date
Addendum REF	Detail design refinements and construction staging updates, which exceed the original boundary of the Narrabri to Moree Review of Environmental Factors	Newell Highway Heavy Duty Pavements, Narrabri to Moree. Addendum Review of Environmental Factors. Transport for NSW, 2020b	September 2020
Consistency Review	Adjusted project construction boundary which encompasses the 100 per cent detailed design, utilities and property infrastructure adjustments.	Newell Highway Heavy Duty Pavements, Narrabri to Moree. Review of environmental factors consistency review. Transport for NSW, 2020c	September 2020

A Biodiversity Development Assessment Report was completed for the project, which found that the project would not be likely to significantly impact threatened species, populations or ecological communities or their habitats, within the meaning of the *Biodiversity Conservation Act 2016* (BC Act) or *Fisheries Management Act 1994* (FM Act) and therefore a Species Impact Statement was not required.

However, the project is likely to significantly impact threatened species, populations, ecological communities or migratory species, within the meaning of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Refer to section 3.1. A 'strategic assessment' approval was granted by the Federal Minister in accordance with the EPBC Act in September 2015. The strategic assessment approval means that most Transport for NSW Division 5.1 activities do not require referral to the Department of Agriculture, Water and Environment (DAWE) provided that impacts are considered and addressed in regards to nationally listed threatened species, ecological communities and migratory species. A biodiversity offset strategy is being prepared for the project.

### 1.1.1 Project summary

The determined project is described in Chapters 1 and 3 of the project REF (Roads and Maritime, 2018a); Chapter 3 of the addendum REF (Transport for NSW, 2020b) and Chapter 2 of the Tycannah Rest Area Minor Works REF (Transport for NSW, 2020a). Key features of the project include:

- Upgrading and resurfacing five segments of the existing highway (a combined length of about 33.8 km) to a heavy duty (HD) pavement (Table 1-2)
- Upgrade of approximately 3.5 kilometres of the northbound and southbound truck stop rest areas between N2MS4 and N2MS5
- Road widening to provide 3.5 metre wide lanes and two metre shoulders
- Provision of one metre wide painted medians

- Provision of 1.5 kilometre long overtaking lanes at five locations (three northbound and two southbound)
- Upgrading of the existing intersections along the highway to dedicated right hand turn intersections, with additional left hand turn intersection treatment
- Provision of a central two-way right turn lane at Bellata
- Provision of three metre wide shoulders for 30 metres on either side of property accesses
- Improving the Newell Highway flood immunity to a minimum of five year average recurrence interval (ARI) where feasible and reasonable
- Property acquisitions as required
- Utility relocations as required
- Establishing temporary facilities, including construction compounds, stockpile sites and erosion and sedimentation measures within the construction boundary as required.

The project site is comprised of six individual segments described in Table 1-2.

**Table 1-2 Project segments and proposed works**

Segment	Reference	Location	Length	Proposed works
Narrabri to Moree Segment 1	N2MS1	6.5 km to 13.3 km north of Narrabri	6.7 km	Upgrading HD pavement
Narrabri to Moree Segment 2	N2MS2	17.9 km to 25.9 km north of Narrabri	8.0 km	Upgrading HD pavement Two overtaking lanes – one northbound and one southbound
Narrabri to Moree Segment 3	N2MS3	46.4 km to 50.9 km north of Narrabri	4.5 km	Upgrading HD pavement One northbound lane
Narrabri to Moree Segment 4	N2MS4	51.8 km to 58.2 km north of Narrabri	6.4 km	Upgrading HD pavement
Tycannah Rest Area	TYCAN	82.3 km to 85.8 km north of Narrabri	3.5 km	Upgrading HD pavement
Narrabri to Moree Segment 5	N2MS5	88.4 km to 96.2 km north of Narrabri	7.9 km	Upgrading HD pavement Two overtaking lanes – one northbound and one southbound

## 1.2 Purpose

This consistency review is prepared when there is a proposed modification to a determined REF. It helps to ensure that any proposed modifications are undertaken in accordance with the statutory requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The purpose of this consistency review is to:

- Describe the determined project and the proposed modification
- Review the potential environmental impacts of the proposed modification against the environmental impacts of the determined project
- Decide whether or not the proposed modification is consistent with the determined project in accordance with the EP&A Act and the EPBC Act requirements
- Based on the decision of whether or not the proposed modification is consistent with the determined project, identify any further environmental impact assessment or environmental management requirements applicable to the proposed modification.

## 1.3 Definitions

The following terms are used in this consistency review:

- Determined project: The Newell Highway Heavy Duty Pavement Upgrade, Narrabri to Moree project, including upgrade of the Tycannah rest area, that would be delivered in six segments (N2MS1, N2MS2, N2MS3, N2MS4, N2MS5 and Tycannah Rest Area) with a combined length of about 35 kilometres of upgrades along the Newell Highway
- Determined project REF: This refers to the project REF (Roads and Maritime, 2018a)
- Submissions report (Roads and Maritime, 2018b)
- Addendum REF (Transport for NSW, 2020b)
- Tycannah Rest Area minor works REF (Transport for NSW, 2020a)
- Determined REFs: Collective term for the project REF, submission report, Addendum Ref and minor works REF
- Determined construction boundary: This refers to the area that would be directly impacted by the project as assessed in the determined REFs
- Modified construction boundary: Adjusted project construction boundary which encompasses the 100 per cent detailed design and incorporates the proposed rest area modifications subject to this consistency assessment.



## 2 The proposed modification

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### 2.1 The proposed modification

The 100 percent detailed design (GHD, 2020) was completed after conclusion of the determined REFs, during which some adjustments have occurred, including the addition of two heavy vehicle rest areas in N2MS1:

- One located at eight (8) kilometres north of Narrabri on the Newell Highway
- One located at 12 kilometres north of Narrabri on the Newell Highway.

These extra rest areas are required for the determined project to manage fatigue, provide extra amenities for the travelling public and to comply with the *Newell Highway Corridor Strategy* (Transport for NSW, 2015) as outlined in section 2.2.

These two new heavy rest areas with intersection improvements would be designed for large heavy vehicle access (A-B triples), parking for light and heavy vehicles and garbage bins. For the northern rest area there will also be toilets (male, female and disabled), shade shelter, lighting, signage, tree planting and landscaping.

The proposed modification is minor and accommodated within the determined REF boundary. The determined REF boundary and the proposed modified boundary are shown in Appendix A.

#### 2.1.1 Southern rest area

The southern rest area, at 8 kilometres north of Narrabri, is as proposed Class 5 rest area (informal truck parking bay or green reflector site, refer to Table 2-1). This rest area would utilise the redundant Newell Highway pavement following the realignment of the highway. This rest area caters for northbound vehicles only up to b-triple in size. The proposed rest area would be 1.5 kilometres in length and provide minimal amenities.

#### 2.1.2 Northern rest area

The northern rest area, at 12 kilometres north of Narrabri, is a proposed Class 3 rest area (major heavy vehicle rest area, refer Table 2-1). This rest area is proposed to be constructed between the old and new Newell Highway alignments on land that would be utilised as a construction compound during the construction of the determined project. This rest area would cater for northbound and southbound travel and has capacity to park up to 20 b-triple heavy vehicles and 10 light vehicles. Amenities would be provided at this rest area, including toilets and shaded seated areas.

### 2.2 Need for the proposed modification

The proposed modification is needed to accommodate:

- Fatigue management
- Extra amenities for the travelling public
- Rest areas to comply with *Newell Highway Corridor Strategy* (Transport for NSW, 2015). Refer to Table 2-1.

**Table 2-1 Rest areas**

Type of Rest Area	Target frequency	Compliance
Class 3 Major heavy vehicle rest areas	100 km	Yes
Class 4 Minor rest areas	50 km	Yes
Class 5 Informal truck parking bays or green reflector sites	30 km	No

A Strategic Business Case is nearing completion for a program of heavy vehicle rest stop improvements along the Newell Highway. This has identified the Newell Highway as a likely Class C corridor (AUSTROADS, Guidelines for the Provision of Heavy Vehicle Rest Area Facilities, Edition 1.1). As outlined in Table 2-1, Class 3 (Major) rest stops are required every 110km, Class 4 (Minor) rest stops are required midway about every 50 kilometres, with Class 5 (informal truck parking) facilities providing rest stops every 20 minutes (about 30 kilometres for 110 kilometres per hour).

The existing determined project complies with the heavy vehicle rest area requirements for a class C corridor except for a Class 5 heavy vehicle rest area for northbound traffic in the vicinity of Edgeroi (3 – 44 kilometres north of Narrabri). Based on this requirement, the proposed modification would add a heavy vehicle rest area at 8 kilometres and 12 kilometres (refer to section 2.1.1 and 2.1.2).

The proposed modification is consistent with the project objectives, comprising:

- Reduce vehicle operating costs on the Newell Highway
- Reduce the costs of maintaining the Newell Highway
- Improve the safety of the Newell Highway
- Improve flood reliability of the Newell Highway
- Reduce travel times on the Newell Highway.

### **2.2.1 Alternatives and options considered**

The option not to proceed with the proposed modification is not feasible as the extra rest areas are required for fatigue management and extra amenities for the travelling public. This is to comply with the *Newell Highway Corridor Strategy* (Transport for NSW, 2015) and AUSTROADS Guidelines. As such, the 'do nothing' option is rejected.

The following options were considered:

- Option 1: Upgrade existing Tycannah rest area. This option was deferred due to funding and higher priority for rest areas between Narrabri and Bellata as per analysis
- Option 2: Utilise existing redundant pavement North of Bellata in section N2MS3. This option is not proceeding due to existing rest areas in the location and higher priority for rest areas between Narrabri and Bellata as per analysis.

The preferred option is the addition of two heavy vehicle rest areas in N2MS1 as described in section 2.1.

## 2.3 Consultation

Consultation for the determined project is prescribed within the latest version of the Transport for NSW Communications and Engagement Plan (CEP) which was prepared for development and delivery of the determined project. The CEP describes the communication and consultation approach and activities for the proposal. It also outlines the proposed communications approach to keep key stakeholders and the community informed during the development of the proposal. All consultation carried out for the project must be done so in accordance with this plan.

Designs for the new rest areas have been provided to internal Transport for NSW stakeholders, Narrabri Shire Council and Inland Rail in early July 2021. At the time of preparation of this consistency assessment no feedback had been received. There has been no specific consultation with the freight industry for the rests areas on this project however previous information from freight groups and individuals is that there is a general lack of heavy vehicle parking areas with suitable amenities on the Newell Highway.

Community consultation has been undertaken for the proposed modification on 27<sup>th</sup> and 28<sup>th</sup> July 2021. These meetings and discussions were undertaken with neighbouring landowners and those whose accesses would be affected. Seven property owners were contacted, of which two (2) were supportive, one (1) was not supportive, three (3) were neutral and one (1) could not be contacted at the time of consultation.

The property owner who was not supportive, raised concern regarding potential issues associated with noise, waste, visual amenity and truck movements. Transport for NSW are continuing discussions where required with property owners.

Transport for NSW will continue to consult with stakeholders and provide project feedback and updates in accordance with the CEP.

## 3 Consistency review

### 3.1 Potential environmental impacts

An assessment has been carried out to compare the environmental impacts of the proposed modification against the environmental impacts of the determined project. The assessment focuses only on the environmental issues and impacts relevant to the proposed modification.

Table 3-1 provides a summary of the environmental assessment of the proposed modification. The proposed changes to biodiversity are described further in Section 3.1.1.

**Table 3-1 Comparison of environmental impacts**

Environmental issue	Consideration of the relative environmental impacts of the proposed modification compared to the determined project [ie additional positive, negative and/or neutral impacts]
<b>Geology and soils</b>	Neutral impacts compared to the determined project.  The potential impacts to soil and geology are consistent with those in the determined project REFs.
<b>Topography</b>	Neutral impacts compared to determined project.  The potential impacts to topography impacts are consistent with those in the determined project REFs.
<b>Hydrology/Hydrological issues</b>	Neutral impacts compared to determined project.  No additional waterways would be impacted as a result of the modification when compared to the determined project.  Potential impacts to hydrology would be consistent with the determined project REFs.
<b>Biodiversity</b>	Neutral impacts compared to determined project.  Analysis and comparison of the modification boundary with the determined REF boundary was undertaken to determine whether the proposed modification would result in a change to biodiversity impacts from those assessed in the determined REFs. As there is no difference between the determined REF boundary and the modification boundary, the potential impacts to biodiversity are consistent with those in the determined REFs. As shown in Appendix A, the proposed modification is located within mapped plant community types: <ul style="list-style-type: none"> <li>• Derived Grassland (<i>PCT 397 – Poplar Box – White Cypress Pine shrub grass tall woodland</i>)</li> <li>• Poplar Box – White Cypress Pine shrub grass tall woodland of the Pilliga – Warialda region, Brigalow Belt South Bioregion.</li> </ul> However, this area, and associated vegetation clearing has already been assessed as part of the determined REF and there would be no additional impacts as a result of the proposed modification.

<b>Environmental issue</b>	<b>Consideration of the relative environmental impacts of the proposed modification compared to the determined project [ie additional positive, negative and/or neutral impacts]</b>
	Additional assessment, including a Species Impact Statement (SIS) or Biodiversity Development Assessment Report (BDAR) are not required. There would be no further impacts to Commonwealth listed species, populations or communities and no change to the strategic assessment prepared in accordance with the EPBC Act.
<b>Traffic, transportation and access</b>	<p>Neutral impacts during construction. Traffic, transport and access during construction are consistent with those in the determined project REFs. There would be no additional impact during construction to existing highway traffic as the rest area would be built offline.</p> <p>Positive impact compared to the determined project during operation due to the addition of rest areas and associated amenities. The proposed modification is consistent with the project objectives to reduce vehicle operating costs, improve safety and reduce travel times on the Newell Highway.</p>
<b>Noise and vibration</b>	<p>Neutral impact compared to the determined project.</p> <p>Construction activities and equipment used would be consistent with those assessed in the project REF. Construction of the rest areas would be located in the middle of the approved construction footprint therefore is no closer to any sensitive receiver. The closest receiver is located 150 metres for the southern rest area and about 800 metres from the northern rest area.</p> <p>Potential noise impacts associated with construction and operation are consistent with those assessed in the determined REF.</p>
<b>Aboriginal cultural heritage</b>	<p>Neutral impact compared to the determined project.</p> <p>The proposed modification would not impact on items of known Aboriginal heritage. Aboriginal heritage has been assessed for the determined project, and covers the area of this proposed modification, in the form of Stage 1 and 2 investigations under the Roads and Maritime Services (2011) <i>Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI)</i>.</p> <p>Potential impacts to Aboriginal items identified within the determined construction boundary are consistent with those in the determined REF.</p>
<b>Non-Aboriginal heritage</b>	<p>Neutral impact compared to the determined project.</p> <p>No additional impacts to non-Aboriginal heritage.</p>

<b>Environmental issue</b>	<b>Consideration of the relative environmental impacts of the proposed modification compared to the determined project [ie additional positive, negative and/or neutral impacts]</b>
<b>Landscape character and visual impacts</b>	<p>Temporary impacts on landscape character and visual amenity would be experienced during construction. These would be consistent with those assessed in the determined project REF.</p> <p>The modification includes new rest area amenities (toilets, lighting and shaded seated areas). These amenities are consistent with what would be expected along a highway. The potential impacts to landscape character and visual amenity during operation are generally consistent with those in the determined REF.</p>
<b>Water quality</b>	<p>Neutral impacts compared to the determined project.</p> <p>The proposed modification would not result in any new impacts to water quality.</p> <p>The potential impacts to water quality are consistent with those in the determined REF.</p>
<b>Air quality, climate change and greenhouse gas</b>	<p>Neutral impacts compared to the determined project.</p> <p>The proposed modification would not require additional or altered construction equipment, schedule or personnel. As such, the potential impacts to air quality, climate change and greenhouse gas are consistent with those in the determined REF.</p>
<b>Property, land-use and socio-economic</b>	<p>Neutral impacts compared to the determined project.</p> <p>The proposed modification would not result in changes to property acquisition. Socio-economic and land use impacts are consistent with those in the determined project REFS.</p>
<b>Waste and resource management</b>	<p>Neutral impacts compared to the determined project.</p> <p>The proposed modification is not expected to impact cut and fill balances. The potential impacts to waste and resource management are consistent with those in the determined REF.</p>
<b>Hazard and risk</b>	<p>Neutral impacts compared to the determined project.</p> <p>The proposed modification would not result in any additional hazards or risks compared with the determined REF.</p>
<b>Cumulative impacts</b>	<p>Neutral impacts compared to determined project.</p> <p>The potential cumulative impacts are consistent with those in the determined REF.</p>

### 3.2 EPBC Act factors

Under the environmental assessment provisions of the *Environment Protection and Biodiversity Conservation Act 1999*, the following matters of national environmental significance and impacts on Commonwealth land are required to be considered for the proposed modification.

**Table 3-2 Comparison of EPBC Act factors**

<b>Factor</b>	<b>Consideration of the relative impact of the proposed modification compared to the determined project and if applicable any change to the EPBC strategic assessment or other EPBC approval [ie any change including additional positive, negative and/or neutral impacts]</b>
<b>Any impact on a World Heritage property?</b>	Nil change to the determined project
<b>Any impact on a National Heritage place?</b>	Nil change to the determined project
<b>Any impact on a wetland of international importance?</b>	Nil change to the determined project
<b>Any impact on a listed threatened species or communities?</b>	Nil change to the determined project
<b>Any impacts on listed migratory species?</b>	Nil change to the determined project
<b>Any impact on a Commonwealth marine area?</b>	Nil change to the determined project
<b>Does the proposal involve a nuclear action (including uranium mining)?</b>	Nil change to the determined project
<b>Additionally, any impact (direct or indirect) on Commonwealth land?</b>	Nil change to the determined project

### 3.3 Licences, permits and approvals

Table 3-3 provides a comparison of licence, permit and approval requirements for the determined project. No additional licences, permits or approvals would be required as a result of the proposed modification.

**Table 3-3 Comparison of licence, permit and approval requirements**

Existing requirement for the determined project	Identification of additional requirements or any change to the existing requirements as a result of the proposed modification
Road Occupancy Licence	The modification would have no change to the determined project.
Licence to occupy crown land	The modification would have no change to the determined project.
Land owner permission to enter property	The modification would have no change to the determined project.
Aboriginal Heritage Impact Permit (AHIP)	The modification would have no change to the determined project.
Surveyor general approval to remove the witness tree (the 'blaze tree') in N2MS4	The modification would have no change to the determined project.

### 3.4 Consistency review

Table 3-4 below presents a set of questions to assist in identifying whether the proposed modification is consistent with the determined project, or if further environmental impact assessment is required. These questions are addressed with consideration to the information above.

**Table 3-4 Consistency review questions**

Consistency questions	Discussion	Response
<b>Q1) Is the proposed modification to be carried out as part of a project which has a determined REF?</b>	The proposed modification would be carried out in accordance with the determined project REFs.	Yes
<b>Q2) Is the proposed modification so different in scope and impacts to the determined REF as to be a radical transformation and so, in reality, an entirely new project?</b>	The proposed modification is substantially the same as the project described and assessed in the determined project REFs. While the proposed modification includes two new heavy vehicle rest areas and hence the on-ground impacts are altered, they occur within an area already acquired and assessed as part of the determined project. The nature of the impacts are consistent with those assessed in the determined project REFs. The proposed modification is not a radical transformation and is not an entirely new project.	No



Consistency questions	Discussion	Response
<p><b>Q3) If the proposal is subject to the EPBC strategic assessment or other EPBC Act approval, would the proposed modification change the potential impacts on matters of national environmental significance or the environment of Commonwealth land?</b></p>	<p>The determined REF was considered likely to have a significant impact on biodiversity matters listed under the EPBC Act. These impacts were approved by Roads and Maritime under the <i>Environmental assessment and decision-making by NSW Roads and Maritime Strategic Assessment</i>.</p> <p>The proposed modification would have no change to the determined project in relation to EPBC listed biodiversity impacts.</p>	<p>No</p>
<p><b>Q4) If the proposal is subject to a Species Impact Statement (SIS) or Biodiversity Development Assessment Report (BDAR), would the proposed modification change the potential impacts on areas of outstanding biodiversity value, threatened species or ecological communities and their habitats as set out in the SIS or BDAR and its Conditions?</b></p>	<p>A BDAR was completed for the project. The proposed modification would not change the potential impacts to areas of outstanding biodiversity value, threatened species or ecological communities and their habitats as set out in the BDAR for the determined project.</p>	<p>No</p>
<p><b>Q5) Would the proposed modification result in a reduction of the overall environmental impacts of the determined project including that it would not be likely to trigger the EPBC Act strategic assessment, other EPBC approval, SIS or BDAR?</b></p>	<p>The proposed modification would have a positive impact on traffic, transportation and access compared to the determined project during operation due to the addition of rest areas and associated amenities. Other environmental impacts are neutral compared to the determine project.</p> <p>Additional approvals, SIS or BDAR would not be triggered.</p>	<p>Yes</p>
<p><b>Q6) Whatever the outcome of the consistency review, are modifications to any other authorisations, or new authorisations, required, eg environment protection licences, Heritage Act permits, permits under the Fisheries Management Act etc?</b></p>	<p>No new authorisations are required in relation to the proposed modification.</p>	<p>No</p>

## 4 Conclusion

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The consistency review has considered the proposed modification in terms of consistency against the determined project Newell Highway Heavy Duty Pavement Upgrade, Narrabri to Moree.

As set out in Table 3-4 above, the proposed modification is considered to be consistent with the determined project.


In addition, the project would not result in any change to the potential impacts identified and assessed in accordance with the existing EPBC Act strategic assessment.

## 5 Certification and endorsement

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### 5.1 Certification – Consistency review preparer

This document provides a true and fair consistency review of the scope and potential impacts of the proposed modification compared with the scope and environmental impacts of the determined project.


Signed	<u></u>	Signed	_____
Name	<u>Bernadette Wood</u>	Name	_____
Position	<u>Senior Environmental Planner</u>	Position	_____
Date	<u>02/09/2021</u>	Date	_____

### 5.2 Transport for NSW certification and endorsement

I have reviewed the scope and potential environmental impacts of the proposed modification against the determined project. The proposed modification would reduce the overall environmental impacts of the determined project and as such, in accordance with section 5.4(a) of the EP&A Act, is exempt from further environmental impact assessment.

The proposed modification would not result in any change to the potential impacts identified and assessed in the existing EPBC Act strategic assessment/other EPBC Act approval and/or a SIS or BDAR.


The CEMP and sub plans will be updated to incorporate the modification.]

Signed	<u></u>	Signed	_____
Name	<u>Georgia Rogan</u>	Name	_____
Position	<u>Transport for NSW Environment officer</u>	Position	<u>Transport for NSW Environment officer</u>
Date	<u>30/09/2021</u>	Date	_____

### 5.2.1 Endorsement

In accordance with section 5.4(a) of the EP&A Act I endorse the findings of this consistency review subject to adoption of my requirements in the table below.

<b>Requirements</b>	<p>The proposed modification would not constitute an entirely new project and is consistent with the determined project.</p> <p>The safeguards identified in the Determined REFs are relevant to the proposed modification and the requirements of these will be reflected in the CEMP and sub plans. modify any licences, permits or approvals.</p>
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Signed 

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Name Jonathon Blizzard

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Position Transport for NSW Environment Manager

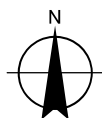
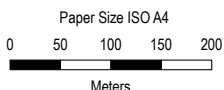
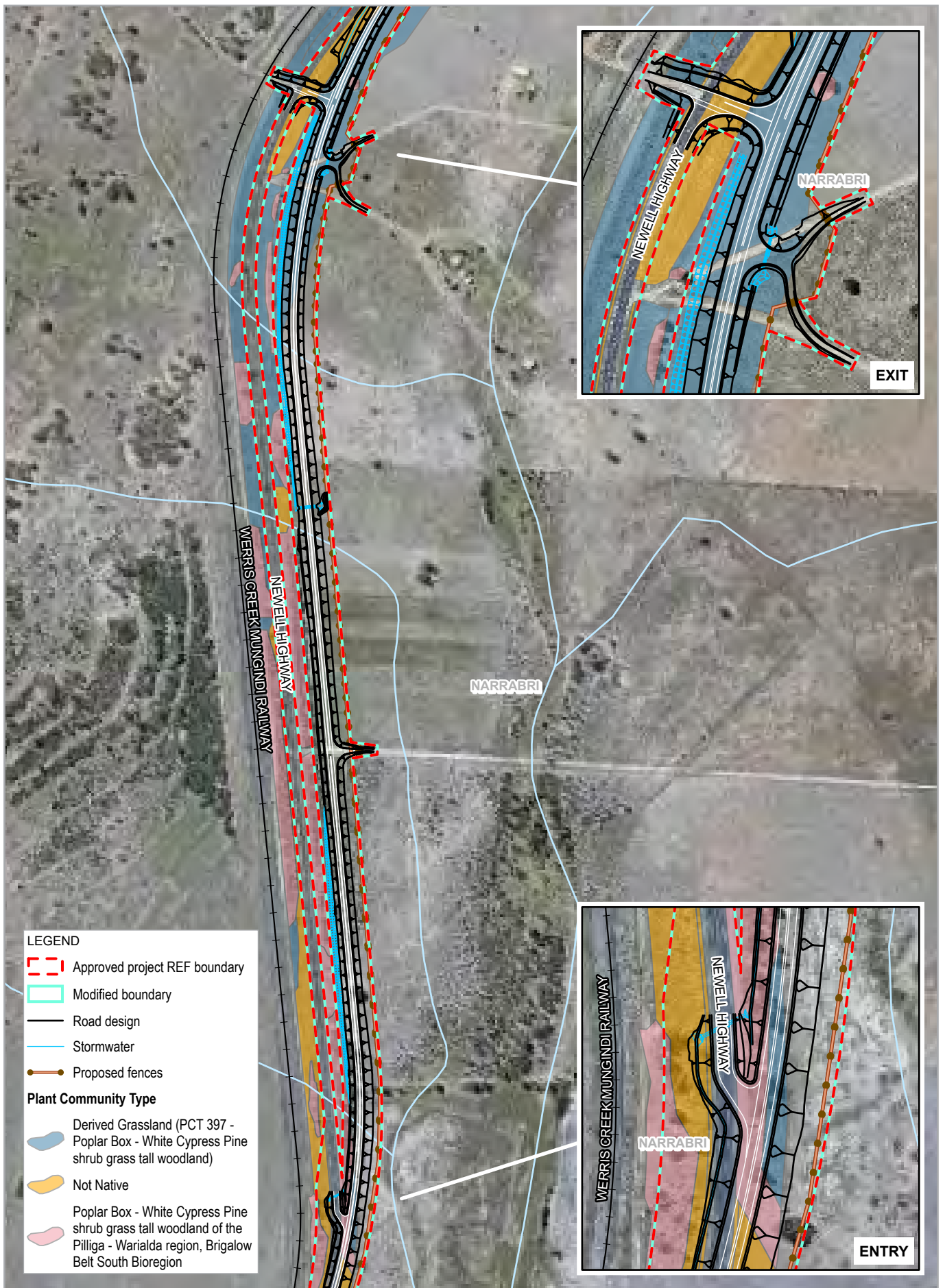
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Date 05/10/2021

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# Appendix A

## Proposed Modification

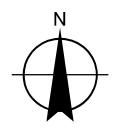
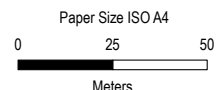
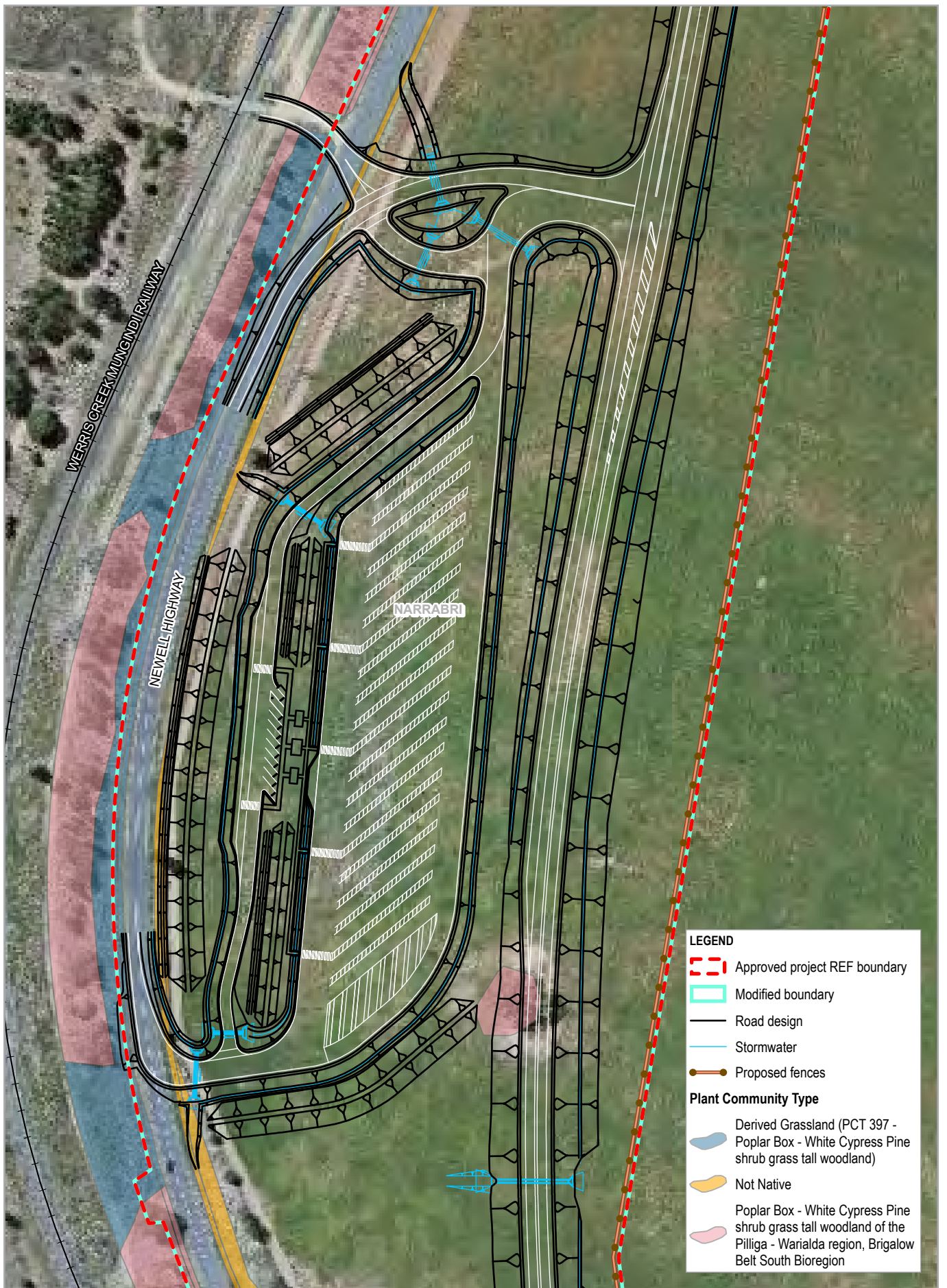


Roads and Maritime Services  
 Newell Highway heavy duty pavement project -  
 Consistency Review

Project No. 22-20010  
 Revision No. A  
 Date 31/08/2021

Heavy vehicle rest area south

FIGURE 1



Roads and Maritime Services  
Newell Highway heavy duty pavement project -  
Consistency Review

Project No. 22-20010  
Revision No. A  
Date 31/08/2021

Map Projection: Transverse Mercator  
Horizontal Datum: GDA 1994  
Grid: GDA 1994 MGA Zone 55

Heavy vehicle rest area north

FIGURE 2