

Director-General's Requirements

Section 75F of the *Environmental Planning and Assessment Act 1979*

Application number	06_0157
Project	The construction and operation of the North West Rail Link being: <ul style="list-style-type: none"> • a heavy passenger railway off the main north line linking Epping with the regional centres of Castle Hill and Rouse Hill; and • associated infrastructure including stations, train stabling, roadways, car parks, bus interchanges, public amenities and intermodal facilities.
Location	Between Epping and Rouse Hill
Proponent	Transport Infrastructure Development Corporation
Date issued	12 July 2006
Expiry date	12 July 2008
General requirements	<p>The Environmental Assessment (EA) must include the following:</p> <ol style="list-style-type: none"> 1. an executive summary; 2. a description of the concept plan for which approval will be sought including: <ul style="list-style-type: none"> ▪ the objectives of the project; ▪ staging of the project and the components which may be subject to subsequent approval(s); ▪ the alignment and corridor width (including any tunnel sections); ▪ general construction and operation requirements; ▪ patronage forecasts and mode shift assumptions; and ▪ the alternatives considered including alignments (vertical and horizontal), location of stabling facilities and construction compounds and justification of the option(s) chosen. 3. an environmental risk analysis identifying the potential environmental impacts associated with the project (taking into account issues raised during consultation); (Note: where the risk analysis identifies additional key issues, an appropriately detailed impact assessment of these additional key environmental impacts must be included in the EA). 4. an assessment of the key issues specified below, with the following aspects addressed for each key issue (where relevant): <ul style="list-style-type: none"> ▪ describe the existing environment ▪ predict the level of potential impacts based on an assessment of worst case impact scenarios; identify any planning, land use or development related assumption used in impact prediction and/ or developing management & mitigation commitments; and ▪ describe measures that would be implemented to avoid, minimise, mitigate, offset and/or monitor the impacts; identify any opportunities for changing particular components of the project to reduce impacts. 5. a draft Statement of Commitments, outlining environmental management, mitigation and monitoring measures. 6. a conclusion justifying the project taking into account: <ul style="list-style-type: none"> ▪ likely the environmental, social and economic impacts; ▪ the suitability of the site; and ▪ whether or not the project is in the public interest.

Key issues	<ul style="list-style-type: none"> • Interrelationship with Land Use and Infrastructure Planning <ul style="list-style-type: none"> • Implications for existing and future planning, land use and development strategies, including: <ul style="list-style-type: none"> ▪ precinct planning (including around the Rouse Hill Regional Centre and 'Area 20'); ▪ existing and proposed public transport or freight infrastructure including integration/ interaction with the North West Transit-Way; ▪ infrastructure to be provided by the Growth Centres Commission; and ▪ the future extension of the NWRL to Vineyard.
	<ul style="list-style-type: none"> • Corridor Acquisition and Land Use – including property and land acquisition impacts, severance, sterilisation of land and impacts on adjacent land use including the impact of the proposed stabling facility on the development potential of Area 20 and adjoining future urban land use. • Traffic, Transport, Parking & Access <ul style="list-style-type: none"> ▪ Operational Impacts – <ul style="list-style-type: none"> ▪ opportunities for the integration of rail and bus services including modal interchange facilities, local bus services, strategic corridors and external network connections, access and mobility (particularly to Rouse Hill Station) considerations; ▪ opportunities for the provision of pedestrian and cycle links across and alongside the rail line; ▪ potential impacts on local traffic taking into account mode of access to stations and the parking facilities to be provided (including <i>park & ride</i> and <i>kiss & ride</i>). ▪ Construction Impacts – including <ul style="list-style-type: none"> ▪ identification of haulage routes, impacts to local and regional traffic from haulage and other construction activities (particularly around Beecroft and Epping); ▪ impacts to station facilities such as parking and access during construction activities, and ▪ impacts to bus and rail servicing during construction (particularly the impact of the proposed construction site on the North West Transit-Way). • Noise and Vibration <ul style="list-style-type: none"> ▪ Operational Noise & Vibration – including impacts from rail (air borne & regenerated), the stabling yard, other ancillary infrastructure, and cumulative impacts taking into account existing passenger and freight rail infrastructure. Consider implications to existing land use and future precinct planning in consultation with the Growth Centres Commission (where relevant). ▪ Construction Noise & Vibration – including construction traffic and tunnelling, works outside of standard work hours and blasting impacts. • Surface and Groundwater – <ul style="list-style-type: none"> ▪ groundwater impacts including details of dewatering and treatment; ▪ identify riparian zones for water way crossings and impacts from those crossings. ▪ flood impact assessment should in accordance with the <i>NSW Government Floodplain Development Manual</i> (2005); and ▪ identify potential increases in flood levels, duration, hazard impacts, and mitigation options through appropriate flood modelling. • Flora & Fauna - including impacts on threatened species (aquatic and terrestrial), critical habitats (aquatic and terrestrial), populations, ecological communities, native vegetation and corridors. • Indigenous and Non-Indigenous Heritage – identify areas of direct and indirect impact (including areas of heritage potential), assess the heritage significance of any sites; and consider potential measures to offset any unavoidable impact on heritage. <ul style="list-style-type: none"> ▪ Indigenous heritage assessment should be consistent with the strategies/ approach developed by the Growth Centres Commission and the Department of Environment and Conservation, and should be implemented in consultation with these agencies.

	<ul style="list-style-type: none">• Visual and Urban design – identify and evaluate the visual impacts of key design components of the project (e.g. rail bridge over the M2) and from key vantage points (such as Rouse Hill House).• Spoil Handling – including volumes requiring disposal and opportunities for re-use.• Social impacts - social benefits, impacts on the local community and existing sensitive land uses adjacent corridors.• Economic Impacts - business impacts and economic impacts to surrounding centres.
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Consultation	<p>You should undertake an appropriate and justified level of consultation with relevant parties during the preparation of the EA, including:</p> <ul style="list-style-type: none"> • local, State or Commonwealth government authorities and service providers; and • the public (including community groups or affected landowners) - document all community consultation undertaken to date or discuss the proposed strategy for undertaking community consultation. This should include any contingencies for addressing any issues arising from the community consultation and an effective communications strategy.
Deemed refusal period	120 days
Statement	A signed statement from the author of the EA certifying that the information contained in the report is neither false nor misleading.

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