Director-General's Requirements

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

Application number	MP09_0158
Project	The construction and operation of a 25km long electrified passenger metro railway between the Sydney CBD and Western Sydney, with eleven new stations proposed at Broadway/Sydney University, Camperdown, Leichhardt, Five Dock, Burwood, Strathfield, Sydney Olympic Park, Silverwater, Camellia, Parramatta and Westmead and the provision of ancillary facilities.
Location	Central, Sydney to Westmead
Proponent	Sydney Metro
Date issued	5 September 2009
Expiry date	5 September 2011
General requirements	The Environmental Assessment (EA) must include the following: 1. an **executive summary**. 2. a **description** of the project including: ▪ route alignment and station locations; ▪ operational elements of the project, including rail system operations, indicative station plans, transport infrastructure and network changes (bus routing, interchange, parking facilities etc). Supporting transport infrastructure and network changes which do not directly form part of the project, must also be clearly defined; ▪ ancillary operational components, including energy infrastructure, ventilation, administration, control, maintenance and stabling facilities; ▪ construction facilities, including construction compounds, lay-down areas and spoil stockpiling/ management areas; and ▪ identification of construction sequencing and project staging (if proposed). 3. an **assessment of the key issues**, with the following aspects addressed for each key issue (where relevant): ▪ describe the existing environment; ▪ describe and assess the potential impacts (both direct and indirect) of the project for both construction and operation stages, in accordance with relevant policies and guidelines; ▪ identify how relevant planning, land use and development matters (including relevant strategic and statutory matters), have been considered in the impact assessment and/ or in developing management/ mitigation measures; and ▪ describe measures to be implemented to avoid, minimise, manage, mitigate, offset and/or monitor the impacts of the project and any residual impacts. 4. a **draft Statement of Commitments (SoC)**, incorporating or otherwise capturing measures to avoid, minimise, manage, mitigate, offset and/or monitor impacts identified in the impact assessment sections of the EA. The SoC must clearly articulate the desired environmental outcome of the commitment. The SoC must be achievable, measurable (with respect to compliance), and time-specific, where relevant. 5. **certification** by the author of the Environment Assessment that the information contained in the Assessment is neither false nor misleading.
Key issues	**Strategic Justification –** describe the strategic need, justification and objectives for the project (including performance indicators and patronage scenarios), and consistency with NSW Government directives and the aims and objectives of relevant State policies and publications, such as the *State Plan* (2006), *Metropolitan Strategy*, *City of Cities: A Plan for Sydney's Future* (2005), the *Sydney City Subregion – Draft Subregional Strategy* (2008), the *Inner West Subregion – Draft Subregional Strategy* (2008), and the *West Central Subregion – Draft Subregional Strategy* (2007). **Project Justification –** identify alternatives to the preferred project considered (including alternatives to the project itself, the alignment, station, stabling and maintenance facilities, and ancillary facility location options), and justify the project taking into consideration the objects of the *Environmental Planning and Assessment Act 1979.*

This should include demonstration of how the preferred design meets the objectives for the project, particularly with respect to:

- public transport accessibility and capacity (particularly within the western corridor),
- land use and transport integration;
- land use (urban) renewal;
- future metro network expansion (including stabling facilities); and
- other social, economic and environmental benefits derived from the project.

General Construction Impacts – the Environmental Assessment must assess and present a management framework for:

- construction noise and vibration. Consideration should be given to:
  - scheduling construction works having regard to the nature of construction activities (including transport, blasting and tonal or impulsive noise-generating works);
  - the type, intensity and duration of noise and vibration impacts;
  - the nature, sensitivity and impact to potentially-affected human receivers and structures; and
  - the need to balance timely conclusion of noise and vibration-generating works with periods of receiver respite, and other factors that may influence the timing and duration of construction activities (such as traffic or spoil management).

  The EA must also present a strategy for monitoring and mitigating construction noise and vibration, with a particular focus placed on those activities identified as having the greatest potential for adverse noise or vibration impacts, and a broader, more generic approach developed for lower-risk activities. The assessment must take into account the following guidelines as relevant: *Interim Construction Noise Guideline, Environmental Criteria for Road Traffic Noise,* and *Assessing Vibration: A Technical Guideline*;
- construction traffic. Consideration should be given to:
  - route identification and scheduling of transport movements, having regard to the number, frequency and size of construction related vehicles (both passenger, commercial and heavy vehicles), peak traffic times and events;
  - the nature of existing pedestrian and vehicular traffic around construction sites and on construction access routes (with consideration of peak traffic times, events and sensitive road users, including emergency vehicles and buses);
  - the need to close, divert or otherwise reconfigure elements of the pedestrian and vehicular network associated with construction of the project; and
  - how construction traffic impacts will be managed to minimise the potential for cumulative traffic impacts with other major construction activities in the region (whether this is to be managed as part of the subject project, or through a separate overarching mechanism beyond the direct scope of the project).

  The EA must also present a strategy for monitoring and mitigating traffic impacts, with a particular focus placed on those activities identified as having the greatest potential for adverse traffic flow, capacity or safety implications, and a broader, more generic approach developed for day-to-day traffic management;
- spoil management. Consideration should be given to:
  - identifying expected spoil generation from the project (at each relevant spoil management location and on a per annum basis); and
  - a strategy for stockpiling and handling of spoil to minimise the potential for the generation of dust and contaminated run-off, and identification of potential spoil re-use, disposal and treatment sites (as appropriate). The EA must place a key focus on the beneficial re-use of spoil, in preference to its disposal.
- site compounds and construction locations. Consideration should be given to:
  - the identification and assessment of both major and ancillary construction site compounds and facilities on the receiving environment; and
  - a strategy for managing site compounds, with a particular focus placed on major site compounds, and a broader, more generic approach developed for lower-risk activities.

Operational Noise and Vibration Impacts – including:

- an assessment of the noise and vibration impacts associated with the operation of the project, including rail operations, ancillary facilities, and maintenance;
- consideration of air-borne and regenerated noise and vibration impacts, having regard to both human receivers and structures. The assessment must include

	specific consideration of impacts to sensitive receivers (schools, hospitals, aged care facilities) and sensitive structures (particularly heritage structures and key utilities/ infrastructure); and ▪ the assessment must take into account the following guidelines as relevant: *NSW Industrial Noise Policy*, *Assessing Vibration: A Technical Guideline*, and *Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects*. **Operational Transport Impacts and Interactions** – including: ▪ a strategy to ensure that the operation of the metro and stations will be integrated with existing and proposed transport networks, facilitate efficient mode change and improved accessibility for all relevant transport modes; ▪ consideration of impacts on the existing road and transport systems as a result of metro operations and supporting transport infrastructure and network changes; and ▪ interaction with and/or protection of existing and proposed transport infrastructure and corridors. **Social, Economic and Land Use Impacts and Interactions –** including: ▪ consideration of local community (services, access, business viability, amenity and personal safety) related changes during construction and operation and proposed measures to minimise these impacts; ▪ consideration of integrating the project with surrounding current and future land uses, including urban renewal opportunities, urban design responses and the potential to enhance the public and civic domain; and ▪ details of utilities, infrastructure or property impacted by the project, including in relation to acquisition, hazards and risks, protection and access. **Heritage Impacts (Indigenous and Non-Indigenous)** – including: ▪ identification of and consideration of potential impacts to archaeological relics, items, areas and landscapes of heritage value in and around the project that may be directly or indirectly affected during construction or operation. **Soil and Water Impacts** – including: ▪ the potential for land contamination and an appropriate level of assessment of the contamination in accordance with *Managing Contaminated Land: Planning Guidelines;* and ▪ potential impacts on receiving water courses and groundwater (including dependent eco-systems) during construction and operation, including the need for and operation of water treatment plants.
Environmental Risk Analysis	Notwithstanding the above key assessment requirements, the Environmental Assessment must include an environmental risk analysis to identify potential environmental impacts associated with the project (construction, operation and staging, where relevant), proposed mitigation measures and potentially significant residual environmental impacts after the application of proposed mitigation measures. Where additional key environmental impacts are identified through this environmental risk analysis, an appropriately detailed impact assessment of this additional key environmental impact must be included in the Environmental Assessment.

Consultation	The EA must reflect an appropriate and justified level of consultation with relevant parties during the preparation of the EA, including:
	▪ local, State or Commonwealth government authorities and service providers such as:
	  ○ NSW Transport and Infrastructure (and its constituent agencies, including Roads and Traffic Authority, Railcorp, and State Transit Authority);
	  ○ Department of Environment, Climate Change and Water;
	  ○ Sydney Olympic Park Authority;
	  ○ Emergency Services;
	  ○ City of Sydney Council, Leichhardt Council, Ashfield Council, City of Canada Bay Council, Burwood Council, Strathfield Council, Auburn Council and Parramatta City Council; and
	▪ the public, including specialist interest groups and affected landowners.
	
	The EA must describe the consultation process, document all community consultation undertaken to date and identify the issues raised (including where these have been addressed in the EA).