



NSW GOVERNMENT  
**Department of Planning**

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Martin Halliday  
Director, Planning and Environment  
Transport Infrastructure Development Corporation  
Locked Bag 6501  
St Leonards NSW 2065

Our ref: 9040496  
Your ref: 116207

Dear Mr Halliday

**Director General's Requirements for the Environmental Assessment of the  
Proposed South West Rail Link Project**

The Department has received your application for the proposed South West Rail Link project (Application Number: 06\_0158), and has considered your request for the preparation of a concept plan for the project.

I wish to advise you that on 3 July 2006 the Minister for Planning authorised the preparation of a concept plan for the proposed South West Rail Link project.

I have attached a copy of the Director General's requirements (DGRs) for the environmental assessment of the concept plan for the project. These requirements have been prepared following the Planning Focus Meeting held on 15 December 2005, the project briefing held on 9 June 2006 and in consultation with relevant government agencies including Liverpool City, Campbelltown City and Camden Councils.

It should be noted that the Director-General's requirements have been prepared based on the information provided to the Department to date. Under Section 75F(3) of the Act, the Director-General may alter or supplement these requirements if necessary and in light of any additional information that may be provided prior to the proponent seeking approval for the concept plan for the project.

I would appreciate it if you would contact the Department at least two weeks before you propose to submit the Environmental Assessment for the project to determine:

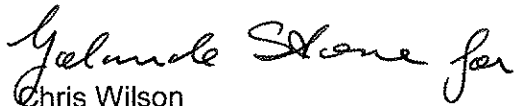
- the fees applicable to the application;
- consultation and public exhibition arrangements that will apply;
- options available in publishing the Environmental Assessment via the Internet; and
- number and format (hard-copy or CD-ROM) of the Environmental Assessments that will be required.

Prior to exhibiting the Environmental Assessment, the Department will review the document to determine if it adequately addresses the DGRs. The Department will consult with other relevant government agencies in making this decision. If the Director-General considers that the Environmental Assessment does not adequately address the DGRs, the Director-General may require the proponent to revise the Environmental Assessment to address the matters notified to the proponent. Following this review period the Environmental Assessment will be made publicly available for a minimum period of 30 days.

If your proposal includes any actions that could have a significant impact on matters of National Environmental Significance, it will require an additional approval under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). This approval would be in addition to any approvals required under NSW legislation. If you have any questions about the application of the EPBC Act to your proposal, you should contact the Commonwealth Department of Environment and Heritage in Canberra (6274 1111 or <http://www.deh.gov.au>).

If you have any enquiries about these requirements, please contact Lisa Mitchell, Manager, Transport on 02 9228 6354.

Yours sincerely



Chris Wilson

**A/Executive Director  
Sustainable Development Assessments  
as delegate for the Director General**

# Director-General's Requirements

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

<b>Application number</b>	06_0158
<b>Project</b>	The construction and operation of the South West Rail Link being: <ul style="list-style-type: none"> <li>• a heavy passenger railway off the East Hills line generally between the Glenfield station area and Leppington; and</li> <li>• associated infrastructure including stations, train stabling, roadways, car parks, bus interchanges, public amenities and intermodal facilities.</li> </ul>
<b>Location</b>	Between Glenfield and Leppington
<b>Proponent</b>	Transport Infrastructure Development Corporation (TIDC)
<b>Date Issued</b>	12 July 2006
<b>Expiry Date</b>	12 July 2008
<b>General Requirements</b>	<p>The Environmental Assessment (EA) must include the following:</p> <ol style="list-style-type: none"> <li>1. an <b>executive summary</b>;</li> <li>2. a <b>description of the project</b> including: <ul style="list-style-type: none"> <li>▪ the objectives of the project;</li> <li>▪ staging of the project and components which may be subject to subsequent approval(s)</li> <li>▪ the alignment and corridor width (including any tunnel sections)</li> <li>▪ general construction and operation requirements;</li> <li>▪ patronage forecasts and mode shift assumptions; and</li> <li>▪ the alternatives considered including route alignment (vertical and horizontal), number and location of stations, location of stabling facilities and construction compounds and justification for the option(s) chosen.</li> </ul> </li> <li>3. a <b>general environmental risk analysis</b> identifying the potential environmental impacts associated with the project (taking into account issues raised during consultation), (Note: where the risk analysis identifies additional key environmental impacts to those identified in the 'key issues' section of the Director-General's Requirements, an appropriately detailed impact assessment of these additional key environmental impacts must be included in the EA).</li> <li>4. an <b>assessment of the key issues</b> specified below, with the following aspects addressed for each key issue (where relevant): <ul style="list-style-type: none"> <li>▪ describe the existing environment;</li> <li>▪ predict the level of potential impacts based on an assessment of worst case impact scenarios; identify any planning, land use or development related assumptions used in impact prediction and/or developing management and mitigation commitments;</li> <li>▪ describe measures that would be implemented to avoid, minimise, mitigate, offset, and/or monitor the impacts of the project; identify any opportunities for changing particular components of the project to reduce impacts.</li> </ul> </li> <li>5. a <b>draft Statement of Commitments</b>, outlining environmental management, mitigation and monitoring measures.</li> <li>6. a <b>conclusion justifying the project</b> taking into account: <ul style="list-style-type: none"> <li>▪ the environmental, social and economic impacts;</li> <li>▪ the suitability of the site; and</li> <li>▪ whether or not the project is in the public interest.</li> </ul> </li> </ol>
<b>Key issues</b>	<ul style="list-style-type: none"> <li>• <b>Interrelationship with Land Use and Infrastructure Planning</b> <ul style="list-style-type: none"> <li>▪ implications for existing and future planning, land use and development strategies, including: <ul style="list-style-type: none"> <li>▪ precinct planning (including around Leppington Station);</li> </ul> </li> </ul> </li> </ul>

- existing and proposed passenger and freight rail infrastructure (including the Southern Sydney Freight Line);
- infrastructure to be provided by the Growth Centres Commission;
- future extension requirements of public roads including Camden Valley Way; and
- the future extension of the SWRL to Bringelly.
- **Corridor Acquisition and Land Use** – including property and land acquisition impacts, severance (including access to green space such as the Western Sydney Parklands), sterilisation of land and impacts on adjacent land use including the impact of the proposed stabling facility.
- **Traffic, Transport, Parking & Access**
  - Operational Impacts – including
    - 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 considerations;
    - opportunities to provide pedestrian and cycle links to the Western Sydney Parklands across and alongside the rail line; and
    - potential local traffic impacts taking into account mode of access to stations and the parking facilities to be provided (including park & ride and kiss & ride).
  - Construction Impacts – including
    - identifying haulage routes, impacts to local and regional traffic from haulage and other construction activities;
    - impacts to existing station facilities such as parking and access during construction; and
    - impacts to bus and rail servicing during construction, particularly the potential impact of construction at Glenfield.
- **Noise and Vibration**
  - Operational Noise & Vibration – including
    - impacts from rail (air borne & regenerated), the stabling yard, other ancillary infrastructure and cumulative impacts taking into account existing and proposed passenger and freight rail infrastructure;
    - consider the implications of mitigation measures (e.g. residential setbacks) on precinct planning and lot yields, in consultation with the Growth Centres Commission.
  - Construction Noise & Vibration – including
    - construction traffic, works outside of standard work hours, and blasting impacts.
- **Flooding and Surface Water**
  - identify riparian zones for water way crossings and impacts from those crossings.
  - flood impact assessment should in accordance with the *NSW Government Floodplain Development Manual (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 identified sites; and consider potential measures to offset any unavoidable impact on heritage.
  - indigenous heritage assessment should be consistent with the strategies/ approach developed by the Growth Centres Commission and the Department of Environment and Conservation; and
  - any heritage assessment of the Upper Canal should be consistent with Conservation Management Plan for the Upper Canal, Pheasant's Nest

	<p>to Prospect Reservoir, NSW, Vol 3. Inventory. Upper Canal. Section 8 (SCA, 2001)</p> <ul style="list-style-type: none"> <li>• <b>Visual and Urban design</b> – identify and evaluate the visual impacts of key design components of the project (including the rail flyover) and from key vantage points.</li> <li>• <b>Social Impacts</b> - social benefits, impacts on the local community and existing sensitive land uses adjacent to corridor</li> <li>• <b>Economic Impacts</b> - business impacts and economic impacts to surrounding centres.</li> </ul>
<b>Consultation</b>	<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"> <li>• local, State or Commonwealth government authorities and service providers; and</li> <li>• 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.</li> </ul>
<b>Deemed Refusal Period</b>	120 days
<b>Statement</b>	a <b>signed statement</b> from the author of the EA certifying that the information contained in the report is neither false nor misleading.