



NSW GOVERNMENT
Department of Planning

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Our ref: S08/00047

Mr Steve Fermio
Director Planning and Environment
Transport Infrastructure Development Corporation
Locked Bag 6501
St Leonards NSW 2065

Attention: Belinda Scott

Dear Mr Fermio

Director General's Requirements for the Environmental Assessment of the proposed Quakers Hill to Vineyard Rail Upgrade (MP 08_0037)

The Department has received your application for the proposed Quakers Hill to Vineyard Rail Upgrade.

I have attached a copy of the Director-General's requirements (DGRs) for the environmental assessment of the Project. These requirements have been prepared following the Planning Focus Meeting held on the 11 March 2008 and in consultation with the relevant government agencies.

It should be noted that the Director-General's requirements have been prepared based on the information provided 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 Project.

I would appreciate it if you could 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;
- relevant land owner notification requirements;
- 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 Assessment 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 may 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 Biodiversity Conservation Act 1999* (EPBC Act). This approval would be in addition to any approvals required under NSW legislation and it is your responsibility to contact the Department of Environment, Water, Heritage and the Arts if an approval under the EPBC Act is required for your proposal (6274 1111 or <http://www.environment.gov.au>).

Please note that the Commonwealth Government has accredited the NSW environmental assessment process for assessing impacts on matters of National Environmental Significance. As a result, if it is determined that an approval is required under the EPBC Act, please contact the Department immediately as supplementary Director-General's requirements will need to be issued.

If you have any enquiries about these requirements, please contact Glenn Snow, Senior Environmental Planning Officer, Major Infrastructure Assessments on 02 9228 6352 or via email (glenn.snow@planning.nsw.gov.au).

Yours sincerely



David Kitto
Acting Executive Director
As delegate for the Director-General

Director-General's Requirements

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

Application	08_0037
Project	Duplication of the rail line from north of Quakers Hill Station to the north of Vineyard Station, including the construction of stations, upgrading of stations, relocation of stations, and additional tracks.
Location	Between and in the vicinity of Quakers Hill to Vineyard rail stations.
Proponent	Transport Infrastructure Development Corporation
Date issued	8 April 2008
Expiry date	8 April 2010
General requirements	The Environmental Assessment (EA) must include the following: 1. an executive summary. 2. a detailed description of the Project including (but not limited to): ▪ location, corridor, stations and planning context (including existing and future surrounding land uses and operations); ▪ project components and design elements (including rail infrastructure; and interactions with services and utilities); ▪ construction and operational characteristics (including station operations and rail services); and ▪ project staging and timing. 3. an assessment of the key issues, with the following aspects described and addressed for each key issue (where relevant): ▪ the significance of the existing and future environment; ▪ the potential impacts of the proposal at construction and operation stages. Direct, indirect and cumulative impacts must be considered; ▪ relevant planning, land use and development matters (including relevant strategic and statutory matters) considered in the impact assessment and/or in developing management/ mitigation measures; ▪ 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). The SoC must incorporate or otherwise capture measures to avoid, minimise, manage, mitigate, offset and/or monitor impacts identified in the impact assessment sections of the EA and ensure that the wording of the SoC clearly articulates the desired environmental outcome of the commitment. The SoC must be achievable, measurable (with respect to compliance), and time specific. 5. certification by the author of the Environment Assessment that the information contained in the Assessment is neither false nor misleading.
Key issues	Strategic and Project Justification – strategically justify the project taking into consideration the objects of the <i>Environmental Planning and Assessment Act 1979</i>, the projects consistency with the aims and objectives of relevant State policies (<i>State Plan, Sydney Metropolitan Strategy, Urban Transport Statement, draft North West Subregional Strategy, North West Growth Centre</i>) and the project objectives. Land Use and Transport - including but not limited to: ▪ compatibility and integration with adjoining land use taking into account relevant Growth Centre plans; ▪ access to and from the project; access across and along the corridor (for rail users and non users, including level crossings); integration with existing, planned and potential transport infrastructure and services. This shall include consideration of: ○ travel demand, capacity, and infrastructure augmentation (if required), ○ all modes and users (including pedestrians and cyclists), interchange requirements and facilities, access restrictions (private and public) and opportunities (including multi-user access paths), ○ traffic demand, movements and management (haulage routes, rail crossings, parking, access restrictions, and contingencies); and

	- design of stations and ancillary facilities, taking into account community amenity, safety and security. Social and Economic – including but not limited to: - economic and social impacts on adjoining communities and businesses at a station and catchment level; and - the relocation of Schofields Station and the reorientation of the town centre, including an assessment of impacts to and opportunities for businesses, access, community identity and cohesion, and service relocation or business closure. Noise and Vibration - including but not limited to: - noise and vibration impacts on receivers (including from ancillary and associated uses and activities and at each stage), taking into account Chapter 171 of the <i>Environmental Noise Control Manual</i>, <i>Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects (DECC/DoP)</i>, and <i>Environmental Noise Management Assessing Vibration: a technical guide (DEC)</i>. Cultural Heritage - including but not limited to: - non-indigenous heritage, with specific consideration of the Riverstone Railway Station Group and Quakers Hill footbridge, taking into account the <i>NSW Heritage Manual (NSW Heritage Office)</i>; and <i>Assessing Heritage Significance Guidelines (NSW Heritage Office)</i>. Ecology - including but not limited to: - biodiversity, with specific consideration of the Shale Plains Woodland and Shale Gravel Transition Forest and associated species, taking into account of the <i>Draft Guidelines for Threatened Species Assessment (DEC)</i>, <i>Threatened Biodiversity Survey and Assessment: Guidelines for Developments and Activities (DEC)</i>, <i>Guidelines for the Assessment of Aquatic Ecology in EIA (DoP)</i> and <i>Fish Passage Requirements for Waterway Crossings (NSW Fisheries)</i>. Note: In land subject to the Biodiversity Certification for the Sydney Region Growth Centres, the environmental assessment and any proposed mitigation measures (offsets) should reflect and be consistent with the requirements of this certification. Hydrology– including but not limited to: - effects of flooding on the project and existing rail infrastructure, and project effects on flood characteristics (including on surrounding land and infrastructure). A range of flood events (including the PMF) shall be assessed in all flood prone areas within and adjoining the corridor; and - surface and storm water, including water body hydrology and water quality, taking into account the <i>Managing Urban Stormwater: Soils and Construction (Landcom)</i> guidelines.
Environmental Risk Analysis	Notwithstanding the above key assessment requirements, the EA must include an environmental risk analysis to identify potential environmental impacts associated with the project (construction and operation), 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 EA.
Consultation	You should undertake an appropriate and justified level of consultation with relevant parties during the preparation of the EA, including (but not limited to): - local, State or Commonwealth government authorities including the Department of Environment and Climate Change, Department of Primary Industries, Department of Water and Energy, Growth Centres Commission, Blacktown City Council, and Hawkesbury City Council; - service and infrastructure providers including RailCorp and the Roads and Traffic Authority; and - the public, including adjoining and affected landowners and businesses. The EA must describe the consultation process undertaken and identify the issues raised (including where these have been addressed in the EA).