



NSW GOVERNMENT
Department of Planning

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Our ref: S07/01938 / MP08-0136

Mr Les Wielinga
Chief Executive
NSW Roads and Traffic Authority
PO Box K198
HAYMARKET NSW 1238

Dear Mr Wielinga

Director General's Requirements for the Environmental Assessment of Proposed Upgrade of Victoria Road

The Department has received your application for the proposed Upgrade of Victoria Road project (Application Number: 08-0136).

I have attached a copy of the Director-General's requirements (DGRs) for the environmental assessment of the Project. These requirements have been prepared based on the DGRs issued for the previous Victoria Road Upgrade proposal, and in further 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, Heritage, Water and the Arts to determine 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 Diane Fajmon, Senior Environmental Planning Officer, Major Infrastructure Assessments on 02 9228 6370 or via email (diane.fajmon@planning.nsw.gov.au).

Yours sincerely

A handwritten signature in black ink, appearing to be 'Chris Wilson', written over a large, faint circular stamp.

12.8.08

Chris Wilson

Executive Director

As delegate for the Director-General

Director-General's Requirements

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

Application number	08_0136
Project	Upgrade of Victoria Road
Location	Between Westbourne Street, Drummoyne and The Crescent, Rozelle, within the Leichhardt and Canada Bay Local Government Areas.
Proponent	NSW Roads and Traffic Authority
Date issued	12 August 2008
Expiry date	12 August 2010
General requirements	The Environmental Assessment (EA) must include the following: 1. an executive summary. 2. a detailed description of the Project including: ▪ route alignment; ▪ design elements (e.g. public transport, pedestrian and cyclist facilities, etc); and ▪ ancillary facilities. 3. an assessment of the key issues, with the following aspects addressed for each key issue (where relevant): ▪ describe the existing environment; ▪ assess the potential impacts of the proposal at both construction and operation stages, in accordance with relevant policies and guidelines. Both direct and indirect impacts must be considered; ▪ 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). 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, 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 consistency with the aims and objectives of relevant State policies and publications, such as the <i>State Plan</i> (2006), <i>Urban Transport Statement</i> (2006), <i>City of Cities: A Plan for Sydney's Future</i> (2005), the <i>InnerWest Subregion – Draft Subregional Strategy</i> (2008), and <i>Sydney Link</i> (2008). ▪ Project Justification – identify alternatives to the preferred project considered (including but not limited to the alternatives to the project itself, the bridging options and the configuration for peak hour bus priority lanes during AM and PM peaks), and justify the project taking into consideration the objects of the <i>Environmental Planning and Assessment Act 1979</i>. ▪ Transport – including but not limited to: ▪ demonstration of how the preferred design meets the traffic and transport objectives for the project, particularly with respect to achieving improvements to public transport reliability and travel times; ▪ road network performance and efficiencies, including impacts associated with the redirection of traffic due to altered access to and from Victoria Road, the potential for induced traffic and potential constraints of the

	existing road network. Consideration should also be given to what effect potential major land use changes in the locality may have on the traffic assessment outcomes; ▪ road safety impacts, such as impacts resulting from tidal flow arrangements and reduced medians; ▪ local public transport users and accessibility including the rationalisation of bus stops along Victoria Road; ▪ local and regional pedestrian and cyclist networks, and measures to maintain or enhance these networks. This includes regional cyclist networks along Victoria Road and at Iron Cove Bridge/the Bay Run; and ▪ waterway uses at Iron Cove including recreational and commercial vessels, and Sydney Ferry services. ▪ Contamination – including but not limited to: ▪ identification of any known or potentially contaminated land (including soils, sediments and groundwater) that may be disturbed during the construction of the project, having regard to the requirements of the <i>Contaminated Land Management Act 1997, Managing Contaminated Land: Planning Guidelines, SEPP 55 – Remediation of Land and Guidelines for Consultants Reporting on Contaminated Sites</i>; ▪ where known or potentially contaminated land will be disturbed during the construction of the project, characterisation of the nature and extent of the contamination; ▪ identification of the need for remediation of contaminated land, having regard to the ecological and human health risks posed by the contamination in the context of existing and future land uses; and ▪ where remediation of contaminated land is required, presentation of a Remedial Action Plan in accordance with relevant DECC guidelines. ▪ Noise and Vibration – including but not limited to: ▪ operational road traffic noise impacts on both existing and future sensitive receivers; ▪ construction noise and vibration including construction traffic noise and out-of-hours activities; and ▪ the assessment(s) must take into account the following guidelines as relevant: <i>Environmental Criteria for Road Traffic Noise, Environmental Noise Management Manual, Environmental Noise Control Manual, Assessing Vibration: A Technical Guideline</i>. ▪ Visual Amenity and Urban Design – including but not limited to: ▪ identification of urban design objectives for the project to enhance the current road corridor and demonstrate how the proposed urban design elements of the project (such as bus stops, landscaping, etc) would be consistent with the existing (and desired) character of the area; and ▪ visual amenity and overshadowing impacts of the new bridge structure at Iron Cove on neighbouring recreational, commercial and residential uses. ▪ Social and Economic – including but not limited to: ▪ local community (land use, property and amenity related changes), including impacts on recreational uses at Drummoyne Pool, King George Park and the Bay Run, and recreational and commercial boating activities; ▪ properties and land uses adjacent to the project, including: acquisition, access, land use viability and future development potential; and ▪ business viability and sustainability, including parking and access changes. ▪ Heritage – including but not limited to: ▪ the values, settings and integrity of non-indigenous heritage areas and items located within or adjacent to the road corridor, including archaeological items. In particular, the impacts on the existing and former Iron Cove Bridge structures. ▪ 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
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	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: ▪ local, State or Commonwealth government authorities and service providers such as State Transit Authority, the Ministry of Transport, the Department of Environment and Climate Change, the Department of Primary Industries, NSW Maritime, NSW Health, Leichhardt Council, Canada Bay Council and City of Sydney Council; ▪ specialist interest groups including Local Aboriginal Councils, the NSW Rowing Association, Yachting NSW, Dragon Boats NSW Inc; and ▪ the public, including 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).