

Appendix A

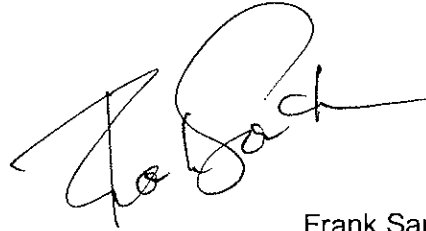
Minister's Orders

ORDER DECLARING DEVELOPMENT TO BE A PROJECT UNDER PART 3A OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

I, the Minister for Planning, in pursuance of section 75B(1) of the *Environmental Planning and Assessment Act 1979* (the Act), do, by this Order declare that the development described in Schedules 1, 2 and 3 are projects to which Part 3A of the Act applies.

In my opinion, the developments described in Schedules 1, 2 and 3 are of State and regional environmental planning significance.

Dated, this 25th day of Dec, 2007



Frank Sartor, M.P.,
Minister for Planning,
Sydney.

SCHEDULE 1

Development comprising the Hume Highway bypass of Tarcutta, in the Wagga Wagga Local Government Area, extending from approximately 41 kilometres south of Gundagai to approximately 48 kilometres south of Gundagai ('the Project').

Development includes all associated or ancillary works, activities, uses, structures or facilities for the purposes of the Project, including (but is not limited to) any of the following:

- a) construction (and associated demolition works) and operation (excluding maintenance) of the Project;
- b) access for construction and operation of the Project including access for pedestrians, public transport and vehicles;
- c) environmental management and pollution control for the Project;
- d) associated interchanges, intersections, bridges, overpasses, ramps, service roads and road modifications for the Project;
- e) any changes to the route of the existing carriageway or road for the Project;
- f) any re-alignment, modification, demolition or replacement of the existing carriageway or road for the Project; and
- g) any winning or obtaining extractive material as part of the construction work for the Project.

but does not include preliminary works (including surveys, test drilling, test excavations, preliminary geotechnical investigations) associated with the design or environmental assessment of the Project occurring prior to the commencement of construction.

SCHEDULE 2

Development comprising the Hume Highway bypass of Holbrook, in the Greater Hume Local Government Area, extending from approximately 109 kilometres south of Gundagai to approximately 118 kilometres south of Gundagai ('the Project').

Development includes all associated or ancillary works, activities, uses, structures or facilities for the purposes of the Project, and includes (but is not limited to) the following:

- a) construction (and associated demolition works) and operation (excluding maintenance) of the Project;
- b) access for construction and operation of the Project including access for pedestrians, public transport and vehicles;
- c) environmental management and pollution control for the Project;
- d) associated interchanges, intersections, bridges, overpasses, ramps, service roads and road modifications for the Project;
- e) any changes to the route of the existing carriageway or road for the Project;
- f) any re-alignment, modification, demolition or replacement of the existing carriageway or road for the Project; and
- g) any winning or obtaining extractive material as part of the construction work for the Project.

but does not include preliminary works (including surveys, test drilling, test excavations, preliminary geotechnical investigations) associated with the design or environmental assessment of the Project occurring prior to the commencement of construction.

SCHEDULE 3

Development comprising the Hume Highway bypass of Woomargama, in the Greater Hume Local Government Area, extending from approximately 122 kilometres south of Gundagai to approximately 132 kilometres south of Gundagai ('the Project').

Development includes all associated or ancillary works, activities, uses, structures or facilities for the purposes of the Project, and includes (but is not limited to) the following:

- a) construction (and associated demolition works) and operation (excluding maintenance) of the Project;
- b) access for construction and operation of the Project including access for pedestrians, public transport and vehicles;
- c) environmental management and pollution control for the Project;
- d) associated interchanges, intersections, bridges, overpasses, ramps, service roads and road modifications for the Project;
- e) any changes to the route of the existing carriageway or road for the Project;
- f) any re-alignment, modification, demolition or replacement of the existing carriageway or road for the Project; and
- g) any winning or obtaining extractive material as part of the construction work for the Project.

but does not include preliminary works (including surveys, test drilling, test excavations, preliminary geotechnical investigations) associated with the design or environmental assessment of the Project occurring prior to the commencement of construction.

Department of Planning

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Declaration of Critical Infrastructure Project

I, the Minister for Planning, declare under section 75C of the Environmental Planning and Assessment Act 1979, that the project referred to in the Schedule is a critical infrastructure project, having formed the opinion that the project is essential for the State for economic, environmental and social reasons.

Dated, this 4th day of March, 2009.

KRISTINA KENNEALLY,
Minister for Planning

SCHEDULE

Development comprising the Hume Highway bypass of Holbrook, in the Greater Hume Local Government Area, extending from approximately 109 kilometres south of Gundagai to approximately 118 kilometres south of Gundagai ('the Project').

Development includes all associated or ancillary works, activities, uses, structures or facilities for the purposes of the Project, including (but is not limited to) any of the following:

- (a) construction (and associated demolition works) and operation (excluding maintenance) of the Project;
- (b) access for construction and operation of the Project including access for pedestrians, public transport and vehicles;
- (c) environmental management and pollution control for the Project;
- (d) associated interchanges, intersections, bridges, overpasses, ramps, service roads and road modifications for the Project;
- (e) any changes to the route of the existing carriageway or road for the Project;
- (f) any re-alignment, modification, demolition or replacement of the existing carriageway or road for the Project; and
- (g) any winning or obtaining extractive material as part of the construction work for the Project.

but does not include preliminary works (including surveys, test drilling, test excavations, preliminary geotechnical investigations) associated with the design or environmental assessment of the Project occurring prior to the commencement of construction.

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

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Dated, this 4th day of March, 2009.

KRISTINA KENNEALLY,
Minister for Planning

SCHEDULE

Development comprising the Hume Highway bypass of Tarcutta, in the Wagga Wagga Local Government Area, extending from approximately 41 kilometres south of Gundagai to approximately 48 kilometres south of Gundagai ('the Project').

Development includes all associated or ancillary works, activities, uses, structures or facilities for the purposes of the Project, including (but is not limited to) any of the following:

- (a) construction (and associated demolition works) and operation (excluding maintenance) of the Project;
- (b) access for construction and operation of the Project including access for pedestrians, public transport and vehicles;
- (c) environmental management and pollution control for the Project;
- (d) associated interchanges, intersections, bridges, overpasses, ramps, service roads and road modifications for the Project;
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ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

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Dated, this 4th day of March, 2009.

KRISTINA KENNEALLY,
Minister for Planning

SCHEDULE

Development comprising the Hume Highway bypass of Woomargama, in the Greater Hume Local Government Area, extending from approximately 122 kilometres south of Gundagai to approximately 132 kilometres south of Gundagai ('the Project').

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- (a) construction (and associated demolition works) and operation (excluding maintenance) of the Project;
- (b) access for construction and operation of the Project including access for pedestrians, public transport and vehicles;
- (c) environmental management and pollution control for the Project;
- (d) associated interchanges, intersections, bridges, overpasses, ramps, service roads and road modifications for the Project;
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but does not include preliminary works (including surveys, test drilling, test excavations, preliminary geotechnical investigations) associated with the design or environmental assessment of the Project occurring prior to the commencement of construction.

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

ORDER

I, the Minister for Planning, order under section 75B(1) of the Environmental Planning and Assessment Act 1979 that the development described in the Schedule 1 is a project to which Part 3A applies.

The Hon KRISTINA KENNEALLY, M.P.,
Minister for Planning,
Sydney

SCHEDULE 1

The proposed development on land within the Killalea State Park (Lots 17, 18 and 19 in DP 3710, Lot 30 in DP 751290, Lot 1 in DP 609762 and Lot 21 in DP 1010797), via Killalea Drive, and Buckleys Road Shellcove, within the Shellharbour Local Government Area, for a tourist facility within two separate development areas comprising 106 accommodation lodges and associated pool, gymnasium, conference, amenities, restaurant/café, kiosk and parking areas.

Appendix B

Director-General's Requirements

Director-General's Requirements

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

Application number	08_0138
Project	Hume Highway Upgrade – construction of a 9km dual carriageway bypass of Holbrook
Location	Holbrook on the Hume Highway, within the Greater Hume Local Government Area
Proponent	NSW Roads and Traffic Authority
Date issued	2 December 2008
Expiry date	2 December 2010
General requirements	<p>The Environmental Assessment (EA) must include the following:</p> <ol style="list-style-type: none"> 1. an executive summary; 2. a detailed description of the project including: <ul style="list-style-type: none"> ▪ route alignment and corridor width; ▪ design elements (e.g. construction of temporary crossings, bridges, culverts, creek diversions, geotechnical investigations, excavating or reclaiming the bed or banks of any waterways, requirements for level of service (LOS), pedestrian and cyclists facilities etc); ▪ potential staging; ▪ ancillary facilities (e.g. compound site, batching plants etc); and ▪ resourcing (e.g. construction material needs, spoil disposal, natural resource consumption including water). 3. an assessment of the key issues, with the following aspects addressed for each key issue (where relevant): <ul style="list-style-type: none"> ▪ describe the existing environment; ▪ assess the potential impacts of the proposal (direct, indirect and cumulative) at 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 the residual impacts. 4. a draft Statement of Commitments (SoC). The SoC must incorporate or otherwise capture all 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 EA that the information contained in the Assessment is neither false nor misleading.
Key issues	<ul style="list-style-type: none"> ▪ Strategic Justification – describe the strategic need, justification and objectives for the project (including performance indicators), and consistency with the aims and objectives of relevant National and State planning policies and provisions, such as the National <i>Land Transport Plan (Auslink)</i> and <i>State Infrastructure Strategy – New South Wales 2006-07 to 2015-2016</i>. ▪ Project Justification – describe the need for and objectives of the project; alternatives considered and justification for the preferred project taking into consideration the objects of the <i>Environmental Planning and Assessment Act 1979</i> and the following: <ul style="list-style-type: none"> ○ the environmental, social and economic impacts of the project; ○ the suitability of the site; and ○ whether or not the project is in the public interest. ▪ Traffic and Transport - including but not limited to: <ul style="list-style-type: none"> ○ demonstrate how the preferred route and road design meets the traffic

and transport objectives for the project, particularly with respect to increasing infrastructure handling capacity and efficiency, and improving transport productivity on nationally strategic and export-oriented freight corridors;

- construction traffic impacts, including spoil haulage, and potential disruption to existing school bus services and travelling stock routes;
- operational traffic and transport impacts to the local and regional road network, including direct impacts from replacement of the existing highway that currently passes through the town centre;
- traffic capacity of the proposal and its ability to cater for predicted growth. Consideration should be given to what effect potential major land use changes in the locality may have on the traffic assessment outcomes; and
- opportunity for the provision of cycle way connections along the highway and to adjoining communities.
- **Noise and Vibration** - including but not limited to:
 - construction noise and vibration, including construction traffic noise and blasting impacts;
 - operational road traffic noise impacts including consideration of local meteorological conditions (as relevant) and any additional reflective noise impacts from proposed noise mitigation barriers; and
 - the assessment must take into account the following guidelines as relevant: *Environmental Criteria for Road Traffic Noise* (EPA, 1999), *Environmental Noise Management Manual* (RTA, 2001), *Draft Noise Control Guidelines*, *Construction Site Noise (formerly published as chapter 171 of the EPA's Environmental Noise Control Manual)*, *Assessing Vibration: A Technical Guideline* (DEC, 2006); and *Technical Basis for Guidelines to Minimise Annoyance Due to Blasting Overpressure and Ground Vibration* (ANZECC, 1990).
- **Flora and Fauna** - including but not limited to:
 - assessment of threatened terrestrial and aquatic species, populations, ecological communities and/or critical habitat, consistent with the *Threatened Species Assessment Guidelines* (DECC, 2007), including details on the existing site conditions and quantity and likelihood of disturbance;
 - targeted surveys of threatened flora and fauna species, including White Box, Yellow Box, Blakely's Red Gum Woodland, Barking Owl, Diamond Firetail and Grey-crowned Babbler; and
 - native vegetation loss; weed infestation; habitat fragmentation; impacts to wildlife corridors including riparian corridors; and impacts to groundwater dependent communities, riparian and aquatic habitat.
- **Aboriginal Heritage** - including but not limited to:
 - detailed archaeological heritage assessment, including archaeological survey to determine the extent of Aboriginal occupation and land use; and
 - cultural heritage assessment to identify the cultural value of the area to Aboriginal people in the present and historically.
- **Social and Economic** - including but not limited to:
 - the agricultural sector taking into account the fragmentation and potential loss of agricultural and farm viability, stock diseases and the impact of a revised road network on quarantined properties and travelling stock reserves/route;
 - local community socio-economic impacts associated with landuse, property and amenity related changes; and
 - business (including agribusinesses) impacts including the overall viability, profitability, productivity and sustainability of businesses;
- **Environmental Risk Analysis (ERA)** – 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	<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 including the Department of Environment and Climate Change, the Department of Primary Industries, the Department of Water and Energy, the Heritage Office, Greater Hume Shire Council and the Australian Rail Track Corporation ;▪ specialist interest groups, including Local Aboriginal Councils; and▪ the public, including affected landowners. <p>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).</p>

Relevant Guidelines - For Reference

Flora and Fauna

Threatened Species Assessment Guidelines (DECC, 2007)

Heritage

Draft Guideline for Assessment of Impacts on Aboriginal Heritage under Part 3A (Department of Planning, 2005)

Aboriginal Cultural Heritage: Standards and Guidelines (DECC, 2005)

The Australia ICOMOS Charter for the Conservation of Places and Cultural Significance (The Burra Charter). Guidelines to the Burra Charter (Australia International Council on Monuments and Sites, 1987).

Air Quality

Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (DECC, 2005)



NSW GOVERNMENT
Department of Planning

Contact: Lisa Chan
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Fax: (02) 9228 6355
Email: lisa.chan@planning.nsw.gov.au

Mr Charlie Blomfield
Manager Hume Highway Office
NSW Roads and Traffic Authority (RTA)
PO Box 484
WAGGA WAGGA NSW 2450

Our ref: S08/01176-1

Attn: Peter Hurst

Dear Mr Blomfield

Proposed Hume Highway Upgrade, Holbrook Bypass (MP 08_0138), Woomargama Bypass (MP 08_0237) and Tarcutta Bypass (MP 08-0139)

I refer to the Director-General's Requirements (DGRs) for the Environmental Assessment of the proposed Holbrook, Woomargama and Tarcutta bypasses issued on 2 and 10 December 2008 and 5 January 2009, respectively.

In response to the RTA's request for clarification on the appropriate assessment methodology for construction noise, the Department has liaised with the Department of Environment and Climate Change, which has advised that the draft NSW Construction Noise Guidelines have not been finalised. Accordingly, the Director-General requires that the construction noise assessment take into account chapter 171 of the Environmental Noise Control Manual.

Should you have any queries relating to this matter, please contact Ms Lisa Chan, Environmental Planning Officer, on 9228 6226.

Yours sincerely


Scott Jeffries
Director
Major Infrastructure Assessments
As delegate for the Director-General

Appendix C

Checklist of Director-General's
Requirements

Table C-1 Checklist of Director-General's Requirements

Issues raised	Reference in environmental assessment
General requirements	
An executive summary .	Executive summary
A detailed description of the project including:	Chapters 5 and 6
<ul style="list-style-type: none"> ▪ Route alignment and corridor width. 	Sections 5.3.2
<ul style="list-style-type: none"> ▪ Design elements (eg construction of temporary crossings, bridges, culverts, creek diversions, geotechnical investigations, excavating or reclaiming the bed or banks of any waterways, requirements for level of service (LOS), pedestrian and cyclists facilities etc). 	Sections 5.3.3 to 5.3.11, 6.6.3
<ul style="list-style-type: none"> ▪ Potential staging. 	Section 6.2.1
<ul style="list-style-type: none"> ▪ Ancillary facilities (eg compound site, batching plants etc.). 	Section 6.6
<ul style="list-style-type: none"> ▪ Resourcing (eg construction material needs, spoil disposal, natural resource consumption including water). 	Section 6.3
An assessment of key issues , with the following aspects addressed for each key issue (where relevant):	Chapter 9 Technical Papers (Volume 2)
<ul style="list-style-type: none"> ▪ Describe the existing environment. 	
<ul style="list-style-type: none"> ▪ Assess the potential impacts of the proposal (direct, indirect and cumulative) at both construction and operation stages, in accordance with relevant policies and guidelines. 	
<ul style="list-style-type: none"> ▪ 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. 	
<ul style="list-style-type: none"> ▪ Describe measures to be implemented to avoid, minimise, manage, mitigate, offset and/or monitor the impacts of the project and the residual impacts. 	
A draft Statement of Commitments (SoC) . The SoC must incorporate or otherwise capture all 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.	Chapter 11
Certification by the author of the EA that the information contained in the assessment is neither false nor misleading.	Statement of validity
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 National and State planning policies and provisions, such as the <i>National Land Transport Plan (Auslink)</i> and <i>State Infrastructure Strategy — New South Wales 2006-07 to 2015-16</i> .	Chapter 3
Project justification — describe the need for and objectives of the project; alternatives considered and justification for the preferred project taking into consideration the objects of the <i>Environmental Planning and Assessment Act 1979</i> and the following:	Chapters 4 and 12
<ul style="list-style-type: none"> ▪ The environmental, social and economic impacts of the project. 	Sections 12.1, 12.2
<ul style="list-style-type: none"> ▪ The suitability of the site. 	Sections 12.1, 12.2
<ul style="list-style-type: none"> ▪ Whether or not the project is in the public interest. 	Sections 12.1, 12.2, 12.3

Issues raised	Reference in environmental assessment
Traffic and transport — including, but not limited to:	
<ul style="list-style-type: none"> ▪ Demonstrate how the preferred route and road design meets the traffic and transport objectives for the project, particularly with respect to increasing infrastructure handling capacity and efficiency, and improving transport productivity on nationally strategic and export-oriented freight corridors 	Sections 9.5.1, 9.5.4, 3.3, 12.1.1 Technical Paper 4 (Volume 2)
<ul style="list-style-type: none"> ▪ Construction traffic impacts, including spoil haulage, and potential disruption to existing school bus services and travelling stock routes. 	Section 9.5.3, Technical Paper 4 (Volume 2)
<ul style="list-style-type: none"> ▪ Operational traffic and transport impacts to the local and regional road network, including direct impacts from replacement of the existing highway that currently passes through the town centre. 	Section 9.5.4, Technical Paper 4 (Volume 2)
<ul style="list-style-type: none"> ▪ Traffic capacity of the proposal and its ability to cater for predicted growth. Consideration should be given to what effect potential major land use changes in the locality may have on the traffic assessment outcomes. 	Section 9.5.4, Technical Paper 4 (Volume 2)
<ul style="list-style-type: none"> ▪ Opportunity for the provision of cycle way connections along the highway and to adjoining communities. 	Section 9.5.4, Technical Paper 4 (Volume 2)
Flora and fauna — including, but not limited to:	
<ul style="list-style-type: none"> ▪ Assessment of threatened terrestrial and aquatic species, populations, ecological communities and/or critical habitat, consistent with the <i>Threatened Species Assessment Guidelines</i> (DECC, 2007), including details on the existing site conditions and quantity and likelihood of disturbance. 	Sections 9.1.2, 9.1.3, 9.1.5 Chapters 4, 5 and 7 of <i>Technical Paper 1</i> (Volume 2)
<ul style="list-style-type: none"> ▪ Targeted surveys of threatened flora and fauna species, including White Box, Yellow Box, Blakely's Red Gum Woodland, Barking Owl, Diamond Firetail and Grey-crowned Babbler. 	Section 9.1.1 Chapter 2 of <i>Technical Paper 1</i> (Volume 2)
<ul style="list-style-type: none"> ▪ Native vegetation loss; weed infestation; habitat fragmentation; impacts to wildlife corridors including riparian corridors; and impacts to groundwater dependent communities, riparian and aquatic habitat. 	Section 9.1.3, 9.1.5 Chapters 5 and 6 of <i>Technical Paper 1</i> (Volume 2)
Aboriginal heritage — including but not limited to:	
<ul style="list-style-type: none"> ▪ Detailed archaeological heritage assessment, including archaeological survey to determine the extent of Aboriginal occupation and land use. 	Section 9.2.1, 9.2.2, 9.2.3, 9.2.4 and 7.3.1 Technical Paper 2 (Volume 2)
<ul style="list-style-type: none"> ▪ Cultural heritage assessment to identify the cultural value of the area to Aboriginal people in the present and historically. 	Section 9.2.1, 9.2.2, 9.2.3, 9.2.4 and 7.3.1 Technical Paper 2 (Volume 2)
Noise and vibration — including but not limited to:	
<ul style="list-style-type: none"> ▪ Construction noise and vibration, including construction traffic noise and blasting impacts. 	Section 9.3.5, Technical Paper 3 (Volume 2)
<ul style="list-style-type: none"> ▪ Operational road traffic noise impacts including consideration of local meteorological conditions (as relevant) and any additional reflective noise impacts from proposed noise mitigation barriers. 	Section 9.3.4, Technical Paper 3 (Volume 2)
<ul style="list-style-type: none"> ▪ The assessment must take into account the following guidelines as relevant: <i>Environmental Criteria for Road Traffic Noise</i> (EPA, 1999), <i>Environmental Noise Management Manual</i> (RTA, 2001), <i>Draft Noise Control Guidelines, Construction Site Noise</i> (formerly published as chapter 171 of the EPA's <i>Environmental Noise Control Manual</i>), <i>Assessing Vibration: A Technical Guideline</i> (DEC, 2006); and <i>Technical Basis for Guidelines to Minimise Annoyance Due to Blasting Overpressure and Ground Vibration</i> (ANZECC, 1990). 	Section 9.3.1, Technical Paper 3 (Volume 2)

Issues raised	Reference in environmental assessment
Social and economic — including but not limited to:	
<ul style="list-style-type: none"> ▪ The agricultural sector taking into account the fragmentation and potential loss of agricultural and farm viability, stock diseases and the impact of a revised road network on quarantined properties and travelling stock reserves/route. 	Sections 9.4.2, 9.5.4
<ul style="list-style-type: none"> ▪ Local community socio-economic impacts associated with landuse, property and amenity related changes. 	Section 9.4.2,
<ul style="list-style-type: none"> ▪ Business (including agribusinesses) impacts including the overall viability, profitability, productivity and sustainability of businesses. 	Section 9.4.2,
<p>Environmental risk analysis (ERA) — 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.</p>	Chapter 8
Consultation	
Undertake an appropriate and justified level of consultation with relevant parties during the preparation of the EA, including:	Sections 4.1, 7.3, 7.4
<ul style="list-style-type: none"> ▪ Local, State or Commonwealth government authorities and service providers including the Department of Environment and Climate Change, the Department of Primary Industries, the Department of Water and Energy, the Heritage Office, Greater Hume Shire Council and the Australian Rail Track Corporation. 	Chapter 7
<ul style="list-style-type: none"> ▪ Specialist interest groups, including Local Aboriginal Councils. 	
<ul style="list-style-type: none"> ▪ The public, including affected land owners. 	
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).	

Table C-2 Checklist of relevant guidelines

Issues raised	Reference in environmental assessment
Flora and fauna	
<i>Draft Guidelines for Threatened Species Assessment</i> (DEC and DPI, 2005)	Section 9.1 Technical Paper 1 (Volume 2)
Heritage	
<i>Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation</i> (DEC, 2005)	Section 9.2 Technical Paper 2 (Volume 2)
<i>Aboriginal Cultural Heritage: Standards and Guidelines</i> (DEC, 2005)	
Noise and vibration	
<i>Environmental Criteria for Road Traffic Noise</i> (EPA, 1999)	Section 9.5 Technical Paper 6 (Volume 2)
<i>Environmental Noise Management Manual</i> (RTA, 2001)	Section 9.5 Technical Paper 6 (Volume 2)
<i>Draft New South Wales Construction Noise Guideline</i> (DECC, 2008)	Not applicable.
<i>Assessing Vibration: A Technical Guideline</i> (DEC, 2006)	Section 9.5 Technical Paper 6 (Volume 2)
<i>Technical Basis for Guidelines to Minimise Annoyance Due to Blasting Overpressure and Ground Vibration</i> (ANZECC, 1990)	Section 9.5 Technical Paper 6 (Volume 2)
Water	
<i>NSW Inland Groundwater Water Shortages Zone Order No's 1 and 2, 2008</i>	Section 9.4 Technical Paper 5 (Volume 2)
<i>NSW Floodplain Development Manual</i> (DIPNR, 2005)	Section 9.4 Technical Paper 4 (Volume 2)