

Appendix B Director-General's Requirements



Office of the Director General

Mr Michael Bushby
A/Chief Executive
Roads and Traffic Authority
Locked Bag 928
NORTH SYDNEY NSW 2059

Y09/988

Dear Mr Bushby

Director General's Requirements for the Environmental Assessment of Proposed M2 Upgrade

The Department has received your application for the proposed M2 Upgrade project (Application Number: 09-0049).

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 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


Sam Haddad
Director General

6/4/2009.

Director-General's Requirements

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

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| Application number | 09_0049 |
| Project | Upgrade of the M2 Motorway between Windsor Road, Baulkham Hills, and Dehli Road, North Ryde |
| Location | In and around the existing M2 Motorway corridor, in the Ryde, Hornsby and Baulkham Hills local government areas |
| Proponent | NSW Roads and Traffic Authority |
| Date issued | 6 April 2009 |
| Expiry date | 6 April 2011 |
| General requirements | <p>The Environmental Assessment must include the following:</p> <ol style="list-style-type: none"> 1. an executive summary. 2. a description of the project including: <ul style="list-style-type: none"> ▪ route alignment of the project, including an indication of areas for widened or new carriageways, on/ off ramps, breakdown lanes and associated and ancillary facilities; ▪ key design elements of the project, including carriageway, tunnel and bridging works; ▪ ancillary operational components, including upgrades to the Motorway's Intelligent Transport Systems, upgrades to toll facilities, park and ride facilities, cycle facilities, signals and connections with the surrounding road network; and ▪ construction facilities, including construction compounds, lay-down areas and spoil stockpiling/ management areas. 3. an assessment of the key issues, with the following aspects addressed for each key issue (where relevant): <ul style="list-style-type: none"> ▪ description of the existing environment; ▪ assessment of the potential impacts (direct and indirect) of the project for both construction and operation stages, in accordance with relevant policies and guidelines; ▪ identification of 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 ▪ description of 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 incorporating or otherwise capturing measures to avoid, minimise, manage, mitigate, offset and/or monitor impacts identified in the impact assessment sections of the Environmental Assessment. The Statement of Commitments must clearly articulate the desired environmental outcome of the commitment. The Statement of Commitments must be achievable, measurable (with respect to compliance), and time-specific, where relevant. 5. certification by the author of the Environmental Assessment that the information contained in the Assessment is neither false nor misleading. |
| Key issues | <ul style="list-style-type: none"> ▪ Strategic Justification – the Environmental Assessment must outline the strategic need and justification for the project, taking into account existing and proposed transport infrastructure and services within the adjoining subregions, and as relevant the outcomes and objectives of the <i>State Plan (2006)</i>, <i>City of Cities: A Plan for Sydney's Future (2005)</i> (the "Metropolitan Strategy") and the accompanying draft subregional strategies, and the NSW Government's <i>Urban Transport Statement (November, 2006)</i>. ▪ Project Justification – the Environmental Assessment must justify the project and its components taking into consideration the objects of the <i>Environmental Planning and Assessment Act 1979</i>. This justification must include an assessment of alternatives considered, demonstrate that the project will enhance the use of public transport and that the project will not unduly induce traffic and exacerbate congestion |

in the medium to longer term within the adjoining subregions. The assessment must specifically address how the proposed park and ride facility will enhance public transport patronage, including a cost benefit analysis.

- **Operational Traffic and Transport Implications** – the Environmental Assessment must include an assessment of the operational impacts of the project, including traffic levels on the M2 Motorway and the impacts on the surrounding road network, including any impacts on the Lane Cove Tunnel, the M7 Westlink Motorway, and the surrounding local and regional road network. The assessment must also consider operational implications for public transport (particularly with respect to bus routes, interchanges and connections with the rail network), impacts on cyclists and cycle access, and any impacts on pedestrian access and safety (for those ancillary works around the Motorway corridor, as relevant).
- **Operational Noise Impacts** – the Environmental Assessment must include an assessment of the noise impacts of the project during operation, consistent with the *Environmental Criteria for Road Traffic Noise* (EPA, 1999). The assessment must include specific consideration of impacts to sensitive receivers (schools, hospitals, aged care facilities), as relevant.
- **Impacts on Ecology** – the Environmental Assessment must include an assessment of the potential ecological impacts of the project, with specific reference to the need for vegetation clearing, habitat and connectivity implications, edge effects, and stormwater and watercourse implications. The Environmental Assessment must make specific reference to impacts on threatened species, populations and communities, including the Sydney Turpentine-Ironbark Forest and Blue Gum High Forest Endangered Ecological Communities, and the native fauna that may utilise those communities. The Environmental Assessment shall demonstrate that the extent of vegetation clearing has been minimised through the design of the project, and shall include details of any off-set measures that may be proposed.
- **Urban Design and Landscaping Issues** – the Environmental Assessment must include consideration of the urban design and landscape implications of the project, including identification of urban design and landscaping objectives to enhance the current road corridor and to demonstrate how the proposed urban design elements of the project would be consistent with the existing (and desired) character of the area.
- **Aboriginal Cultural Heritage** – the Environmental Assessment must include an assessment of the potential Aboriginal cultural heritage impacts of the project, including an assessment of objects, places of significance, natural and landscape values of the corridor and surrounding area, taking into account the *Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation* (DEC, July 2005).
- **General Construction Impacts** – the Environmental Assessment must consider the potential impacts associated with the construction of the project, and present a management framework for construction works to ensure that impacts are mitigated, monitored and managed. The Environmental Assessment must include consideration of, and a management framework for:
 - construction noise and vibration, including a considered approach to scheduling construction works having regard to the nature of construction activities (including transport, blasting and tonal or impulsive noise-generating works, as relevant), the intensity and duration of noise and vibration impacts, the nature, sensitivity and impact to potentially-affected human receivers and structures, 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 management). The Environmental Assessment 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;
 - construction traffic including a considered approach to route identification and scheduling of transport movements, the number, frequency and size of construction related vehicles (both passenger, commercial and heavy vehicles), the nature of existing traffic on construction access routes (with consideration of peak traffic times and sensitive road users, including emergency vehicles and buses), and the need to close, divert or otherwise reconfigure elements of the

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| | <p>road network associated with construction of the project. The Environmental Assessment must also present a strategy for managing 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; and</p> <ul style="list-style-type: none"> ▪ erosion, sedimentation, water quality and riparian management issues for works in and around watercourse crossings. The Environmental Assessment must specifically consider how construction of the project will be undertaken and managed to minimise the potential for impacts on riparian vegetation, fish passage and water quality in watercourses for the duration of construction works. ▪ 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 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 Environmental Assessment. |
| <p>Consultation</p> | <p>The Environmental Assessment must reflect an appropriate and justified level of consultation with relevant stakeholders during the preparation of the Environmental Assessment, including:</p> <ul style="list-style-type: none"> ▪ the Department of Environment and Climate Change; ▪ the Department of Water and Energy; ▪ the Department of Primary Industries; ▪ Ryde City Council, Hornsby Shire Council and Baulkham Hills Shire Council; and ▪ relevant public stakeholders, including special interest groups and affected landowners. <p>The Environmental Assessment must outline the consultation process, document all community consultation undertaken to date and identify the issues raised (including where these have been addressed in the Environmental Assessment).</p> |