NSW GOVERNMENT
Department of Planning

Office of the Director General

Y09/586

Mr Rodd Staples
Project Director
Sydney Metro
PO Box Q286
QVB Post Office NSW 1230

Dear Mr Staples

Director General's Requirements for the Environmental Assessment of Proposed CBD Metro

The Department has received your application for the proposed CBD Metro project (Application Number: 09-0036).

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.

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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

SHaddad

Sam Haddad
Director General
27. 2. 2009.

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Director-General's Requirements

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

Application number	09_0036
Project	The CBD Metro is a 7km long metro railway from Rozelle to Central, with new stations at Rozelle, Pyrmont, Barangaroo-Wynyard, Martin Place, Town Hall Square and Central. Further, the provision of infrastructure at White Bay would allow for a future station in this location. The metro railway alignment would be primarily within underground twin tunnels. In addition, a stabling facility and maintenance depot is proposed at Lilyfield/Rozelle within the former Rozelle Marshalling Yards site. An Operation Control Centre for the project would also be located in this locality.
Location	Rozelle to Central, Sydney
Proponent	Sydney Metro
Date issued	27 February 2009
Expiry date	27 February 2011
General requirements	The Environmental Assessment (EA) must include the following: 1. an **executive summary**. 2. a **description** of the project including: ▪ route alignment and station locations; ▪ key design elements of the project, including basic or indicative station plans; ▪ ancillary operational components, including energy infrastructure, ventilation, administration and control facilities, maintenance and stabling facilities; 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): ▪ describe the existing environment; ▪ assess the potential impacts (both direct and indirect) of the project for 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 any residual impacts. 4. a **draft Statement of Commitments (SoC)**, incorporating or otherwise capturing measures to avoid, minimise, manage, mitigate, offset and/or monitor impacts identified in the impact assessment sections of the EA. The SoC must clearly articulate 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 patronage scenarios), and consistency with NSW Government directives and the aims and objectives of relevant State policies and publications, such as the *State Plan* (2006), *City of Cities: A Plan for Sydney's Future* (2005), the *InnerWest Subregion – Draft Subregional Strategy* (2008), and the *Sydney City Subregion – Draft Subregional Strategy* (2008). ▪ **Project Justification** – identify alternatives to the preferred project considered (including alternatives to the project itself, the alignment, station, stabling and maintenance facilities, and ancillary facility location options), and justify the project taking into consideration the objects of the *Environmental Planning and Assessment Act 1979.* This should include demonstration of how the preferred design meets the transport objectives for the project, particularly with respect to achieving additional public transport capacity to, from and within the Sydney CBD.

- **General Construction Impacts** – 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 EA 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), 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 or spoil management). The EA 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, having regard to alternatives to road transport, 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), the need to close, divert or otherwise reconfigure elements of the road network associated with construction of the project, and how construction traffic impacts will be managed to minimise the potential for cumulative traffic impacts with other major construction activities in the region (whether this is to be managed as part of the subject project, or through a separate overarching mechanism beyond the direct scope of the project). The EA must also present a strategy for monitoring and mitigating 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;
  - spoil management, including an indication of the expected spoil generation from the project (at each relevant spoil management location), the potential for contaminated spoil to be encountered during construction and an appropriate level of assessment of the contamination in accordance with *Managing Contaminated Land: Planning Guidelines*, a strategy for stockpiling and handling of spoil to minimise the potential for the generation of dust and contaminated run-off, and identification of potential spoil re-use, disposal and treatment sites (as appropriate). The EA must place a key focus on the beneficial re-use of spoil, in preference to its disposal; and
  - water impacts, including an assessment of potential water course impacts during construction and in particular, the need for and operation of temporary water treatment plants during construction.
- **Operational Noise and Vibration Impacts** – including:
  - an assessment of the noise and vibration impacts associated with the operation of the project, including rail operations, the operation of stabling and maintenance facilities, relevant ancillary facilities (such as substations and venting sites), and ongoing maintenance to the metro line;
  - consideration of air-borne and regenerated noise and vibration impacts, having regard to both human receivers and structures. The assessment must include specific consideration of impacts to sensitive receivers (schools, hospitals, aged care facilities) and sensitive structures (particularly heritage structures and key utilities/ infrastructure); and
  - the assessment must take into account the following guidelines as relevant: *NSW Industrial Noise Policy*, *Assessing Vibration: A Technical Guideline*, and *Interim Guideline for the Assessment of Noise from Rail Infrastructure Projects*.
- **Operational Transport Impacts and Interactions** – including:
  - a strategy to ensure that new rail stations will be integrated with existing and proposed transport infrastructure and networks, facilitate efficient mode change and improved accessibility, including for pedestrians and cyclists;
  - indication of how the project will be designed and implemented to facilitate a potential extension of the metro system, as relevant; and

	▪ interaction with and/or protection of existing and proposed transport infrastructure and corridors. ▪ **Social, Economic and Land Use Implications** – including: ▪ consideration of local community (services, access and amenity) related changes during construction and operation and proposed measures to minimise these impacts; ▪ details of utilities or properties impacted by the project, including in relation to acquisition, access, and business viability; ▪ consideration of integrating the project with surrounding current and future land uses, including the potential to enhance the public domain. ▪ **Heritage Impacts** – including: ▪ identification of items of heritage significance in and around the project that may be directly or indirectly affected during construction or operation; ▪ consideration of the potential impacts to the values, settings and integrity of heritage areas and items, located in the vicinity of the project, including items both above and below ground. ▪ **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	The EA must reflect 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 the Roads and Traffic Authority, Railcorp, State Transit Authority, the Ministry of Transport, the Department of Environment and Climate Change, the Department of Water and Energy, NSW Maritime, Sydney Ports, Barangaroo Delivery Authority, Sydney Harbour Foreshore Authority, Leichhardt Council, and City of Sydney Council; ▪ the public, including specialist interest groups and 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).