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Ms Ann King
Acting Chief Executive
NSW Roads and Traffic Authority
Locked Bag 928
NORTH SYDNEY NSW 2059

Our ref: S08/01775

Dear Ms King

Director General's Requirements for the Environmental Assessment of the Proposed M5 West Widening Project (MP 10_0052)

The Department has received your application for the proposed M5 West widening project (Application Number: 10-0052).

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 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>).

If you have any enquiries about these requirements, please contact Mark Turner, Environmental Planning Officer, Major Infrastructure Assessments on 02 9228 6351 or via email (mark.turner@planning.nsw.gov.au).

Yours sincerely



Scott Jeffries
Director
Infrastructure Projects
As delegate for the Director-General

06/05/10

Director-General's Requirements

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

Application number	10_0052
Project	M5 West Widening
Location	Between King Georges Road, Beverly Hills, and Camden Valley Way, Casula.
Proponent	NSW Roads and Traffic Authority
Date issued	6 May 2010
Expiry date	6 May 2012
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; ▪ key design elements of the project, including carriageway bridging, underpass, design and drainage works; ▪ ancillary operational components, including provision of an Operations Management Control System incorporating signage, roadside furniture, and control centre at Hammondville; and ▪ construction facilities, including construction compounds, batching plants, material laydown areas, offices and amenities, and spoil stockpiling 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, indirect and cumulative) 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; ▪ 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, the <i>Metropolitan Transport Plan Connecting the City of Cities (2010)</i> and <i>Action for Air (2009)</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 travel demand, induced traffic, traffic congestion and road network efficiency (within and adjoining the corridor); employment and population growth and wider transport interactions (local and regional roads and public and freight transport). ▪ Traffic and Transport – the Environmental Assessment must address the operational traffic impacts of the project, including impacts (volumes, speeds, intersection performance, freight volumes etc) on the M5 Motorway and the

surrounding local and regional road network, including the Newbridge Road, Milperra Road, Canterbury Road route.

The assessment must address induced traffic and operational implications for public transport (particularly with respect to strategic bus corridors and bus routes) and consider opportunities to improve public transport patronage. The assessment must address impacts on cyclists and pedestrian access and safety (for those ancillary works around the Motorway corridor, as relevant) and consider opportunities to integrate cycleway and pedestrian elements with surrounding networks.

The assessment must address construction traffic impacts, 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 (including consideration of peak traffic times), and the need to close, divert or otherwise reconfigure elements of the road network associated with construction of the project.

- **Noise and vibration** – the Environmental Assessment must address 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 receivers (dwellings, child care centres, educational establishments, hospitals, motels, nursing homes, or places of worship), as relevant and identify reasonable and feasible mitigation measures.

The assessment must address construction noise and vibration impacts, consistent with the *Interim Construction Noise Guideline* (DECCW, 2009) and *Assessing Vibration: a technical guideline* (DEC, 2006). The assessment must have regard to the nature of construction activities (including transport, tonal or impulsive noise-generating works and the removal of operational noise barriers, as relevant), the intensity and duration of noise and vibration impacts, the nature, sensitivity and impact to potentially affected receivers, 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 assessment should present, as relevant, an indication of potential for works outside standard working hours, including predicted levels and exceedences, justification for the activity and discussion of available mitigation and management measures.

- **Ecology** – the Environmental Assessment must include an assessment of the potential ecological impacts of the project, with specific reference to vegetation and habitat clearing, connectivity, edge effects, riparian and aquatic habitat impacts and soil and water quality impacts.

The assessment must make specific reference to impacts on threatened species including Downy wattle (*Acacia pubescens*) (including impacts to compensatory offset measures implemented as part of the original M5 project), the Green and Golden Bell Frog (*Litoria aurea*), and endangered ecological communities including the Cumberland plain woodland, Sydney coastal river-flat forest, and Coastal saltmarsh, and the native fauna that may utilise those communities.

The assessment must consider impacts to adjoining waterways (including the Georges River and Salt Pan Creek), riparian vegetation and aquatic habitats. This must include consideration of water quality, marine vegetation, fish passage, soil types (including salinity), erosion and sedimentation, and ongoing water management.

The assessment must be consistent with the *Draft Guidelines for Threatened Species Assessment* (DEC/DPI, 2005) and *Threatened Biodiversity Survey and Assessment: Guidelines for Developments and Activities* (DEC) and the *Guidelines for Aquatic Habitat Management and Fish Conservation* (DPI, 1999).

The assessment shall include details of any off-set measures that may be required, including demonstration that the measures are consistent with the *Principles for the use of biodiversity offsets in NSW* (DECCW, 2008).

- **Urban Design and Landscaping Issues** – the Environmental Assessment must include consideration of the urban design and landscape implications of the project, including supporting infrastructure at Hammondville. The assessment must identify urban design and landscaping objectives to enhance the current road corridor, and must demonstrate how the proposed urban design elements of the project would be consistent with the existing (and desired) character of the area.

	<ul style="list-style-type: none"> ▪ 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, Climate Change and Water; ▪ the Department of Industry and Investment; ▪ the Department of Transport and Infrastructure; ▪ Bankstown City Council; ▪ Canterbury City Council; ▪ Liverpool City 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>