



Appendix B

Director General's requirements
and checklist

Director General's requirements checklist

Director General's requirement	Where addressed
General requirements	
The Environmental Assessment must include the following: An executive summary.	Executive summary
A description of the project including: - 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.	Chapter 5
An assessment of the key issues, with the following aspects addressed for each key issue (where relevant): - 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.	Chapter 3 Chapter 8 Chapter 10
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.	Chapter 11
Certification by the author of the Environmental Assessment that the information contained in the Assessment is neither false nor misleading.	Certification and statement of validity

Director General's requirement	Where addressed
Key issues – strategic justification	
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	Section 3.2 Section 3.3 Section 3.4 Section 3.5
<i>State Plan</i> (2006),	Section 3.2.1
<i>City of Cities: A Plan for Sydney's Future</i> (2005) (the 'Metropolitan Strategy')	Section 3.2.4
and the accompanying draft subregional strategies,	Section 3.2.5
the <i>Metropolitan Transport Plan Connecting the City of Cities</i> (2010)	Section 3.2.3
and <i>Action for Air</i> (2009).	Section 3.2.8
Key issues – project justification	
Project Justification – the Environmental Assessment must justify the project and its components taking into consideration the objects of the Environmental Planning and Assessment Act 1979.	Section 12.1.5
This justification must include an assessment of travel demand, induced traffic, traffic congestion and road network efficiency (within and adjoining the corridor);	Section 12.1.2
employment and population growth and	Section 12.1.1
wider transport interactions (local and regional roads and public and freight transport).	Section 12.1.3
Key issues – traffic and 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.	Section 8.1.4
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.	Section 8.1.4
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.	Section 8.1.4
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.	Section 8.1.3 Section 8.1.7

Director General's requirement	Where addressed
Key issues – noise and vibration	
Noise and vibration – the Environmental Assessment must address the noise impacts of the project during operation, consistent with the <i>Environmental Criteria for Road Traffic Noise</i> (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.	Section 8.2.5
The assessment must address construction noise and vibration impacts, consistent with the <i>Interim Construction Noise Guideline</i> (DECCW, 2009) and <i>Assessing Vibration: a technical guideline</i> (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),	Section 8.2.4
the intensity and duration of noise and vibration impacts, the nature, sensitivity and impact to potentially affected receivers,	Section 8.2.4
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).	Section 8.2.5
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	Section 8.2.1 Section 8.2.4
discussion of available mitigation and management measures.	Section 8.2.5
Key issues – biodiversity	
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.	Section 8.3.2
The assessment must make specific reference to impacts on threatened species including Downy Wattle (<i>Acacia pubescens</i>)(including impacts to compensatory offset measures implemented as part of the original M5 project), the Green and Golden Bell Frog (<i>Litoria aurea</i>), 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.	Section 8.3.2
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.	Section 8.3.2
The assessment must be consistent with the <i>Draft Guidelines for Threatened Species Assessment</i> (DEC/DPI, 2005) and <i>Threatened Biodiversity Survey and Assessment: Guidelines for Developments and Activities</i> (DEC) and the <i>Guidelines for Aquatic Habitat Management and Fish Conservation</i> (DPI, 1999).	Section 8.3
The assessment shall include details of any off-set measures that may be required, including demonstration that the measures are consistent with the <i>Principles for the use of biodiversity offsets in NSW</i> (DECCW, 2008).	Section 8.3.3

Director General's requirement	Where addressed
Key issues – 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.	Section 8.4.4
The assessment must: • identify urban design and landscaping objectives to enhance the current road corridor,	Section 8.4.1
• demonstrate how the proposed urban design elements of the road project would be consistent with the existing (and desired) character of the area.	Section 8.4.6
Consultation	
The Environmental Assessment must reflect an appropriate and justified level of consultation with relevant stakeholders during the preparation of the Environmental Assessment, including: • 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; • relevant public stakeholders, including special interest groups and affected landowners.	Section 7.4
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).	Section 7.3 Section 7.4 Section 7.5 Section 7.6 Section 7.7