APPENDIX

A

DECLARATIONS

Appendix A

Declarations

Government Gazette

OF THE STATE OF

NEW SOUTH WALES

Week No. 11/2010 **Friday, 19 March 2010**

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OF THE STATE OF

NEW SOUTH WALES

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Friday, 12 March 2010

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SPECIAL SUPPLEMENT

DECLARATION OF MAJOR PROJECTS UNDER SECTION 75B OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

I, the Minister for Planning, having formed the opinion that each of the developments referred to in the Schedule is of State and regional environmental planning significance, declare each of those projects to be subject to Part 3A of the of the Environmental Planning and Assessment Act 1979, pursuant to section 75B of that Act.

The Hon TONY KELLY, M.L.C.,
Minister for Planning

Sydney, 9 March 2010.

SCHEDULE

Priority developments for the delivery of the Metropolitan Transport Plan 2010, being each of the following developments:

(a) development for the purposes of the Western Express Line, including (but not necessarily limited to) development for the purposes of the following support projects:
- City Relief Line;
- Traction Supply Upgrade;
- Emu Plains Stabling Extension;
- Homebush Crossover; and
- St Mary's Turnback;

(b) development for the purposes of the Light Rail Extension, generally between Haymarket and Circular Quay;

(c) development for the purposes of the Light Rail Extension, generally between Lillyfield and Dulwich Hill; and

(d) development for the purposes of the North West Rail Link, being new rail infrastructure generally from Epping to Rouse Hill.

DECLARATION OF CRITICAL INFRASTRUCTURE PROJECTS UNDER SECTION 75C OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

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

The Hon TONY KELLY, M.L.C.,
Minister for Planning

Sydney, 9 March 2010.

SCHEDULE

Priority developments for the delivery of the Metropolitan Transport Plan 2010, being each of the following developments:

(a) development for the purposes of the Western Express Line, including (but not necessarily limited to) development for the purposes of the following support projects:
- City Relief Line;
- Traction Supply Upgrade;
- Emu Plains Stabling Extension;
- Homebush Crossover; and
- St Mary's Turnback;

(b) development for the purposes of the Light Rail Extension, generally between Haymarket and Circular Quay;

(c) development for the purposes of the Light Rail Extension, generally between Lillyfield and Dulwich Hill;

(d) development for the purposes of the North West Rail Link, being new rail infrastructure generally from Epping to Rouse Hill; and

(e) development for the purposes of Stage B2 of the South West Rail Link, as defined in concept plan approval 06_0158, granted by the Minister for Planning on 29 August 2007.

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 Schedule 1 is a project to which Part 3A of the Act applies.

In my opinion, the development described in Schedule 1 is of State and regional environmental planning significance.

Dated, this 10th day of March, 2010.

The Hon TONY KELLY, M.L.C.,
Minister for Planning
Sydney

SCHEDULE 1

Development for the purposes of the M5 West Widening, in conjunction with the existing M5 South West Motorway and generally involving:

- An additional westbound lane on sections of the existing M5 South West Motorway from approximately King Georges Road, Beverly Hills to Camden Valley Way, Casula.
- An additional eastbound lane on sections of the existing M5 South West Motorway from approximately Camden Valley Way, Casula to Fairford Road, Padstow.

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

(a) Construction and associated demolition works.

(b) Access for construction of the Project.

(c) Roadworks required to integrate the project into the surrounding road network.

(d) Environmental management and pollution control for the Project.

(e) Provision of an operational management and control system and associated structures.

The Development does not include:

(i) Preliminary works of any kind associated with the design and/or environmental assessment of the Project occurring prior to the commencement of construction (including but not limited to surveys, test drilling, test excavations, preliminary geotechnical investigations, contamination investigations, utility identification and location and pavement investigations).

(ii) Maintenance of the Project.

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Department of Planning

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Order Declaring Development to be a Project under Part 3A of the Environmental Planning and Assessment Act 1979 Amendment

I, the Minister for Planning, do by this order, amend the declaration made under section 758 of the Environmental Planning and Assessment Act 1979 (the Act), on 9 March 2010 (GG No 40 of 12.3.10, p1283), by replacing the developments described in the Schedule to that order with the developments described in the Schedule to this order.

In my opinion, each of the developments referred to in the Schedule are of State and regional environmental planning significance.

Dated: Sydney, 7th July 2010.

The Hon. TONY KELLY, M.L.C.,
Minister for Planning

SCHEDULE

Priority developments for the delivery of the Metropolitan Transport Plan 2010, being each of the following developments:

(a) development for the purpose of the Western Express Line, including (but not necessarily limited to) development for the purposes of the following support projects:
- City Relief Line;
- Traction Supply Upgrade;
- Emu Plains Stabling Extension;
- Homebush Crossover; and
- St Mary's Turnback;

(b) development for the purposes of the Light Rail Extension, generally between Haymarket and Circular Quay;

(c) development for the purposes of the Light Rail Extension, generally between Lilyfield and Dulwich Hill; and

(d) development for the purposes of the North West Rail Link, being new rail infrastructure generally from Epping to Rouse Hill.

The developments do not include:

(i) investigation (including geotechnical and other testing, surveying and sampling) at, above or below the surface of the ground;

(ii) maintenance or repair of an existing rail infrastructure facility;

(iii) upgrading or maintenance of landscaping and vegetation management or clearing; and

(iv) maintenance of a project.

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Declaration of Critical Infrastructure Project Amendment

I, the Minister for Planning, do by this order, amend the declaration made under section 75C of the Environmental Planning and Assessment Act 1979 (the Act), on 9 March 2010 (GG No 40 of 12.3.10, p1283 and 1284), by replacing the developments described in the Schedule to that declaration with the developments described in the Schedule to this order.

In my opinion, each of the developments referred to in the Schedule are essential for the State for economic reasons and for social reasons and for environmental reasons.

Dated: Sydney, 7th July 2010.

The Hon. TONY KELLY, M.L.C.,
Minister for Planning

SCHEDULE

Priority developments for the delivery of the Metropolitan Transport Plan 2010, being each of the following developments:

(a) development for the purpose of the Western Express Line, including (but not necessarily limited to) development for the purposes of the following support projects:
- City Relief Line;
- Traction Supply Upgrade;
- Emu Plains Stabling Extension;
- Homebush Crossover; and
- St Mary's Turnback;

(b) development for the purposes of the Light Rail Extension, generally between Haymarket and Circular Quay;

(c) development for the purposes of the Light Rail Extension, generally between Lilyfield and Dulwich Hill;

(d) development for the purposes of the North West Rail Lin k, being new rail infrastructure generally from Epping to Rouse Hill;

The developments listed from (a) to (d) do not include:

(i) investigation (including geotechnical and other testing, surveying and sampling) at, above or below the surface of the ground;

(ii) maintenance or repair of an existing rail infrastructure facility;

(iii) upgrading or maintenance of landscaping and vegetation management or clearing; and

(iv) maintenance of a project.

(e) development for the purposes of Stage B2 of the South West Rail Link, as defined in concept plan approval 06_0158, granted by the Minister for Planning on 29 August 2007.

APPENDIX

B

DIRECTOR GENERAL'S REQUIREMENTS

Appendix B

Director General's Requirements

NSW GOVERNMENT | Planning

Contact: Diane Fajmon
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Our ref: 10/12555-1

Mr Rodd Staples
Acting Deputy Director General
Infrastructure Division
Transport NSW
GPO Box 1620
SYDNEY NSW 2001

Dear Mr Staples

Director General's Requirements for the Environmental Assessment of the Proposed Sydney Light Rail Extension – Stage 1 – Inner West Extension (MP 10_0111)

Reference is made to your correspondence dated 20 July 2010, requesting Director-General's requirements for the proposed Sydney Light Rail Inner West Extension project.

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 (EA) for the Project to determine:

- the fees applicable to the application;
- consultation and public exhibition arrangements that will apply;
- options available in publishing the EA via the Internet; and
- number and format (hard-copy or CD-ROM) of the EA that will be required.

Prior to exhibiting the EA, 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 EA does not adequately address the DGRs, the Director-General may require the Proponent to revise the EA to address the matters notified to the Proponent. Following this review period the EA 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 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 Ms Diane Fajmon on (02) 9228 6370 or via email at diane.fajmon@planning.nsw.gov.au.

Yours sincerely

11/8/10

Daniel Keary
Director
Infrastructure Projects
As delegate for the Director-General

Director-General's Requirements

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

Application	MP 10_0111
Project	**Sydney Light Rail Extension – Stage 1 – Inner West Extension** An Inner West extension of the existing light rail of approximately 5.6 kilometres along the disused Rozelle Goods Line from its current terminus at Catherine Street, Lilyfield to Dulwich Hill, with nine new stops and the construction of GreenWay components.
Location	Along and adjoining the Rozelle Goods Line from Lilyfield to Dulwich Hill.
Proponent	Transport NSW
Date issued	11 August 2010
Expiry date	11 August 2012
General requirements	The Environmental Assessment (EA) must include the following: 1. an **executive summary**. 2. a **detailed description** of the project including: ▪ location, corridor, stop locations, adjoining land uses, and planning context; ▪ design elements of the project, including stops, access paths, bridges, GreenWay components and ancillary facilities (including modifications to existing maintenance and stabling facility works). The EA should clearly articulate those components to be delivered as part of the project and those to be delivered through other processes; ▪ public and private property and infrastructure (utility) interactions and property acquisition; ▪ operational characteristics; and ▪ construction facilities, including construction compounds. 3. an **assessment of the key issues**, with the following aspects addressed for each key issue (where relevant): ▪ the existing environment and its significance; ▪ planning, land use, development and licensing matters (including strategic and statutory matters); ▪ the potential impacts (direct, indirect and cumulative) of the project at both construction and operation stages, in accordance with relevant policies and guidelines, and how the project has been designed to minimise these impacts; ▪ 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 EA. 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 EA that the information contained in the EA is neither false nor misleading.
Key issues	**Strategic Justification** – describe the strategic need, justification and objectives for the project, including its consistency with the aims and objectives of relevant State policies and publications, such as the *NSW State Plan, Sydney Metropolitan Strategy, Metropolitan Transport Plan, NSW Bike Plan, NSW Greenhouse Plan* and *Action for Air.* **Project Justification** – identify alternatives to the preferred project considered, and justify the project taking into consideration the objects of the *Environmental Planning and Assessment Act 1979.*

General Construction Impacts – the EA must assess the impacts of, and present a management framework for:

- site compounds and ancillary construction locations, with consideration given to:
  - the identification and assessment of both primary and secondary site compounds and facilities on the receiving environment; and
  - a strategy for managing site compounds, with a particular focus placed on primary site compounds, and a broader, more generic approach developed for lower-risk activities;
- noise and vibration, with consideration given to:
  - the intensity and duration of noise and vibration impacts from all construction activities and sources on and off site;
  - the nature, sensitivity and impact to potentially affected receivers and structures (including heritage items),
  - scheduling construction works having regard to the nature of construction activities;
  - a strategy for managing 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; and
  - the *Interim Construction Noise Guidelines* (DECC, 2009) and *Assessing Vibration: A Technical Guideline* (DEC, 2006);
- traffic and access, including a considered approach to minimising construction traffic impacts on public and private access, with consideration given to:
  - construction traffic impacts, including potential disruption to the local and regional road network and the identification construction vehicle movements and access arrangements; and
  - a strategy for managing traffic impacts, with a particular focus placed on those activities identified as having the greatest potential for adverse traffic flow, access or safety implications, and a broader, more generic approach developed for day-to-day traffic management.
- earthworks and waste management, including a considered approach to minimising impacts associated with the excavation, movement, stockpiling, and disposal of spoil and fill, with consideration given to:
  - soil volumes, characteristics and reuse, including the potential for contaminated soil, and a preliminary site contamination investigation taking into account the *Contaminated Land Management Act 1997* guidelines and any further assessment or remediation requirements;
  - erosion and sedimentation control measures at excavation, storage and placement locations to protect adjoining watercourses, including consideration of *Managing Urban Stormwater: Soils and Construction* (Landcom, 2004);
  - air quality impacts on sensitive receivers; and
  - a strategy for managing earthworks with a particular focus on those works that have the greatest potential to disturb soils that are contaminated, have a high erosion and run off hazard and adverse impacts on watercourses, and a broader, more generic approach developed for ongoing construction management.

Land Use and Transport Integration – including but not limited to:

- the integration of light rail stops and the GreenWay with surrounding land uses and transport infrastructure and networks, including:
  - urban connectivity, stop accessibility and impacts on adjoining land use access;
  - pedestrian and cycle networks and infrastructure;
  - interchange with CityRail and bus services; and
- road network interactions, including:
  - kiss and ride and parking, including demand and allocation for commuter and surrounding land uses;
  - service vehicular access to the corridor; and
  - network changes, including bridges, clearances, intersections and pedestrian crossings, and the modelling of key changes such as the signalised pedestrian crossing at Marion Street, Leichhardt.

	Operational Noise and Vibration– including but not limited to: ▪ noise and vibration impacts along the corridor associated with light rail operations, including specific consideration of impacts on sensitive receivers; ▪ establishing applicable noise criteria for the project in consultation with the Department of Environment Climate Change and Water, with the objective of achieving best practice in Australia for light rail, and ▪ taking into account the Inner West Light Rail Extension activity approval dated 3 March 1999, *NSW Industrial Noise Policy,* and *Assessing Vibration: A Technical Guideline* (DEC, 2006). **Non-Indigenous Heritage** – including but not limited to: • an historical overview and context of the corridor and adjoining areas and the identification of items and areas of heritage significance affected by the project by field survey and research. This includes any buildings, works, relics, gardens, landscapes, views, trees or places of heritage significance (including but not limited to the Lewisham Railway Viaduct, Lewisham Sewage Viaduct, Hawthorne Canal, Battle Bridge, and Dulwich Hill Railway Station); • the heritage significance of the site/s and impacts the project may have upon this significance, including natural areas and places of historic or archaeological significance and the consideration of wider heritage impacts in the surrounding area; • the preparation of an Interpretation Strategy, including an analysis of the former use and history of the rail corridor as a goods line, and the preparation of a Heritage Management Plan to manage impacts at all stages of the project; and • taking into account the guidelines in the *NSW Heritage Manual* and field survey and assessment undertaken by a qualified practitioner with historic sites experience. **Ecology** – including but not limited to: ▪ flora, fauna and habitat, with specific consideration of threatened and vulnerable flora, fauna and populations, including the Long-nosed bandicoot (*Perameles nasuta*), Eastern bent-wing bat (*Miniopterus schreibersii oceanensis*) and the Eastern false pipistrelle bat (*Falsistrellus tasmaniensis*) and the protection of urban bushland; ▪ vegetation clearing (and resultant foraging, nesting, roosting and habitat loss; and fragmentation, connectivity and edge effects) and operational impacts; ▪ ecological surveys commensurate with the biology/ecology of species and the extent of suitable habitat within and adjacent the rail corridor; and ▪ taking into account of: *Draft Guidelines for Threatened Species Assessment* (DEC and DPI, 2005), *Threatened Biodiversity Survey and Assessment: Guidelines for Developments and Activities* (DEC, 2004) . **Design, Sustainability and Amenity** - including but not limited to: ▪ stop design and corridor landscaping, relationship to surrounding land uses and built form and the visual impacts of the project from surrounding areas; ▪ safety and security of passengers, GreenWay users and the wider community; ▪ privacy and amenity impacts from stops, the light rail corridor and the GreenWay; and ▪ energy demand, efficiency and climate change adaptation measures.
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 demonstrate that an appropriate and justified level of consultation with relevant stakeholders occurred during the preparation of the EA, including (but not limited to):
	
	▪ local, State or Commonwealth government authorities including:
	  o Department of Planning (Heritage Branch);
	  o Department of Environment, Climate Change and Water;
	  o Leichhardt, Marrickville, Ashfield and Canterbury Councils;
	▪ service and infrastructure providers including:
	  o NSW Roads and Traffic Authority;
	  o State Transit Authority;
	  o RailCorp;
	  o Metro Transport Sydney;
	▪ specialist interest groups including the GreenWay Sustainability Project Steering Committee, and Local Aboriginal Land Councils; and
	▪ the public, including adjoining and affected landowners and businesses.
	
	The EA must describe the consultation process undertaken and identify the issues raised (including where these have been addressed in the document).

APPENDIX

C

CHECKLIST OF DIRECTOR-GENERAL REQUIREMENTS

Appendix C

Checklist of Director-General's Requirements

Table C Checklist of Director General's Requirements

Director-General's Requirement	Reference in Environmental Assessment
General requirements	
An **executive summary**	Executive Summary
Include a **detailed description of the project** including:	
▪ location	Chapters 1 and 6
▪ corridor	Chapters 1, 6 and 9
▪ stop locations	Section 6.2
▪ adjoining land uses	Chapter 9
▪ planning context	Chapter 2
▪ design elements of the project, including stops, access paths, bridges, GreenWay shared path components and ancillary features (including modification to existing maintenance and stabling facility works). The EA should clearly articulate those components to be delivered as part of the project and those to be delivered through other processes	Sections 6.2 and 6.3
▪ public and private property and infrastructure (utility) interactions and property acquisition	Sections 6.5 and Section 17.7
▪ operational characteristics	Section 6.6
▪ construction facilities, including construction compounds	Chapter 7
An **assessment of the key issues**, with the following aspects addressed for each key issue (where relevant): ▪ the existing environment and its significance; ▪ planning, land use, development and licensing matters (including strategic and statutory matters); ▪ the potential impacts (direct, indirect and cumulative) of the project at both construction and operation stages, in accordance with relevant policies and guidelines, and how the project has been designed to minimise these impacts; ▪ description of measures to be implemented to avoid, minimise, manage, mitigate, offset and/or monitor the impacts of the project; and ▪ any residual impacts.	Chapters 9 to 16
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 EA. 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 19
Certification by the author of the EA that the information contained in the EA is neither false nor misleading.	Statement of validity

Director-General's Requirement	Reference in Environmental Assessment
Key issues	
Strategic Justification — describe the strategic need, justification and objectives for the project, including its consistency with the aims and objectives of relevant State policies and publications, such as the *NSW State Plan, Sydney Metropolitan Strategy, Metropolitan Transport Plan, NSW Bike Plan, NSW Greenhouse Plan* and *Action for Air.*	Section 1.2 and 4.1
Project Justification — identify alternatives to the preferred project considered, and justify the project taking into consideration the objects of the *Environmental Planning and Assessment Act 1979.*	Section 4.2, Chapters 5 and 20
General construction Impacts — the EA must assess the impacts of, and present a management framework for:	Management framework for construction is detailed further in Section 19.2
▪ site compounds and ancillary construction locations, with consideration given to: ‣ the identification and assessment of both primary and secondary site compounds and facilities on the receiving environment; and ‣ a strategy for managing site compounds, with a particular focus placed on primary site compounds, and a broader, more generic approach developed for lower-risk activities;	Locations are identified in Section 7.9. Impact assessment in Chapters 9 to17. Strategy for construction site compounds and ancillary construction locations management — Section 19.2.2
▪ noise and vibration, with consideration given to: ‣ the intensity and duration of noise and vibration impacts from all construction activities and sources on and off site; ‣ the nature, sensitivity and impact to potentially affected receivers and structures (including heritage items), ‣ scheduling construction works having regard to the nature of construction activities; ‣ a strategy for managing 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; and ‣ the *Interim Construction Noise Guidelines* (DECC, 2009) and *Assessing Vibration: A Technical Guideline* (DEC, 2006);	Construction working hours Section 7.8 Chapter 11 Strategy for construction noise management Section 19.2.3
▪ traffic and access, including a considered approach to minimising construction traffic impacts on public and private access, with consideration given to: ‣ construction traffic impacts, including potential disruption to the local and regional road network and the identification construction vehicle movements and access arrangements; and ‣ a strategy for managing traffic impacts, with a particular focus placed on those activities identified as having the greatest potential for adverse traffic flow, access or safety implications, and a broader, more generic approach developed for day-to-day traffic management.	Section 7.10, 7.11 Chapter 10 Strategy for construction traffic management Section 19.2.4

Director-General's Requirement	Reference in Environmental Assessment
▪ earthworks and waste management, including a considered approach to minimising impacts associated with the excavation, movement, stockpiling, and disposal of spoil and fill, with consideration given to: ▸ soil volumes, characteristics and reuse, including the potential for contaminated soil, and a preliminary site contamination investigation taking into account the *Contaminated Land Management Act 1997* guidelines and any further assessment or remediation requirements; ▸ erosion and sedimentation control measures at excavation, storage and placement locations to protect adjoining watercourses, including consideration of *Managing Urban Stormwater: Soils and Construction* (Landcom, 2004); ▸ air quality impacts on sensitive receivers; and ▸ a strategy for managing earthworks with a particular focus on those works that have the greatest potential to disturb soils that are contaminated, have a high erosion and run off hazard and adverse impacts on watercourses, and a broader, more generic approach developed for ongoing construction management.	Sections 7.3, 7.4, 7.5 Contaminated soils management — Section 17.5 Erosion and sediment control measures — Section 7.10 Air quality impacts Section 17.6 Management framework for construction earthworks and waste management is detailed in Section 19.2.5 and Section 19.2.6
Land Use and Transport Integration — including but not limited to: ▪ the integration of light rail stops and the GreenWay with surrounding land uses and transport infrastructure and networks, including: ▸ urban connectivity, stop accessibility and impacts on adjoining land use access; ▸ pedestrian and cycle networks and infrastructure; ▸ interchange with CityRail and bus services; and ▪ road network interactions, including: ▸ kiss and ride and parking, including demand and allocation for commuter and surrounding land uses; ▸ service vehicular access to the corridor; and ▸ network changes, including bridges, clearances, intersections and pedestrian crossings and the modelling of key changes such as the signalised pedestrian crossing at Marion Street, Leichhardt.	Land use — Chapter 9 Transport — Chapter 10 and Technical Paper 1
Operational Noise and Vibration — including but not limited to: ▪ noise and vibration impacts along the corridor associated with light rail operations, including specific consideration of impacts on sensitive receivers; ▪ establishing applicable noise criteria for the project in consultation with the Department of Environment Climate Change and Water, with the objective of achieving best practice in Australia for light rail, and ▪ taking into account the Inner West Light Rail Extension activity approval dated 3 March 1999, *NSW Industrial Noise Policy,* and *Assessing Vibration: A Technical Guideline* (DEC, 2006).	Chapter 11 Technical Paper 2

Director-General's Requirement	Reference in Environmental Assessment
Non-Indigenous Heritage — including but not limited to: ▪ an historical overview and context of the corridor and adjoining areas and the identification of items and areas of heritage significance affected by the project by field survey and research. This includes any buildings, works, relics, gardens, landscapes, views, trees or places of heritage significance (including but not limited to the Lewisham Railway Viaduct, Lewisham Sewage Viaduct, Hawthorne Canal, Battle Bridge, and Dulwich Hill Railway Station); ▪ the heritage significance of the site/s and impacts the project may have upon this significance, including natural areas and places of historic or archaeological significance and the consideration of wider heritage impacts in the surrounding area; ▪ the preparation of an Interpretation Strategy, including an analysis of the former use and history of the rail corridor as a goods line, and the preparation of a Heritage Management Plan to manage impacts at all stages of the project; and ▪ taking into account the guidelines in the *NSW Heritage Manual* and field survey and assessment undertaken by a qualified practitioner with historic sites experience.	Chapter 12 Technical Paper 3
Ecology — including but not limited to: ▪ flora, fauna and habitat, with specific consideration of threatened and vulnerable flora, fauna and populations, including the Long—nosed bandicoot (*Perameles nasuta*), Eastern bent—wing bat (*Miniopterus schreibersii oceanensis*) and the Eastern false pipistrelle bat (*Falsistrellus tasmaniensis*) and the protection of urban bushland; ▪ vegetation clearing (and resultant foraging, nesting, roosting and habitat loss; and fragmentation, connectivity and edge effects) and operational impacts; ▪ ecological surveys commensurate with the biology/ecology of species and the extent of suitable habitat within and adjacent the rail corridor; and ▪ taking into account of: *Draft Guidelines for Threatened Species Assessment* (DEC and DPI, 2005), *Threatened Biodiversity Survey and Assessment: Guidelines for Developments and Activities* (DEC, 2004) .	Chapter 13 Technical Paper 4
Design, Sustainability and Amenity — including but not limited to: ▪ stop design and corridor landscaping, relationship to surrounding land uses and built form and the visual impacts of the project from surrounding areas; ▪ safety and security of passengers, GreenWay users and the wider community; ▪ privacy and amenity impacts from stops, the light rail corridor and the GreenWay; and ▪ energy demand, efficiency and climate change adaptation measures.	Chapters 6, 8, 14, 15 and 16 Technical Paper 5 — Visual impact assessment

Director-General's Requirement	Reference in Environmental Assessment
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	Chapter 18
Consultation	

The EA must demonstrate that an appropriate and justified level of consultation with relevant stakeholders occurred during the preparation of the EA, including (but not limited to):
▪ local, State or Commonwealth government authorities including:
  ▸ Department of Planning (Heritage Branch);
  ▸ Department of Environment, Climate Change and Water;
  ▸ Leichhardt, Marrickville, Ashfield and Canterbury Councils;
▪ service and infrastructure providers including:
  ▸ NSW Roads and Traffic Authority;
  ▸ State Transit Authority;
  ▸ RailCorp;
  ▸ Metro Transport Sydney;
▪ specialist interest groups including the GreenWay Sustainability Project Steering Committee, and Local Aboriginal Land Councils; and
▪ the public, including adjoining and affected landowners and businesses.
The EA must describe the consultation process undertaken and identify the issues raised (including where these have been addressed in the document).
	Chapter 3

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