



Homebush Bay Bridge | Environmental Assessment

APPENDIX B

Director General's Requirements
and checklist



Director General's requirements checklist

Requirement	Section addressing requirement
General requirement	
An executive summary	Executive summary
<p>A description of the project including:</p> <ul style="list-style-type: none"> key design elements of the project, including bridge and carriageway widths, bridge piers, bridge and ramp structure appearance, materials and finishes landscaping and connections with existing road networks; alignment of the bridge and connecting ramps; construction/ancillary facilities; and future ownership of the bridge. 	Chapter 4 Appendix C
<p>An assessment of the key issues, with the following aspects addressed for each key issue (where relevant):</p> <p>description of the existing environment;</p> <ul style="list-style-type: none"> 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. 	Chapters 7 to 17
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 public benefit and desired environmental outcome of the commitments. The Statement of Commitments must be achievable, measurable (with respect to compliance), time-specific and clearly identify who is responsible for these measures, where relevant.	Chapter 18

Requirement	Section addressing requirement
Certification by the author of the Environment Assessment that the information contained in the Assessment is neither false nor misleading.	Certification
<p>Strategic and Project Justification</p> <p>Strategic assessment of the project, including justification of the need, scale, scope and location of the project in the context of the strategic direction of the locality and region with consideration of any statutory and non-statutory requirement, including the <i>Metropolitan Plan for Sydney 2036</i>, Subregional Strategies <i>Inner West Subregional Strategy</i> and <i>West Central Subregional Strategy</i>, <i>Metropolitan Transport Plan Connecting the City of Cities</i>, <i>NSW State Plan 2010</i>, <i>NSW Bike Plan</i>, <i>Planning Guidelines for Walking and Cycling</i> (NSW DIPNR 2004), <i>Integrating Land Use and Transport Policy Package</i> (DUAP 2001), <i>Services Planning Guidelines</i> (Ministry of Transport 2005), <i>Sydney Olympic Park Master Plan 2030</i>, and <i>Parkland Plan of Management 2011</i>; the aims and objectives of relevant State planning policies, including <i>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</i>, and <i>Sydney Regional Environmental Plan No 24 – Homebush Bay Area</i>, and the principles of Ecologically Sustainable Development.</p>	Chapter 2 Chapter 3
Identify how the project fits within these strategic outcomes and how impacts associated with the project will be considered and managed to achieve acceptable environmental planning outcomes.	Chapter 2. Chapters 7 to 18
Indicate how the project fits in the context of separate future proposals for the development of Wentworth Point, Rhodes and the Sydney Olympic Park Precinct.	Chapter 2.
Demonstrate how the project facilitates the efficient movement of public transport services to meet the needs of existing and future residents served by the proposal, including the needs of special events at Sydney Olympic Park, having regard to efficient travel speed and road safety.	Chapter 8 Appendix G
Demonstrate how the project would quantitatively contribute towards achieving the NSW Government targets of increasing the share of commuter trips made by public transport (to and from the Sydney CBD and to and from the Parramatta CBD), increasing the proportion of total journeys to work by public transport in the Sydney Metropolitan Region and increasing the mode share of bicycle trips.	Chapter 8 Appendix G

Requirement	Section addressing requirement
Traffic Management and Access <ul style="list-style-type: none"> Details of the short, medium and long term population that form the potential catchment for potential use of the bridge for walking, cycling and public transport. the number of public transport services required to meet the <i>NSW State Plan</i> targets for public transport use and local needs. Cross regional bus services should be specifically considered and accommodated now and into the future; details of the existing and future transport networks, traffic generation and circulation (existing and future) on the surrounding road network, with particular attention given to traffic and access connections to Rhodes, Wentworth Point and the Sydney Olympic Park precinct, and the broader Sydney metropolitan area; details of the traffic volumes likely to be generated during construction and operation, and an assessment of the predicted impacts of this traffic on the safety and capacity of the surrounding road network, including access to Concord Road and Homebush Bay Drive; details of the proposed traffic management measures to prevent simultaneous two-way movement and usage by other motor vehicles and safety of pedestrians and cyclists using the bridge; details and analysis of the proposed access to the project, in particular the suitability and capacity of local roads for use by regular public transport services, and the level of service of key intersections; and construction traffic access to the project and associated management measures. 	Chapter 8 Appendix G
Noise and Vibration An assessment of the construction and operational noise and vibration impacts of the project, in accordance with the <i>Interim Construction Noise Guideline</i> (DECC 2009), <i>Environmental Criteria for Road Traffic Noise</i> (EPA 1999) and <i>Assessing Vibration: a Technical Guideline</i> (DEC 2006).	Chapter 15 Appendix K
Contamination A detailed assessment of the potential impacts of the construction of the bridge piers on the disturbance of contaminated marine sediments in Homebush Bay and the connecting ramps on contaminated land in Wentworth Point and Rhodes. The assessment must take into account information from any previous investigations as well as any additional investigations as necessary and will need to include a thorough description of the methodology used in the assessment, and justification for the methodology used and predictions made; Details of construction mitigation measures and any proposed remediation works required as a result of the project and	Chapter 13 Appendix I

Requirement	Section addressing requirement
justification for why the proposed remediation measures will succeed;	
A site audit statement and a site audit report by an auditor accredited under the <i>Contaminated Land Management Act 1997</i> . Details of the assessment and recommendations of the investigations must be included; and details of compliance with any order issued under the <i>Contaminated Land Management Act 1997</i> .	Chapter 13 Appendix J
Climate change	
An assessment of the effects of sea level rise as a result of climate change on the project.	Chapter 11
Soils, Sediments and Water	
An assessment of surface water impacts on Homebush Bay and the Parramatta River. The assessment must include details of the proposed storm water management system and management measures for the containment of pollutants (during operations);	Chapter 14
An assessment of acid sulfate soils, including management measures and disposal strategies in accordance with the <i>Acid Sulfate Soils Manual (ASSMAC)</i> ; and	Chapter 13 Appendix I
An assessment of risk and mitigation measures from sewage and/or oil spills from infrastructure conduits (sewage and energy supply) located on the bridge structure.	Chapter 14
Flora and Fauna	
<ul style="list-style-type: none"> - an assessment of any impacts on critical habitats, threatened species, populations or ecological communities and their habitats in the region; and an assessment of any impacts on the biodiversity values of mangrove and saltmarsh communities of Homebush Bay, wetlands of national importance and migratory shorebird habitats. 	Chapter 16 Appendix L
Visual Amenity and Overshadowing	
<p>An assessment of the visual impact of the project (height, scale and lighting) on the local and regional area, particularly on:</p> <ul style="list-style-type: none"> - any adjoining land owners and land owners along the foreshore of Wentworth Park, Rhodes and Meadowbank; - existing and future residential properties in Wentworth Point and Rhodes; - water uses of Homebush Bay and the Parramatta River; and - significant vantage points in the public domain, in particular the Sydney Olympic Park Precinct and foreshores 	Chapter 10 Appendix H

Requirement	Section addressing requirement
<p>of Homebush Bay, Bicentennial Park and Meadowbank Park; and</p> <p>An assessment of the overshadowing impact of the bridge structure, embankments and ramps on existing and proposed public domain, open space, foreshore areas and residential uses.</p>	
<p>Built Form and Urban Design</p> <p>the rationale for the overall design (length, height, width and appearance)</p>	<p>Chapter 3 Chapter 4 Appendix C Appendix H</p>
<p>An assessment of the built form (materials and finishes) and urban design (bulk and scale) of the bridge, including:</p> <ul style="list-style-type: none"> - justification for the proposed width of the bridge based on shared use by pedestrians, cyclists and public transport; - details of pedestrian and cyclist access (dedicated or shared-use), and public transport and emergency vehicle access; - design details such as lighting, balustrades, street furniture and their integration generally; - design relationship to the existing and proposed Wentworth Point and Rhodes built forms and streetscapes; - views to and from the bridge; and - wind and wind-wash effects on the bridge and bridge users 	<p>Chapter 4 Chapter 4 Chapter 9 Appendix H Chapter 4 Appendix H Chapter 4 Appendix H Chapter 10 Appendix H Chapter 17 Appendix L</p>

Requirement	Section addressing requirement
Navigation and Safety <ul style="list-style-type: none"> - details of the bridge clearance on the Wentworth Point side and the deep water navigation channel; impacts of the project (construction and operational) on existing and future maritime and recreational use (particularly the proposed rowing course from the end of Homebush Bay to Burroway Road) of Homebush Bay; and safety of navigation in Homebush Bay for water based traffic. 	Chapter 12 Appendix C
Public Domain <ul style="list-style-type: none"> - integration of the bridge with existing and future pedestrian and cycle network in the local, regional and metropolitan context; - impact of the bridge ramps on existing and future shared use pedestrian and cycle access along the foreshore of Wentworth Point and Rhodes; and - consideration of design, and safety measures for pedestrian and cycle access on the bridge. 	Chapter 9 Appendix H
Funding <ul style="list-style-type: none"> - provision of an independent and detailed costing for the bridge construction and ongoing operation; and - details of proposed funding arrangements and ownership, including any proposed Voluntary Planning Agreement with Government agencies and/or Councils. 	Chapter 5 Appendix F
Environmental Risk Analysis <p>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>	Chapter 7

Requirement	Section addressing requirement
<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"> · Department of Environment, Climate Change and Water; · Transport NSW, NSW Maritime and NSW Roads and Traffic Authority; · Sydney Olympic Park Authority; · City Rail; · Industry and Investment NSW; · NSW Office of Water; · City of Canada Bay Council; · Auburn City Council; and · Specialist interest groups, the public 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>	Section 6 Appendix D Appendix E

Director-General's Requirements

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

Application number	MP 10_0192
Project	Homebush Bay Bridge
Location	Bridge across Homebush Bay connecting Gauthorpe Street in Rhodes and the future Bridge Boulevarde in Wentworth Point, within the Canada Bay and Auburn local government areas.
Proponent	Fairmead Business Pty Ltd
Date issued	21 December 2010
Expiry date	21 December 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"> • key design elements of the project, including bridge and carriageway widths, bridge piers, bridge and ramp structure appearance, materials and finishes, landscaping and connections with existing road networks; • alignment of the bridge and connecting ramps; • construction/ancillary facilities; and • future ownership of the bridge. 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 public benefit and desired environmental outcome of the commitments. The Statement of Commitments must be achievable, measurable (with respect to compliance), time-specific and clearly identify who is responsible for these measures, 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	<p>Strategic and Project Justification</p> <ul style="list-style-type: none"> • strategic assessment of the project, including justification of the need, scale, scope and location of the project in the context of the strategic direction of the locality and region with consideration of any statutory and non-statutory requirement, including the <i>Metropolitan Plan for Sydney 2036</i>, Subregional Strategies <i>Inner West Subregional Strategy</i> and <i>West Central Subregional Strategy</i>, <i>Metropolitan Transport Plan Connecting the City of Cities, NSW State Plan 2010</i>, <i>NSW Bike Plan</i>, <i>Planning Guidelines for Walking and Cycling (NSW DIPNR 2004)</i>, <i>Integrating Land Use and Transport Policy Package (DUAP 2001)</i>, <i>Services Planning Guidelines</i> (Ministry of Transport 2005), <i>Sydney Olympic Park Master Plan 2030</i>, and <i>Parkland Plan of Management 2011</i>, the aims and objectives of relevant State planning policies, including <i>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</i>, and <i>Sydney Regional Environmental Plan No 24—Homebush Bay Area</i>, and the principles

- of Ecologically Sustainable Development;
- identify how the project fits within these strategic outcomes and how impacts associated with the project will be considered and managed to achieve acceptable environmental planning outcomes;
- indicate how the project fits in the context of separate future proposals for the development of Wentworth Point, Rhodes and the Sydney Olympic Park Precinct;
- demonstrate how the project facilitates the efficient movement of public transport services to meet the needs of existing and future residents served by the proposal, including the needs of special events at Sydney Olympic Park, having regard to efficient travel speed and road safety; and
- demonstrate how the project would quantitatively contribute towards achieving the NSW Government targets of increasing the share of commuter trips made by public transport (to and from the Sydney CBD and to and from the Parramatta CBD), increasing the proportion of total journeys to work by public transport in the Sydney Metropolitan Region and increasing the mode share of bicycle trips.

Traffic Management and Access

- details of the short, medium and long term population that form the potential catchment for potential use of the bridge for walking, cycling and public transport;
- the number of public transport services required to meet the *NSW State Plan* targets for public transport use and local needs. Cross regional bus services should be specifically considered and accommodated now and into the future;
- details of the existing and future transport networks, traffic generation and circulation (existing and future) on the surrounding road network, with particular attention given to traffic and access connections to Rhodes, Wentworth Point and the Sydney Olympic Park precinct, and the broader Sydney metropolitan area;
- details of the traffic volumes likely to be generated during construction and operation, and an assessment of the predicted impacts of this traffic on the safety and capacity of the surrounding road network, including access to Concord Road and Homebush Bay Drive;
- details of the proposed traffic management measures to prevent simultaneous two-way movement and usage by other motor vehicles and safety of pedestrians and cyclists using the bridge;
- details and analysis of the proposed access to the project, in particular the suitability and capacity of local roads for use by regular public transport services, and the level of service of key intersections; and
- construction traffic access to the project and associated management measures.

Noise and Vibration

- an assessment of the construction and operational noise and vibration impacts of the project, in accordance with the *Interim Construction Noise Guideline* (DECC 2009), *Environmental Criteria for Road Traffic Noise* (EPA 1999) and *Assessing Vibration: a Technical Guideline* (DEC 2006).

Contamination

- a detailed assessment of the potential impacts of the construction of the bridge piers on the disturbance of contaminated marine sediments in Homebush Bay and the connecting ramps on contaminated land in Wentworth Point and Rhodes. The assessment must take into account information from any previous investigations as well as any additional investigations as necessary and will need to include a thorough description of the methodology used in the assessment, and justification for the methodology used and predictions made;
- details of construction mitigation measures and any proposed remediation works required as a result of the project and justification for why the proposed remediation measures will succeed;
- a site audit statement and a site audit report by an auditor accredited under the

	<p><i>Contaminated Land Management Act 1997.</i> Details of the assessment and recommendations of the investigations must be included; and</p> <ul style="list-style-type: none"> • details of compliance with any order issued under the <i>Contaminated Land Management Act 1997</i>. <p>Climate Change</p> <ul style="list-style-type: none"> • an assessment of the effects of sea level rise as a result of climate change on the project. <p>Soils, Sediments and Water</p> <ul style="list-style-type: none"> • an assessment of surface water impacts on Homebush Bay and the Parramatta River. The assessment must include details of the proposed storm water management system and management measures for the containment of pollutants (during operations); • an assessment of acid sulfate soils, including management measures and disposal strategies in accordance with the <i>Acid Sulfate Soils Manual (ASSMAC)</i>; and • an assessment of risk and mitigation measures from sewage and/or oil spills from infrastructure conduits (sewage and energy supply) located on the bridge structure. <p>Flora and Fauna</p> <ul style="list-style-type: none"> • an assessment of any impacts on critical habitats, threatened species, populations or ecological communities and their habitats in the region; and • an assessment of any impacts on the biodiversity values of mangrove and saltmarsh communities of Homebush Bay, wetlands of national importance and migratory shorebird habitats. <p>Visual Amenity and Overshadowing</p> <ul style="list-style-type: none"> • an assessment of the visual impact of the project (height, scale and lighting) on the local and regional area, particularly on: <ul style="list-style-type: none"> - any adjoining land owners and land owners along the foreshore of Wentworth Park, Rhodes and Meadowbank; - existing and future residential properties in Wentworth Point and Rhodes; - water uses of Homebush Bay and the Parramatta River; and - significant vantage points in the public domain, in particular the Sydney Olympic Park Precinct and foreshores of Homebush Bay, Bicentennial Park and Meadowbank Park; and • an assessment of the overshadowing impact of the bridge structure, embankments and ramps on existing and proposed public domain, open space, foreshore areas and residential uses. <p>Built Form and Urban Design</p> <ul style="list-style-type: none"> • the rationale for the overall design (length, height, width and appearance) and an assessment of the built form (materials and finishes) and urban design (bulk and scale) of the bridge, including: <ul style="list-style-type: none"> - justification for the proposed width of the bridge based on shared use by pedestrians, cyclists and public transport; - details of pedestrian and cyclist access (dedicated or shared-use), and public transport and emergency vehicle access; - design details such as lighting, balustrades, street furniture and their integration generally; - design relationship to the existing and proposed Wentworth Point and Rhodes built forms and streetscapes; - views to and from the bridge; and - wind and wind-wash effects on the bridge and bridge users. <p>Navigation and Safety</p> <ul style="list-style-type: none"> • details of the bridge clearance on the Wentworth Point side and the deep water navigation channel; • impacts of the project (construction and operational) on existing and future
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	<p>maritime and recreational use (particularly the proposed rowing course from the end of Homebush Bay to Burroway Road) of Homebush Bay; and</p> <ul style="list-style-type: none"> • safety of navigation in Homebush Bay for water based traffic. <p>Public Domain</p> <ul style="list-style-type: none"> • integration of the bridge with existing and future pedestrian and cycle network in the local, regional and metropolitan context; • impact of the bridge ramps on existing and future shared use pedestrian and cycle access along the foreshore of Wentworth Point and Rhodes; and • consideration of design, and safety measures for pedestrian and cycle access on the bridge. <p>Funding</p> <ul style="list-style-type: none"> • provision of an independent and detailed costing for the bridge construction and ongoing operation; and • details of proposed funding arrangements and ownership, including any proposed Voluntary Planning Agreement with Government agencies and/or Councils. <p>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>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"> • Department of Environment, Climate Change and Water; • NSW Maritime; • Transport NSW; • Sydney Olympic Park Authority; • NSW Roads and Traffic Authority; • City Rail; • Industry and Investment NSW; • NSW Office of Water; • City of Canada Bay Council; • Auburn City Council; and • specialist interest groups, the public 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>
Deemed Refusal Period	60 days

ATTACHMENT 1

Plans and Documents

The following plans, architectural drawings, diagrams and relevant documentation shall be submitted;

1. An **existing site survey plan** drawn at an appropriate scale illustrating:
 - the location of the land, boundary measurements, area (sqm) and north point;
 - the existing levels of the land in relation to buildings and roads;
 - location and height of existing structures on the site;
 - location and height of adjacent buildings and private open space; and
 - all levels to be to Australian Height Datum.
2. A **Site Analysis Plan** must be provided which identifies existing natural elements of the site (including all hazards and constraints), existing vegetation, footpath crossing levels and alignments, existing pedestrian and vehicular access points and other facilities, slope and topography, utility services, boundaries, orientation, view corridors and all structures on neighbouring properties where relevant to the application.
3. A **locality/context plan** drawn at an appropriate scale should be submitted indicating:
 - significant local features such as parks, community facilities and open space and heritage items;
 - the location and uses of existing buildings, shopping and employment areas; and
 - traffic and road patterns, pedestrian routes and public transport nodes.
4. **Architectural drawings** at an appropriate scale illustrating:
 - the location of any existing building envelopes or structures on the land in relation to the boundaries of the land and any development on adjoining land;
 - elevation plans providing details of external building materials and colours proposed;
 - the height (AHD) of the proposed development in relation to the land;
 - the proposed finished ground levels, the level of any unbuilt area and the level of the ground; and
 - any changes that will be made to the level of the land by excavation, filling or otherwise.
5. **Other Plans** (required where relevant):
 - **Stormwater Concept Plan** - illustrating the concept for stormwater management;
 - **Erosion and Sediment Control Plan** – plan or drawing that shows the nature and location of all erosion and sedimentation control measures to be utilised on the site;
 - **Construction Environmental Management Plan** to outline the environmental management practices and procedures to be followed during the construction of the proposal.
 - **Construction Noise and Vibration Management Plan** – to detail how construction impacts will be managed and mitigated;
 - **Construction Traffic Management Plan** – to manage disruptions to traffic movements, public transport services, pedestrian and cyclists, safety and amenity during construction;
 - **Contaminated Land Management Plan** – to manage construction impacts on contaminated land and sediments of Homebush Bay
 - **Geotechnical Report** – prepared by a recognised professional which assesses the risk of Geotechnical failure on the site and identifies design solutions and works to be carried out to ensure the stability of the land and structures and safety of persons;
 - **View Analysis** - Visual aids such as a photomontage must be used to demonstrate visual impacts of the proposed bridge in particular having regard to the siting, bulk and scale relationships from key areas;
 - **Landscape plan** - illustrating treatment of open space areas on the site, screen planting

along common boundaries and tree protection measures both on and off the site.

6. **Shadow diagrams** showing solar access to the site and adjacent properties at summer solstice (Dec 21), winter solstice (June 21) and the equinox (March 21 and September 21) at 9.00 am, 12.00 midday and 3.00 pm.

