



13528
7 November 2013

Mr Sam Haddad
Director General
Department of Planning and Infrastructure
23-33 Bridge Street
SYDNEY NSW 2000

Attention: Michael File – Director, Strategic Sites and Urban Renewal

Dear Mr Haddad

NORTH RYDE URBAN ACTIVATION PRECINCT (SSD 5093) DIRECTOR-GENERAL'S REQUIREMENTS

We refer to your letter of 8 February 2013 to Transport for NSW outlining the Director-General's Requirements (DGRs) for a State Significant Development Application for preliminary works at 'North Ryde Station Precinct', comprising subdivision, civil and infrastructure works (SSD 5093). We also refer to the meeting on 28 October 2013 attended by Department of Planning and Infrastructure (Michael File), UrbanGrowth NSW, JBA and Goodman representatives.

The DGRs were issued in February 2012 when Transport for NSW was intending to lodge a State Significant Development Application for subdivision and civil and infrastructure works across the entire North Ryde Station Precinct. This initially comprised the entire precinct and a number of sites referred to as the 'Station North Site'; 'M2 Site'; 'Office of Strategic Lands Site' and the 'RMS Site'.

The DGRs are due to lapse on 8 February 2014. These DGRs were issued before the 'North Ryde Station Precinct' was declared, and subsequently gazetted, as an Urban Activation Precinct (UAP) on 21 September 2013. As a result of the 'North Ryde Station Precinct' UAP declaration, further works on the SSD Application were suspended to allow the UAP assessment process to be completed.

The gazetted UAP excludes the 'Office of Strategic Lands Site' and 'RMS Site', and as such the existing DGRs apply to land that is outside the North Ryde Station Precinct UAP. The DGRs were also issued prior to UrbanGrowth NSW purchasing the majority of the land from Transport NSW. Goodman Industrial Funds Management Ltd continues to own the southern portion of the 'Station North and Station South' Site and is therefore tied into an approval process for land which they do not own.

The intention for the 'Station North and Station South' and 'M2' Sites, as identified on the plans at Attachment A, has always been to be subdivide and release them to market for mixed uses purposes in an expeditious manner in order to take advantage of the land's proximity at North Ryde Station and increase housing supply.

The timely development of these catalyst sites are critical for the successful development of the State Government's first UAP.

A key objective of UrbanGrowth NSW is to accelerate the projects to ensure the release of development parcels for housing supply.

The purpose of this letter is therefore to request:

- a) new Director General's Requirements (DGRs) for the preparation of an Environmental Impact Statement for the first stage of the North Ryde UAP project, comprising the subdivision and construction of a new entry road on land on the 'Station North and Station South' Site identified in **Attachment A** of the appended report; and
- b) amendment to the description of the development site to which the existing DGRs apply, so that they only apply to the M2 site and land associated with the pedestrian bridge as shown on **Attachment A** of the appended report, and no longer apply to the 'Station North and Station South' Site, 'Office of Strategic Lands Site' and 'RMS Site'; and
- c) the Department extend the amended 'M2 Site' DGRs by an additional six (6) months to enable UrbanGrowth NSW sufficient time to prepare an EIS and supporting documents that thoroughly addresses the DGRs issued for SSD 5093.

A report prepared by JBA Planning is attached to this letter which provides the necessary information to support this request, including an overview of the proposed developments on the 'Station North and Station South' Site, the statutory context, and the key environmental and planning issues associated with each of the proposals.

We note that you have indicated that the amendments to the existing DGRs that form the basis of parts b) and c) of the requests above, can be facilitated under existing delegations and will not require the Department undertake any notification with relevant stakeholders.

We trust the information detailed in this letter is sufficient to enable the Director-General (or his delegate) to issue new DGRs for the 'Station North and Station South' Site, and revised and extended DGRs for the 'M2 Site' and we look forward to receiving these in due course. Should you have any queries about this matter, please do not hesitate to contact either me on 9956 6962 or at sballango@jbaplanning.com.au.

Yours faithfully



Stephanie Ballango
Associate

APPLICATION FOR DIRECTOR GENERAL'S REQUIREMENTS: North Ryde Station Precinct – Station North and Station South Site

1.0 INTRODUCTION

The 'North Ryde Station Precinct' was gazetted as an Urban Activation Precinct (UAP) on 21 September 2013. The gazetted UAP comprises the 'Station North and Station South' and 'M2' Sites, which are intended to be subdivided and released to the market for mixed uses purposes to take advantage of the land's proximity at North Ryde Station. The timely development of these catalyst sites are critical for the successful development of the State Government's first UAP.

UrbanGrowth NSW therefore intends to lodge a State Significant Development Application in relation to the 'Station North and Station South' Site seeking approval for an early works package comprising subdivision, construction of an entry road, landscaping and public domain works.

This document therefore constitutes a request for Director General's Requirements (DGRs) from Department of Planning and Infrastructure for the preparation of an Environmental Impact Statement (EIS) to support the DA. The document describes the existing site and locality, provides an overview of the proposed works, outlines the planning provisions applying to the project and identifies key issues that will need to be addressed.

2.0 THE NORTH RYDE UAP & 'STATION NORTH AND STATION SOUTH' SITE

The North Ryde UAP is situated within the City of Ryde (Council) Local Government Area (LGA), at the southern end of the Macquarie Park Corridor. The North Ryde UAP comprises a total land area of 12.22ha and is divided by the M2 Motorway, Epping Road and Delhi Road. There are two key sites within the North Ryde UAP - 'Station North and Station South' and the 'M2' Sites, as shown in the plans provided at **Attachment A**.

The 'Station North and Station South' Site, which is the subject of this request for DGRs, is situated at the junction of Delhi Road and the M2 Motorway and has a total area of approximately 30,600m². The Site is currently vacant and unoccupied, and there are no major environmental constraints affecting the land. Access to the 'Station North and Station South' Site is currently via the signalised intersection at Delhi Road and proposed Road 38 along the eastern boundary of the Site.

The 'Station North' Site is legally described as Lot 4 DP 1131774 and is owned by UrbanGrowth NSW. The 'Station South' Site is legally described as Lot 160 DP 1136651 and is owned by Goodman Investment Funds Management Limited.

3.0 DESCRIPTION OF PROPOSED STATE SIGNIFICANT DEVELOPMENT APPLICATION

The preliminary Layout Plan included at **Attachment B** illustrates the proposed development. More specifically, the 'Station North and Station South' Site Development Application incorporates the following components (noting that details may be subject to fluctuations as the design progresses):

- construction of a new entry road from Delhi Road to the North Ryde Rail Station;
- subdivision to create 2 super lots and 1 lot to accommodate the new entry road;
- drainage and stormwater management infrastructure within the road reserve;

- landscaping and public domain works including construction of the shared pedestrian share way; and
- associated utilities servicing infrastructure - electrical, sewerage, telecommunications, potable water and gas.

A key factor influencing the scope and extent of the development is the current land locked nature of the Station South portion of the Site that is owned by Goodman. The construction of the new entry road is required to provide the Goodman land with direct road access to Delhi Road.

4.0 PERMISSIBILITY AND STRATEGIC PLANNING

The following strategic plans are relevant to the proposal:

- NSW State Plan;
- Metropolitan Plan for Sydney 2036; and
- Draft North West Subregional Strategy.

The EIS will demonstrate how the proposal supports key objectives and outcomes of these strategic plans.

The following legislation and planning instruments are relevant to the proposed development:

- *Environmental Planning and Assessment Act 1979*;
- State Environmental Planning Policy No. 55 – Remediation of Land;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy (State and Regional Development) 2011; and
- Ryde Local Environmental Plan 2010.

Also relevant to the proposal is the Draft North Ryde Development Control Plan 2013, currently before the Department of Planning and Infrastructure for adoption.

4.1 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the assessment framework for State Significant Development (SSD). Under Section 89D of the EP&A Act the Minister for Planning and Infrastructure is the consent authority for State Significant Development. Section 78A (8A) requires that a development application for SSD is to be accompanied by an Environmental Impact Statement (EIS).

4.2 State Environmental Planning Policy No. 55 – Remediation of Land

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.

The 'Station North and Station South' Site EIS will be supported by the required assessment(s) to demonstrate that the site is suitable or can be made suitable for the proposed future uses as envisaged by the North Ryde UAP vision.

4.3 State Environmental Planning Policy (Infrastructure) 2007

The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State and identifies matters to be considered in the assessment of development adjacent to particular types of infrastructure development. Divisions 15 (Railways) and 17 (Roads and Traffic) of the Infrastructure SEPP respectively relate to development in or adjacent to rail and classified roads. Pursuant to the provisions of those Divisions, certain development within or adjacent to rail and

classified roads must be referred to the Roads and Maritime Services (RMS) prior to being determined. The EIS will consider the applicable provisions of the Infrastructure SEPP and will need to be referred to the RMS when lodged as part of the statutory consultation process.

4.4 State and Regional Development SEPP 2011

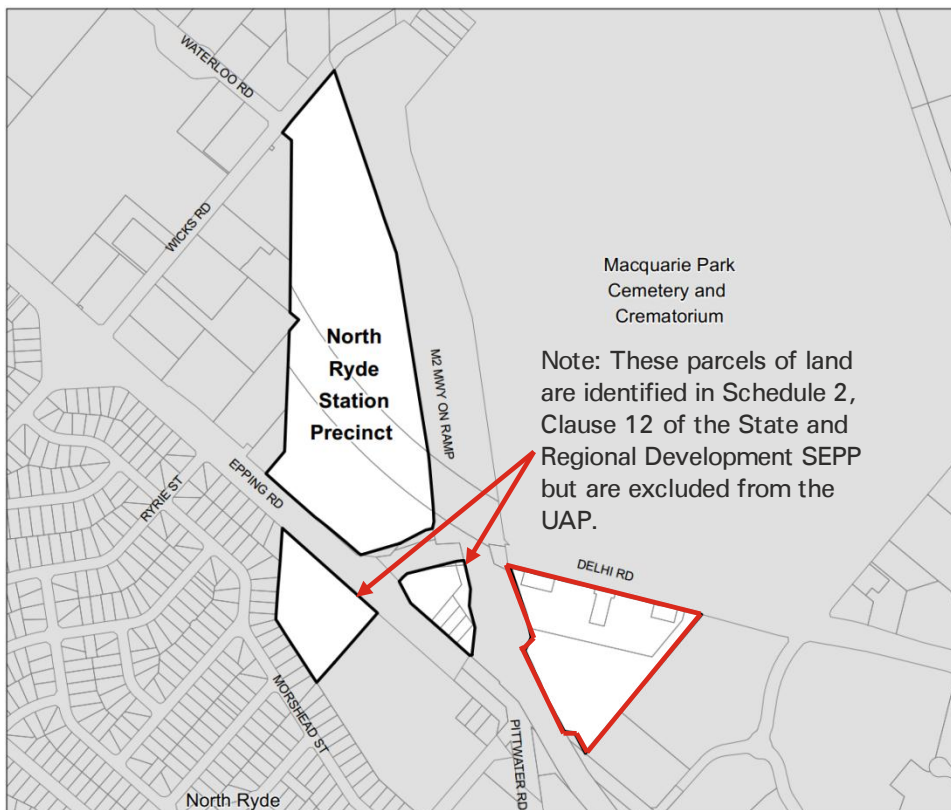
The State and Regional Development SEPP identifies development which is declared to be State Significant. Clause 12 of Schedule 2 of the Policy provides that a principal subdivision establishing major lots or public domain areas, or the creation of new roadways and associated works within the North Ryde UAP as described herein, is State Significant Development, as follows.

12 Development at North Ryde Station Precinct Site

Development on land identified as being within the North Ryde Station Precinct Site on the State Significant Development Sites Map if the development is for the purposes of:

- (a) a principal subdivision establishing major lots or public domain areas, or*
- (b) the creation of new roadways and associated works.*

Figure 2 shows the land parcels comprising the North Ryde Station Precinct as identified under the SRD SEPP, including the 'Station North and Station South' Site, as well as the now excluded Roads and Maritime Services (RMS) and Office of Strategic Lands (OSL) owned Lands that no longer form part of the UAP. As the proposal is for the purposes of subdivision to create major lots, and also proposes the construction of roads and associated infrastructure, within the North Ryde Station Precinct, the proposed works are categorised as SSD.



The Site

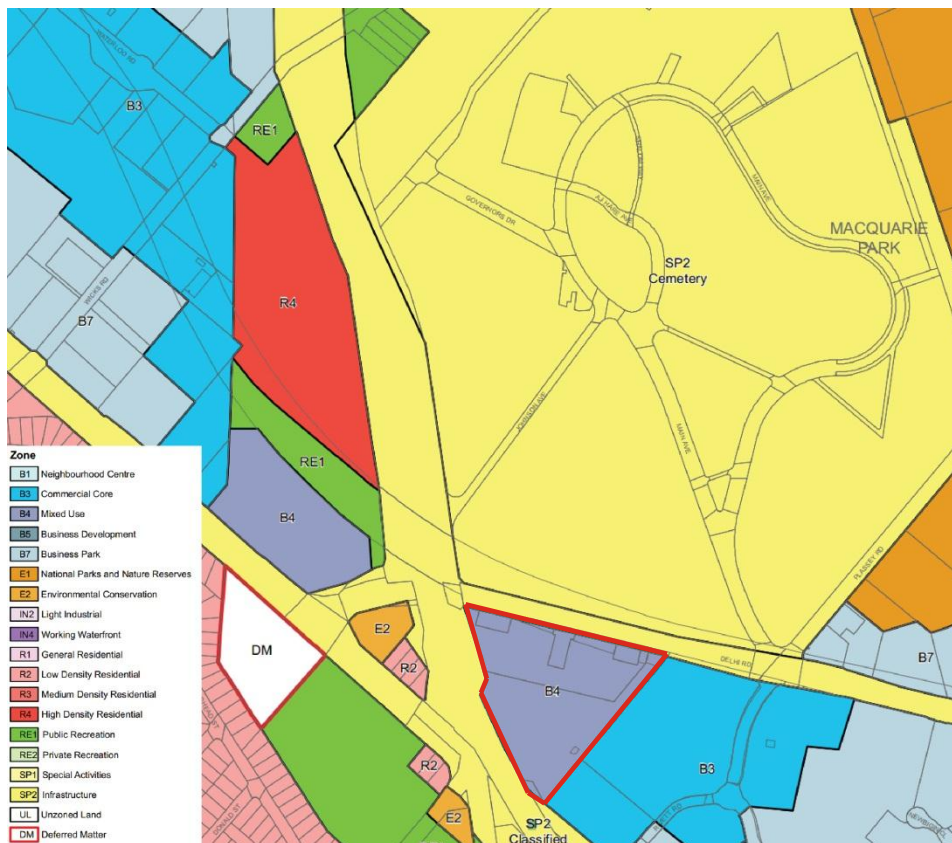
Figure 1 – State and Regional Development SEPP - State Significant Sites Map

4.5 Current Zoning and Development Framework

Ryde Local Environmental Plan 2010

Ryde Local Environmental Plan 2010 (RLEP 2010) currently applies to the site. The 'Station North and Station South' Site is zoned B Mixed Uses under the provisions of the RLEP 2010 (refer to Figure 3). Development for the purposes of subdivision, residential accommodation, business premises, roads, and public recreation are permissible within the underlying land use zone. Accordingly, the proposed development is permissible with consent.

There are no other provisions in RLEP 2010 that apply to the 'Station North and Station South' Site.



The Site

Figure 2 – Zoning Plan

Draft North Ryde Development Control Plan 2013

When adopted by the Director-General, the Draft North Ryde DCP 2013 will supplement the RLEP 2010. The Draft North Ryde DCP 2013 provides more detailed provisions to guide development. It is noted that given the site's context within the North Ryde UAP and the early works nature of development being proposed, the majority of the Draft DCP is not applicable to the proposal.

5.0 PRELIMINARY IMPACT IDENTIFICATION AND RISK ASSESSMENT

The following impacts and risks associated with the proposal are summarised below and will be addressed in detail in the EIS. Overall, the risks from the proposal are minimal as development involves an early works package within the North Ryde UAP, which has recently been the subject of detailed investigations to support the rezoning of the site. There are no issues that cannot be appropriately managed.

The likely key issues associated with the proposal have already been considered by the existing DGRs issued for the North Ryde Station Precinct as part of SSD 5093. At the Department's request, we have taken the opportunity to review and mark up the existing DGRs to offer a suggested set of new DGRs for the 'Station North and Station South' Site, as provided at **Attachment C**.

The likely key issues associated with the proposal are thought to include:

- subdivision;
- entry road design and traffic impacts;
- public domain and landscaping;
- water cycle management; and
- construction and operational impacts.

5.1 Subdivision

Super lot subdivision of the 'Station North and Station South' Site will facilitate:

- the creation of two development parcels on either side of the new entry road for the future development consistent with the vision for the North Ryde UAP; and
- provision of a road corridor to accommodate the new entry road into the 'Station North and Station South' Site from Delhi Road.

The EIS will be accompanied by a Draft Plan of Subdivision illustrating the proposed lot layout, including any proposed draft covenants, easements and notations.

5.2 Entry Road Design and Traffic Impacts

A key access improvements for the Site will be the provision of a new entry road (Proposed Road No. 38 from Delhi Road) and a public pedestrian plaza immediately south of the North Ryde Railway Station portal. The design will be universally accessible and allow for direct access to the Station.

The EIS will therefore be accompanied by detailed civil engineering and layout plans to indicate the proposed road widths, road geometry, drop off/pick up arrangements, and any on-street parking. Typical sections (cross and longitudinal) will also be provided.

The impacts on the surrounding road network and the functioning of other nearby intersections were modelled and approved under the UAP process and TMAP. Notwithstanding this, the EIS will reaffirm that the proposed entry road design and its intersection with Delhi Road are consistent with the approved TMAP and the relevant requirements of the Draft North Ryde DCP 2013.

The EIS will also assess what impacts the development will create with respect to the rail corridor and the Delhi Road corridor, both during construction and once operational, if deemed necessary.

Noting that the DA is not seeking approval for any built form, traffic generated as a result of the public domain and infrastructure works the subject of the proposed DA will be limited to construction traffic only. The construction traffic impacts, including construction vehicular movements on nearby streets and intersections, will be assessed as part of the EIS. A detailed construction traffic management plan will also be committed to.

5.3 Public Domain and Landscaping

The EIS will be accompanied by a conceptual Landscape Plan that will outline the street tree planting proposed alongside the new entry road, as well as address any relevant provisions of the Draft North Ryde DCP 2013.

A draft landscaping plan(s) including proposed planting and species will accompany the EIS.

5.4 Water Cycle Management

Urban Growth NSW proposes to incorporate appropriate drainage, water quality and Water Sensitive Urban Design (WSUD) measures into the proposed road design. These measures can be achieved by a variety of methods, and the suitable selection of a suite of treatments is generally dependent upon the particular constraints of the 'Station North and Station South' Site. Further details of drainage, water quality and WSUD measures proposed as part of the DA works will be provided in the EIS, but in any case will address the relevant provisions of the Draft North Ryde DCP 2013.

The EIS will be accompanied by a civil plans showing the propose drainage works including sediment and erosion works for which consent is sought.

5.5 Construction and Operational Impacts

The EIS will address and consider the construction and operation impacts of or on:

- Noise and vibration;
- Soil, groundwater, and geotechnical attributes of the site and environs;
- Tree replacement/landscaping;
- Staging/decanting;
- Construction traffic;
- Stormwater and air-bourne pollutant control; and
- Servicing and infrastructure for the development.

6.0 CONSULTATION

The EIS will detail consultation with key stakeholders and relevant authorities. In preparing the proposal, UrbanGrowth NSW has already commenced consultation with relevant officers of Ryde City Council and will continue to do so as the project evolves through regular project meetings. During preparation of the EIS, Landcom and its consultant team will also engage with relevant stakeholders, including adjoining landowners, as relevant.

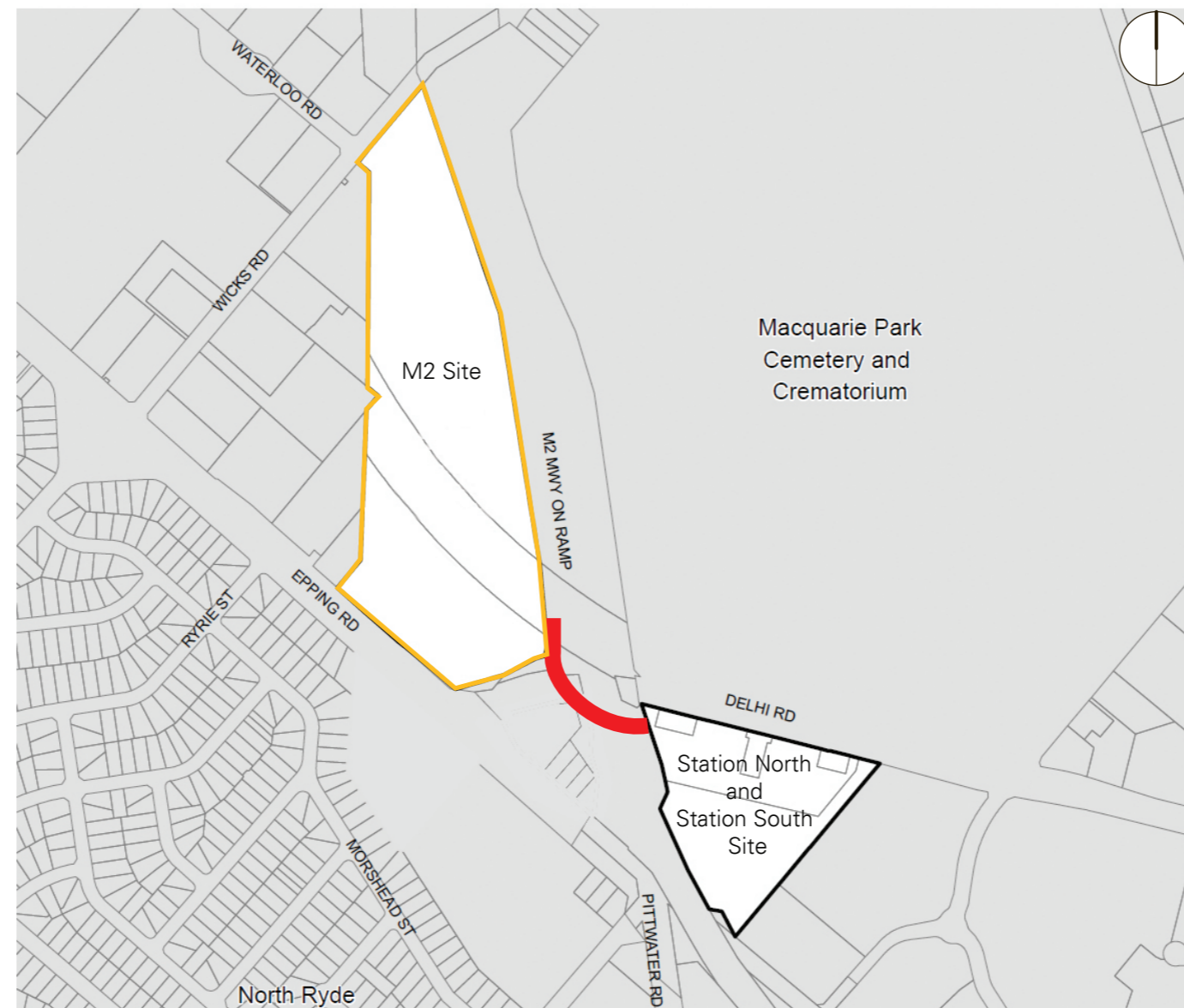
7.0 CONCLUSION

The 'Station North and Station South' Site of the North Ryde UAP seeks to deliver the first stage of necessary infrastructure and public domain works to encourage and support future residential and recreational development of the North Ryde UAP. This report provides the preliminary environmental and planning considerations to guide the preparation of DGRs by the Department for the preparation of an EIS for an early works package comprising subdivision, construction of an entry road, landscaping and public domain works.

In accordance with Schedule 2, Part 12 of the State and Regional Development SEPP, it is requested that the Department of Planning and Infrastructure issue the DGRs for the preparation of an EIS for the proposed subdivision, public domain and infrastructure works as described in this report.

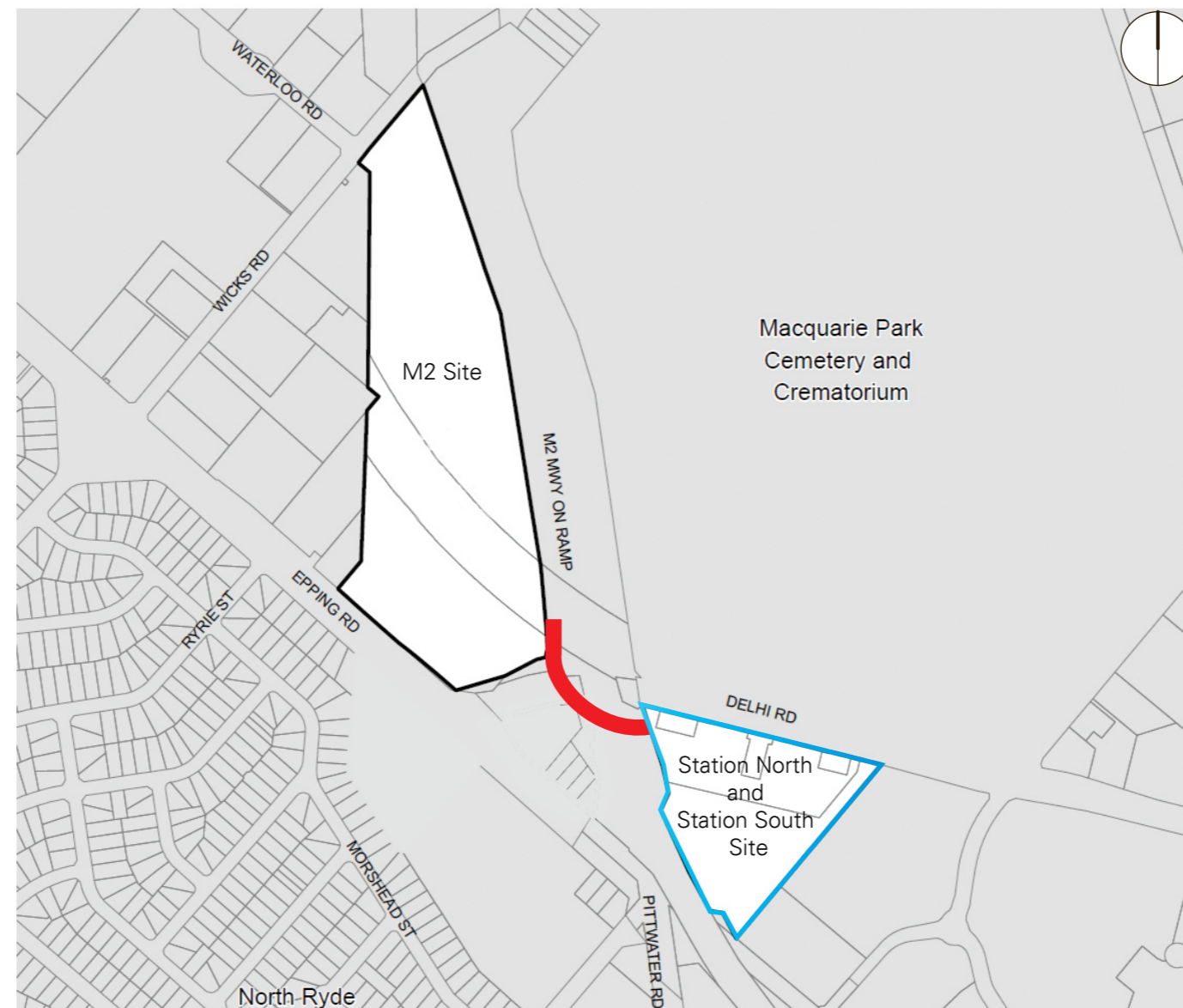
Station North & Station South and M2 Site Plans



JBA



 M2 Site

 Pedestrian Bridge



 The North Ryde Station Precinct Site  Pedestrian Bridge

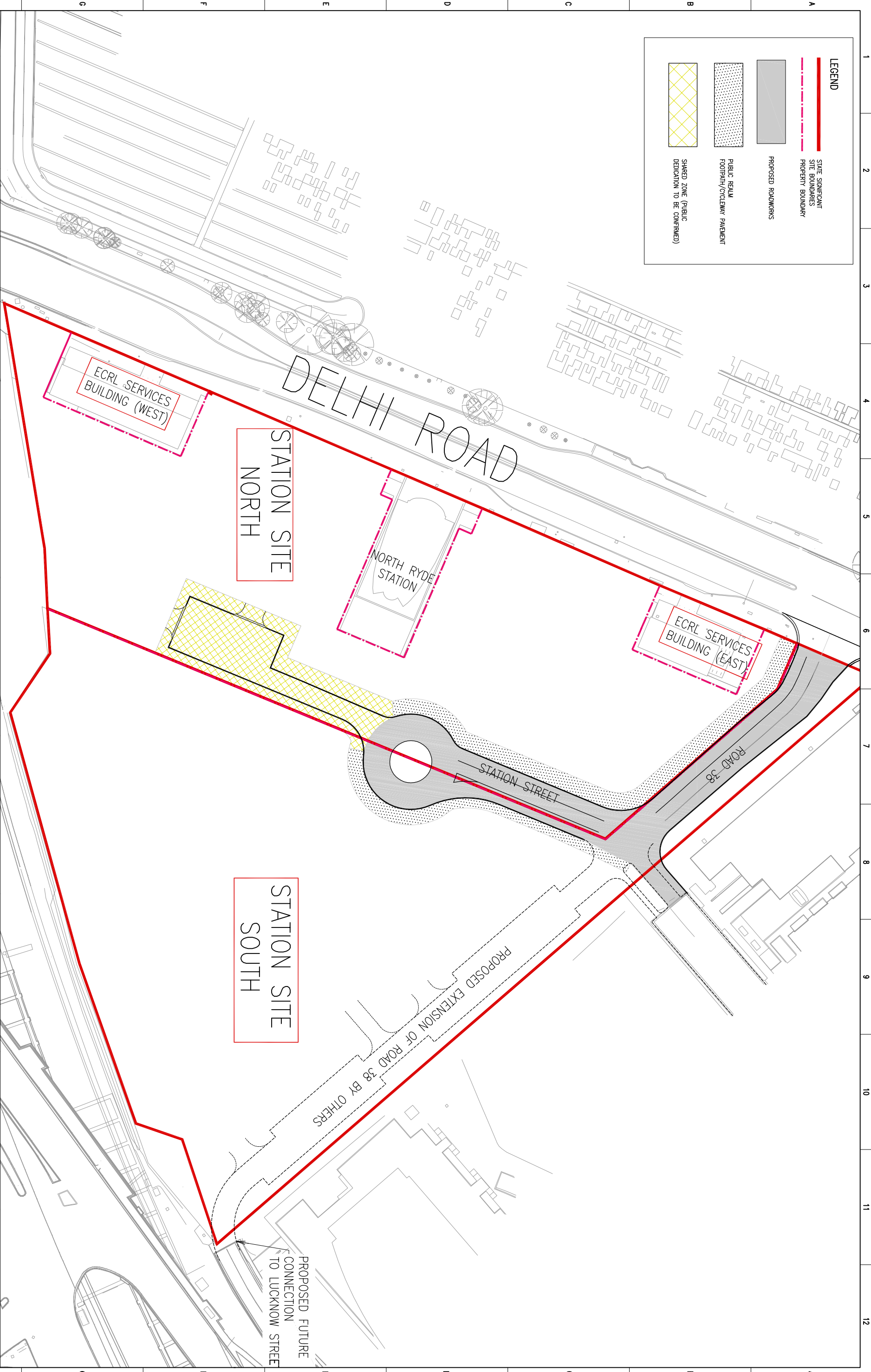
Station North and Station South Proposed Layout Plan

Robert Bird

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LEGEND

- STATE SIGNIFICANT SITE BOUNDARIES
- PROPERTY BOUNDARY
- PROPOSED ROADWORKS
- PUBLIC REALM FOOTPATH/BICYCLEWAY PAVEMENT
- SHARED ZONE (PUBLIC DEDICATION TO BE CONFIRMED)



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Rev	Revision Description	By	App. Date	Rev	Revision Description	By	App. Date
1	FOR INFORMATION	SM	06.11.13				
2	FOR INFORMATION	SM	06.11.13				
3	FOR INFORMATION	SM	06.11.13				

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UrbanGrowth NSW

Client

The **STATION SITE PLAN ALTERNATE**
 Project **NORTH RDE STATION PRECINCT**

NOT FOR CONSTRUCTION

Date	06.11.13	Designer	J.HILL	Design Checker	R. LUCAS
Scale of A1	AS SHOWN	Drawn	S.MANNING	Prepared/Project Owner	R. LUCAS
Job Number	13656	Drawing Number	CW-SKC-0011	Revision	3

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Suggested DGR Mark Up

JBA

Director General's Environmental Assessment Requirements

Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*

Application No.	<u>SSD-5093</u>
Proposal Name	North Ryde Station Precinct Transit Oriented Development – <u>Station North and Station South</u> Preliminary Works State Significant Development
Location	North Ryde
Applicant	<u>Transport for NSW Urban Growth NSW</u>
Date of Issue	<u>8 February 2012</u>
General Requirements	The Environmental Impact Statement (EIS) must meet the minimum requirements in Schedule 2 the <i>Environmental Planning and Assessment Regulation 2000</i> , specifically form specifications in clause 6 and content specifications in clause 7.
	<p>1. Description of works</p> <p>All works associated with the proposed development should be outlined including:</p> <ul style="list-style-type: none"> • <u>Draft plans of subdivision that identify all covenants, easements and notations proposed for each proposed land title and, if relevant, how the subdivision is to be staged.</u> • All transport, drainage and other infrastructure works. • <u>Any Wworks to be carried out within open space /public domain areas.</u> • <u>Any proposed excavation and earthworks, including A detailed survey showing existing and proposed levels and quantities of any remediation works that may be required in relation to known or potentially contaminated soils that are likely to be disturbed during the proposed works. fill necessary for any site preparation works</u> • Details on fill including types of materials and their source. • Details on whether contaminated soils are likely to be disturbed during the proposed works and what measures are to be adopted to protect human health and the environment, and if necessary remediate or dispose of the contaminated material. • Future ownership and management arrangements, and any ongoing funding arrangements, for all roads, other infrastructure, open space, and other public domain areas. • Details, including cross sections, of any excavation works that are either above or within 25 metres of the rail corridor. • Proposed plans of subdivision that identify all covenants, easements and notations proposed for each land title and, if relevant, how the subdivision is to be staged.
	<p>2. Ecologically Sustainable Development (ESD)</p> <ul style="list-style-type: none"> • Detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000) will be incorporated in the design, construction and ongoing operation phases of the development.
	<p>3. Capital investment value</p> <ul style="list-style-type: none"> • A report from a quantity surveyor identifying the correct capital investment value for the development.
Key issues	<p>The EIS must address the following specific matters:</p> <p>1. Environmental Planning Instruments (EPIs)</p> <p>Address, the relevant statutory provisions applying to the site contained <u>within</u> all relevant EPIs, including:</p> <ul style="list-style-type: none"> • Ryde Planning Scheme Ordinance • Ryde Local Environmental Plan 2010 • State Environmental Planning Policy (State and Regional Development) 2011 • State Environmental Planning Policy 55 - Remediation of Land • State Environmental Planning Policy (Infrastructure) 2007

	<p>This should include the following matters:</p> <p><i>Permissibility</i> Detail the nature and extent of any prohibitions that apply to the development.</p> <p><i>Development Standards</i> Identify the development standards applying to the site. Justify any development standards not being met.</p> <p><i>Contamination</i> Demonstrate that the site is suitable for the proposed use in accordance with SEPP 55 and <i>Managing Land Contamination: Planning Guidelines - SEPP 55 Remediation of Land (DUAP)</i>.</p>
	<p>2. Policies, Guidelines and Planning Agreements For the following policies and guidelines, address the relevant planning provisions, goals and strategic planning objectives, and detail and demonstrate how the development promotes or is consistent with the relevant provisions and strategic objectives <u>of the relevant strategic plans and policies, including:</u></p> <ul style="list-style-type: none"> • <i>Metropolitan Plan for Sydney 2036</i> • <i>Draft Inner North Subregional Strategy</i> • <i>Draft Centre Design Guidelines (Department of Planning)</i> • <i>Macquarie Park Public Domain Technical Manual 2008 (City of Ryde)</i> • <u>City of Ryde Development Control Plan 2010 (in particular, part 4.5 Macquarie Park Corridor)</u> • <u>Draft North Ryde Station Precinct Development Control Plan 2013 and the policies identified within Table 2 of the Draft DCP</u> <p>3. Earthworks</p> <ul style="list-style-type: none"> • <u>Provide a survey showing existing and proposed levels and proposed quantities of cut and fill necessary for the proposed works.</u> • <u>If relevant:</u> <ul style="list-style-type: none"> • <u>provide details on the source of any fill including types of materials and their source; and</u> • <u>provide details of the disposal location of excess cut and proposed means of transportation.</u> <p>3. Urban design</p> <ul style="list-style-type: none"> • Provide a landscaping and urban design a plan(s) and supporting documentation identifying <u>any proposed</u> open space and other public domain areas, <u>and demonstrate that the proposed works</u> will provide a high level of amenity, having regard for the principles of crime prevention and active living through urban design. Outline any visual impacts of the proposal on surrounding areas and how these impacts will be mitigated. <p>4. Transport and Accessibility</p> <ul style="list-style-type: none"> • Identify <u>Provide details of</u> the proposed <u>entry</u> road and <u>any</u> intersection upgrades (if relevant), and demonstrate that they <u>the proposed works</u> provide <u>clear vehicular, cyclist and pedestrian</u> linkages to key destination points such as <u>public transport nodes, centres, employment lands, and recreation areas, within and surrounding the site</u> the North Ryde Rail Station Portal. • Demonstrate that all aspects of the road design <u>satisfies the requirements of the Draft North Ryde Station Precinct Development Control Plan 2013.</u> provide adequate capacity having regard to traffic modeling carried out as part of the State significant site study. • Identify proposed pedestrian and bicycle connections and demonstrate how these provide linkages within the site, and to adjoining areas, including to the train station and major bus stops. • <u>Demonstrate that</u> This should include identification of adequate bicycle parking <u>can be provided</u> at the train station, and within other areas of the

	<p>public domain.</p> <ul style="list-style-type: none"> Identify any proposed bus infrastructure upgrades and demonstrate how existing and proposed bus infrastructure will be integrated with the train station and development area.
	<p>5. Biodiversity</p> <ul style="list-style-type: none"> Provide a detailed biodiversity assessment, including an assessment of impacts on threatened biodiversity, native vegetation and habitat, and outline any likely impacts in accordance with relevant guidelines. Outline any impacts on the Sydney Turpentine Ironbark Forest vegetation community within Bundara Reserve which is listed as critically endangered under the Environmental Protection and Biodiversity Conservation Act 1999 and endangered under the Threatened Species Conservation Act 1995. Outline any indirect impacts on the nearby Lane Cove River National Park particularly those areas within the Porters Creek catchment downstream of the site. This should be in accordance with Guidelines for developments adjoining land and water managed by the Department of Environmental Climate Change and Water (June 2010). Outline any Mitigation measures to manage biodiversity impacts including on adjoining Bundara Reserve and Land Cover River National Park.
	<p>6. Heritage</p> <ul style="list-style-type: none"> Identify and assess the impacts of the proposal on the heritage significance of the area in accordance with relevant guidelines including Assessing Heritage Significance (NSW Heritage Office 2001). Identify and assess the impacts of the proposal on Aboriginal heritage items and Aboriginal cultural heritage values in accordance with relevant guidelines. This should include a description of how the consultation requirements in clause 80C of the National Parks and Wildlife Regulation 2009 have been met. Outline any measures to avoid and/or mitigate impacts on heritage.
	<p>7. Water quality and <u>drainage riparian corridors</u></p> <ul style="list-style-type: none"> <u>Provide details of the proposed stormwater and drainage infrastructure works including and proposed temporary or permanent on-site stormwater detention and water sensitive urban design measures.</u> Assess any potential impacts of proposed development on hydrology and hydrogeology of the site and adjacent areas (including groundwater) in terms of impact on water quality having regard to relevant environmental targets. This should include consideration of all watercourses including Porters Creek and the Lane Cove. In particular, identify how any potential water quality impacts will be avoided, mitigated or managed. <u>Outline any proposed alternative water supply, proposed end uses of potable and non-potable water, and any other water conservation measures.</u> Outline measures to be incorporated on site, including (but not limited to) on site stormwater detention and water sensitive urban design. Demonstrate how the proposal will protect riparian corridors and associated vegetation.
	<p>8. Flooding</p> <ul style="list-style-type: none"> Demonstrate that the development is compatible with the flood hazard of the land, and identify any impacts of the proposed development on flood behaviour. Consideration should be given to Council's Flood Plain Risk Management Study and Plan.
	<p>9. Geotechnical and contamination</p> <ul style="list-style-type: none"> <u>Demonstrate the suitability of the land for the proposed development, having regard to including with respect to SEPP 55, and the site's geotechnical characteristics including erosion potential, salinity and the presence of potential and actual acid sulphate soils if any.</u> Outline <u>any</u> measures <u>proposed</u> to avoid or reduce adverse <u>geotechnical and contamination</u> impacts. This should be carried out in accordance with relevant guidelines.

	<ul style="list-style-type: none"> Assess contamination issues associated with the proposal (if any) in accordance with SEPP 55 (Remediation of Land) and other relevant legislation and guidelines, and outline any actions, management and mitigation measures required.
	<p>10. Utilities & services</p> <ul style="list-style-type: none"> Provide details of the required utilities and services, and any augmentation that may be required to support the proposed development. Outline any proposed alternative water supply, proposed end uses of potable and non-potable water, and any other water conservation measures. <p>Demonstrate that all proposed roads are able to meet councils requirements for access by waste vehicles, and that adequate road side collection points are provided for all super lots.</p>
	<p>11. Construction impacts</p> <ul style="list-style-type: none"> Provide an assessment of construction impacts of the works associated with the development application, and propose <u>identify</u> appropriate mitigation measures. This should include (but not be limited to) construction noise, air quality, water quality, soil and erosion, groundwater impact, waste, and traffic in accordance with relevant guideline.
Plans and Documents	The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the <i>Environmental Planning and Assessment Regulation 2000</i> . Provide these as part of the EIS rather than as separate documents.
Consultation	<p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.</p> <p>In particular you must consult with:</p> <p>a) <i>Government agencies and organisations</i></p> <ul style="list-style-type: none"> City of Ryde Transport for NSW (including Roads and Maritime Services, State Transit Authority and Railcorp) Office of Environment and Heritage Office of Water Department Ministry of Health Department of Education and Communities Emergency services agencies All relevant utility providers Relevant Local Aboriginal Land Councils <p>b) <i>Adjoining Landowners</i></p> <ul style="list-style-type: none"> Consultation with adjoining landowners is to be undertaken to discuss and address, where appropriate, the impact of the proposal. <p>c) <i>Public</i></p> <ul style="list-style-type: none"> An appropriate level of consultation is to be carried out with the broader general public. <p>The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, an explanation should be provided.</p>
Further consultation after 2 years	If you do not lodge an EIS for the development within 2 years of the issue date of these DGRs, you must consult with the Director General in relation to the requirements for lodgement.
References	The assessment of the key issues listed above must take into account relevant guidelines, policies, and plans as identified. While not exhaustive, the following attachment contains a list of some of the guidelines, policies, and plans that may be relevant to the environmental assessment of this project.

