

# Director-General's Environmental Assessment Requirements

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

<b>Application No.</b>	SSD-6256
<b>Proposal Name</b>	North Ryde Station Precinct - Station Sub-Precinct State Significant Development
<b>Location</b>	North Ryde
<b>Applicant</b>	UrbanGrowth NSW
<b>Date of Issue</b>	20 January 2014
<b>General Requirements</b>	<p>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> <p>The EIS must also satisfy the general requirements set out in 1 to 3 below.</p> <p><b>1. Description of works</b></p> <p>All works associated with the proposed development should be outlined including:</p> <ul style="list-style-type: none"><li>• draft plans of subdivision that identify all covenants, easements and notations for each proposed land title and, if relevant, how the subdivision is to be staged.</li><li>• proposed roads, drainage, utilities, pedestrian and cycle access and other infrastructure works.</li><li>• proposed works to be carried out within or to create public domain areas.</li><li>• future ownership and management arrangements, and any ongoing funding arrangements, for roads, other infrastructure, open space, and other public domain areas.</li></ul> <p><b>2. Ecologically Sustainable Development (ESD)</b></p> <ul style="list-style-type: none"><li>• Detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i>) will be incorporated in the design, construction and ongoing operation phases of the development.</li></ul> <p><b>3. Capital investment value</b></p> <ul style="list-style-type: none"><li>• Provide a report from a quantity surveyor identifying the capital investment value for the proposal.</li></ul>

<b>Key issues</b>	The EIS must address the key issues set out in 1 to 12 below.
	<p><b>1. Relevant Legislation</b></p> <p>The EIS must address the objects and relevant statutory requirements set out in the:</p> <ul style="list-style-type: none"> <li>• <i>Environmental Planning and Assessment Act 1979</i></li> <li>• <i>Environmental Planning and Assessment Regulation 2000</i></li> <li>• <i>Roads Act 1993</i></li> <li>• <i>Water Act 1912</i></li> <li>• <i>Water Management Act 2000</i></li> </ul>
	<p><b>2. Environmental Planning Instruments (EPIs)</b></p> <p>Address the relevant statutory provisions applying to the site contained within all relevant EPIs, including:</p> <ul style="list-style-type: none"> <li>• <i>Ryde Local Environmental Plan 2010</i></li> <li>• <i>State Environmental Planning Policy (State and Regional Development) 2011</i></li> <li>• <i>State Environmental Planning Policy 55 - Remediation of Land</i></li> <li>• <i>State Environmental Planning Policy (Infrastructure) 2007</i></li> </ul> <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><b>3. Policies, Guidelines and Planning Agreements</b></p> <p>Address and demonstrate how the development promotes or is consistent with the relevant provisions, objectives and controls of relevant policies, guidelines and planning agreements, including:</p> <ul style="list-style-type: none"> <li>• <i>Metropolitan Plan for Sydney 2036</i></li> <li>• <i>Draft Metropolitan Plan for Sydney</i></li> <li>• <i>Draft Inner North Subregional Strategy</i></li> <li>• <i>Draft Centre Design Guidelines (Department of Planning)</i></li> <li>• <i>North Ryde Station Precinct Development Control Plan 2013 (NRSP DCP 2013)</i> including other relevant policies that apply to development in the precinct identified within Tables 1 and 2 of the DCP</li> </ul>
	<p><b>4. Earthworks</b></p> <ul style="list-style-type: none"> <li>• Provide a detailed survey showing existing and proposed levels, and proposed quantities of cut and fill necessary for the proposed works.</li> <li>• If relevant: <ul style="list-style-type: none"> <li>• provide details, including cross sections, of any excavation works that are either above or within 25 metres of the rail corridor.</li> <li>• provide details on the fill including types of materials and their source.</li> <li>• provide details of the disposal location of excess cut and proposed means of transportation.</li> </ul> </li> </ul>

	<p><b>5. Urban design</b></p> <ul style="list-style-type: none"> <li>• Provide plan(s) and supporting documentation identifying any proposed open space, public domain areas and pedestrian/cycle linkages, and include details of their future management.</li> </ul>
	<p><b>6. Transport and accessibility</b></p> <ul style="list-style-type: none"> <li>• Provide details of the proposed roads and pedestrian/cycle routes in accordance with section 3.2 Circulation Networks of the NRSP DCP 2013, including any intersection upgrades (if relevant), and demonstrate that the proposed works provide clear and safe vehicular, cyclist and pedestrian linkages to key destination points such as North Ryde Rail Station.</li> <li>• Demonstrate that all proposed roads satisfy the street dimensions and designs set out in section 4.1 of the NRSP DCP 2013, and provide for adequate road side collection points for all super lots accessible by Council's waste vehicles.</li> <li>• Demonstrate how future access points identified in Figure 4 of the NRSP DCP 2013 and within the development site, will be connected or preserved.</li> <li>• Provide details of the proposed access and the parking provisions associated with the application, including compliance with the relevant Australian Standards.</li> <li>• Demonstrate that the road and pedestrian/cycle route designs provide for safe and effective movement and adequate capacity, having regard to modelling and site investigations carried out for the North Ryde Rail Station urban activation precinct.</li> <li>• Provide details of Road 38 construction including supporting traffic modeling detailing operation of traffic lights for intersection of Road 38 and Delhi Road.</li> </ul>
	<p><b>7. Biodiversity</b></p> <ul style="list-style-type: none"> <li>• Provide an arborist report in accordance with section 8.6 of the NRSP DCP 2013.</li> <li>• Provide a street tree plan in accordance with section 4.5 of the NRSP DCP 2013.</li> </ul>
	<p><b>8. Water</b></p> <ul style="list-style-type: none"> <li>• Demonstrate that water discharged from the site will not adversely impact on watercourses, riparian corridors and groundwater dependent ecosystems located in the vicinity of the Station Sub-Precinct, with particular regard to Pages Creek and Lane Cove River.</li> <li>• Provide an Integrated Water Management Plan in accordance with section 4.4 of the NRSP DCP 2013.</li> <li>• Address the provisions of the relevant water sharing plan, in accordance with the attached NSW Office of Water submission dated 6 December 2013.</li> <li>• Address water licensing considerations, if relevant, in accordance with the attached NSW Office of Water submission dated 6 December 2013.</li> </ul>
	<p><b>9. Flooding</b></p> <ul style="list-style-type: none"> <li>• Demonstrate that the development is compatible with any relevant flood hazard of the land, and identify any impacts of the proposed development on flood behaviour.</li> </ul>

	<p><b>10. Geotechnical and contamination</b></p> <ul style="list-style-type: none"> <li>• Demonstrate the suitability of the land for the proposed development having regard to contamination and the site's geotechnical characteristics including erosion potential, salinity and the presence of potential and actual acid sulphate soils.</li> <li>• Outline measures to avoid, manage or mitigate adverse contamination or geotechnical impacts in accordance with relevant guidelines.</li> </ul> <p><b>11. Utilities &amp; services</b></p> <ul style="list-style-type: none"> <li>• Identify any utilities and services that currently pass through or service the site including those that are, or will become, redundant.</li> <li>• Identify all existing easements and any encumbrances on title that will be affected by the proposed subdivision.</li> <li>• Provide details of the required utilities and services, and any augmentation that may be required to support the proposed development, and their future maintenance needs.</li> <li>• Identify how the proposed infrastructure design will accommodate efficient provision of other urban infrastructure (e.g. street lighting).</li> </ul> <p><b>12. Construction &amp; operation impacts</b></p> <ul style="list-style-type: none"> <li>• Provide an assessment of construction and operational impacts and identify appropriate mitigation measures in accordance with relevant guidelines. This should include (but not be limited to) the following matters: <ul style="list-style-type: none"> <li>• construction traffic impacts, including an estimation of truck movements expected during the construction phase</li> <li>• measures to manage, where appropriate, accessibility, amenity and safety of public transport use, walking and cycling, and emergency vehicle access during construction works</li> <li>• construction noise</li> <li>• air quality</li> <li>• water quality</li> <li>• soil and erosion</li> <li>• groundwater impacts</li> <li>• impacts on groundwater dependent ecosystems and</li> <li>• waste</li> </ul> </li> </ul>
<b>Plans and Documents</b>	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.
<b>Consultation</b>	<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"> <li>• City of Ryde</li> <li>• Transport for NSW (including Roads and Maritime Services, State Transit Authority and Sydney Trains)</li> <li>• NSW Office of Water</li> <li>• Emergency services agencies</li> </ul>

	<ul style="list-style-type: none"> <li>• All relevant utility providers</li> </ul> <p><i>b) Adjoining Landowners</i></p> <ul style="list-style-type: none"> <li>• Consultation with adjoining landowners is to be undertaken to discuss and address, where appropriate, the impact of the proposal.</li> </ul> <p><i>c) Public</i></p> <ul style="list-style-type: none"> <li>• An appropriate level of consultation is to be carried out with the general public.</li> </ul> <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>
<b>Further consultation after 2 years</b>	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.
<b>References</b>	<p>The assessment of the key issues listed above must take into account relevant guidelines, policies, and plans as identified.</p> <p>Attachment A contains agency input into the Station Sub-Precinct Director-General's Requirements which includes reference to other guidelines, policies, and plans that may be relevant to the environmental assessment of this project.</p>
<b>Landowners information</b>	Any landowner/s consent is to be provided in accordance with clause 49 of the <i>Environmental Planning and Assessment Regulation 2000</i> .

### ATTACHMENT A

#### Government Authority Responses to Request for Key Issues



21 November 2013

Mr. Malcolm McDonald  
A/Team leader, Strategic Assessment  
Department of Planning & Infrastructure  
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Sydney NSW 2001

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[www.ausgrid.com.au](http://www.ausgrid.com.au)

Attention: Ms. Sera Taschner

Dear Mr. McDonald,

**Sub: North Ryde Station Precinct – Station Sub-precinct (NRSP SS – DGRs)  
Director-General's Environmental Assessment Requirements**

I refer to your letter on 11 November 2013 requesting comments regarding the key issues and assessment requirements concerning the proposed North Ryde Station Precinct.

Ausgrid owns and operates Macquarie Park zone substation on Waterloo Rd in close proximity to the M2 site of North Ryde Station Precinct and Top Ryde zone substation on Buffalo Rd in Top Ryde. Due to the capacity constraint at Macquarie Park zone substation, Ausgrid would envisage that supply to the Precinct would be from Macquarie Park zone substation with the 11kV load transfer to Top Ryde zone substation or directly from the Top Ryde zone substation. This is presently being investigated by Ausgrid's planning section, and additional zone capacity may be required in the area to supply the development load.

It is also envisaged that most of the loads will be supplied via 11kV/415V customer substations. It will be necessary to establish an 11kV network from Macquarie Park substation or Top Ryde zone substation to the Precinct and also within the Precinct. This will require that provision be made for cable systems in the proposed bridges and roads in the development.

Ausgrid has considered the supply to the Precinct based on the load assessment (diversified maximum load of 14MVA for the entire precinct development including Station North & South sites and M2 site) provided by the consultant, and requests an early advice of final development timeframe and associated demand projection for each site to assist us with medium to long term planning of electricity infrastructure in the North Ryde/Macquarie Park area.

The Ausgrid contact in relation to future electricity supply to the development in North Ryde Station Precinct is John Hartman, Manager – Subtransmission Planning on telephone 9269 4641

Yours Sincerely

A handwritten signature in blue ink, appearing to read "Neil Gordon", written over a light blue horizontal line.

Neil Gordon  
Manager – Asset & Network Planning

## CITY OF RYDE SUBMISSION ON DIRECTOR-GENERAL'S REQUIREMENTS FOR NORTH RYDE STATION PRECINCT (Station North & Station South Sites)

The Department of Planning and Infrastructure has requested Council's comments on draft Director General's Requirements (DGRs) for initial works to support implementation of certain lands within the North Ryde Station Urban Activation Precinct. The proposed works consist mainly of land administration (including subdivision), site preparation and infrastructure required to support future development on the land.

### SCOPE OF WORKS

The works are described as:

- Construction of a new entry road from Delhi Road to the southern end of North Ryde Railway Station;
- Subdivision to create 2 superlots for development and 1 lot for 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.

### DRAFT DGRs

For the most part, the draft DGRs presented by JBA Planning cover the matters that would be expected for infrastructure works on the site. All the DGRs suggested by JBA should be retained. Council firstly seeks changes to improve rather than significantly alter those requirements. Secondly, it suggests additional matters to be addressed or considered as part of the future application. Council's comments in this regard are contained in the table below.

Beyond the setting of the DGRs for this part of the project, Council continues to have concerns regarding the likely future form, character and many operational aspects of the precinct. These concerns have been expressed in its earlier submissions on the matter. In this regard, Council will be making a further submission on the Infrastructure application when it is exhibited with a focus on ensuring that the works that implemented on the site will be sufficient to accommodate all the future needs of development in the Station precincts.

**TABLE 1: SUGGESTED AMENDMENTS AND COMMENTS ON DRAFT DGRs for NRSP UAP**

Draft DGR Heading (Key Issues)	Suggested Amendments (in red) and Additions (in red)	Comment
Key Issues	Insert the following heading between <i>Development Standards</i> and <i>Contamination</i> :  <i>Suitability of Design</i> <b>Demonstrate that the proposed works will provide the necessary level of support to accommodate the future development of the precinct.</b>	The provision of infrastructure to the site sets the platform for the whole future development of the precinct. It must be a primary consideration to ensure that it is sufficient and appropriate for the site so that it meets the needs of the future population and can allow those needs to be met over the long term without impediment.

Draft DGR Heading (Key Issues)	Suggested Amendments (in red) and Additions (in red)	Comment
2. Policies, Guidelines and Planning Agreements	<p>Provide a report of elements of the process undertaken that provide a demonstration of good practice for urban planning and /or transit oriented development.</p> <p>Program for delivery of public domain and infrastructure including:</p> <ul style="list-style-type: none"> <li>• Timing of delivery for each item;</li> <li>• Details of current ownership and responsibility; and</li> <li>• Details of future ownership and maintenance responsibility.</li> </ul>	<p>Lessons learned from the processes and experience of establishing and developing Urban Activation Precincts here and in other locations should be captured so that guidance can be provided to future exercises seeking to implement integrated planning to redevelop under-utilised sites.</p> <p>A clear program is required to identify which organisation or group is responsible for delivering the proposed infrastructure and in what sequence and to what standard. Such a tool is essential in helping to co-ordinate the construction and installation processes. The program also needs to identify the future owner of infrastructure including open space facilities so that the need for asset management and maintenance can be incorporated into future budgets for the relevant organisations.</p>
4. Transport and Accessibility	<ul style="list-style-type: none"> <li>• Identify any proposed bus infrastructure upgrades and demonstrate how existing and proposed bus infrastructure and services will be integrated with the train station and development area.</li> <li>• Provide full details of the modelling for the road and intersection design for the precinct in accordance with the Macquarie Park Modelling (for Traffic Impact Assessment).</li> <li>• Demonstrate how the road design and pedestrian linkages satisfy the adopted model for traffic volumes and behaviour and for safe and effective pedestrian movement across the site.</li> </ul>	<p>It is not clear if the term “bus infrastructure” includes the buses and the bus routes. Hence the requested insertion of the word “services”. Council considers it important to ensure that North Ryde Station is made more accessible to the existing suburbs of North Ryde and East Ryde as a consequence of its activation.</p> <p>Also see the separate comments below regarding “Relevant Considerations for Future Development”</p>
7. Water Quality and drainage.	<p>Reinstate words struck out that relate to protecting water quality i.e.</p> <p>Show measures to be incorporated on site to protect water quality discharging to natural systems and provide details on the extent to which the proposed measures will protect downstream water quality and riparian corridors</p>	<p>The DDGR includes matter relating to water conservation but not water quality. The capacity to protect water quality needs to be built into the base system. Water quality systems often require land area and access requirements (for maintenance) that go beyond piping. The Station precinct is effectively the top of catchment for Porters Creek which feeds water eventually to Sydney Harbour. The opportunity to ensure that the water leaving the site has minimal contamination should not be missed. The Urban Activation process has potential to demonstrate better ways of providing urban development.</p>

Draft DGR Heading (Key Issues)	Suggested Amendments (in red) and Additions (in red)	Comment
9. Geotechnical and Contamination:	(No amendment proposed)	Have any impacts on local groundwater arising from the very long term use of the adjoining land as a cemetery been addressed when the railway and station were constructed? While this may not merit concern for the infrastructure proposed on the Station sites under this application (due to limited depth of excavation required to accommodate it.), any assessment of groundwater and ground conditions on the site needs to ensure that no issues arise in later development phases.
10 Utilities and Services	<ul style="list-style-type: none"> <li>• Identify any utilities and services that currently pass through or service the site including those that will become redundant. Identify the means by which such utilities and services will be decommissioned or removed.</li> <li>• Identify all existing easements and any encumbrances on title that will be affected by the proposed subdivision.</li> <li>• Demonstrate how the infrastructure design will provide for future maintenance needs for all utilities and services with minimal cost and disruption to the service providers and the new community.</li> <li>• Identify how the need to provide adequately for telecommunications infrastructure will be addressed including roll-out of the National Broadcasting Network (NBN) and having regard to predicted growth and change in this sector.</li> <li>• Identify that the proposed infrastructure design will not prevent an efficient provision of other urban infrastructure such as street lighting, street signs, parking meters and parking control signs, public waste bins and that adequate sight lines will be provided at all intersections.</li> </ul>	<p>There is an existing pattern of infrastructure on the site with some included in easements. Some infrastructure may relate to adjoining properties outside the precinct. The extent to which this is the case will no doubt become clearer through consultation with neighbouring property owners.</p> <p>The development phase for the precinct will extend over many years. There will be people living on the site while other buildings are under construction. A staging plan will be important for the initial construction of infrastructure but consideration also needs to be given to the circumstances where service conduits and individual utilities will need to be access during and after the development phase. As a discrete site, the opportunity exists to provide for shared access points</p> <p>The capacity to accommodate future telecommunication growth and demands as well as evolving technologies should be factored into the infrastructure design.</p> <p>The practical considerations of urban design need to be considered as part of the final design. The provision of above ground infrastructure should not be left to be considered as an "add-on". Location of inspection pits can be determined so that the treatment of the public domain paving, furniture and landscaping is not impacted. Distances between sign posts are specified in Authority guidelines. The trick is not to design a network that compromises those standards.</p>

Draft DGR Heading (Key Issues)	Suggested Amendments (in red) and Additions (in red)	Comment
Consultation	<p>In particular you must consult with:</p> <ul style="list-style-type: none"> <li>• All emergency services providers including Police, Fire and Rescue NSW, Rural Fire Service and Ambulance and State Emergency Services.</li> </ul> <p>c) Public A high level of consultation is to be carried out with the local community and broader general public.</p>	<p>The site is in a locality that has been affected by bush fires in the recent past. The design of vehicle access into and out of the precinct should receive endorsement from all the emergency services. Consideration may need to be given to ensuring alternative points of temporary access should the roads be blocked in an emergency</p> <p>The community of Ryde has an active and continuing interest in the development of the Urban Activation Precinct.</p>

## RELEVANT CONSIDERATIONS FOR FUTURE DEVELOPMENT

The provision of adequate infrastructure is an important first step in the physical redevelopment of the Station Precinct. This submission is accompanied by a plan that shows location of roads, a large turning circle, a shared public domain area and other elements. If the purpose of the application is simply to test if this plan is appropriate then Council has some concerns with the process. It would seem necessary that any plan for assessment should come as a result of the investigations that are outlined in the draft DGRs.

Arising for this concern is the need to ask a number of questions about what will provide the best option to meet the needs of the new community is aspects of their lives beyond accessibility to a railway station.

For example:

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1. Is the illustrated road pattern the best option to connect the broader community to the railway station? Is there a need to explore a widening or adjustment of Delhi Road to provide bus bays so that express buses can pick up and set down without a lengthy and circuitous journey into the site?
2. Is there a need to consider a less truncated street pattern? Are there options for better connections in and out of the site, possibly an "Out only" slip lane type connection to Delhi Road (west of the station).
3. Does the road pattern provide the connections to support facilities especially schools and child care? Will the road pattern and any bus and train connections enable easy and safe access for students of all ages to schools? In particular, how will children get to primary school? Council has received many representations from the local school community raising concern at the lack of capacity available to cater for an expanded population in the area. In such circumstances, mobility to reach schools that are further afield may become especially important.
4. Does the proposed road and public domain pattern function without an effective bridge connection to the M2 precinct of the UAP? The suggestion that the proposed pedestrian bridge be constructed in stages is a major concern to Council as it will mean that the Station Precinct becomes more isolated from the facilities

located over there. If the travel time between the two areas is extended so that car travel to a more distance site becomes the more attractive option, then the rationale of the UAP as a transit oriented development is jeopardised.

It is important to get the provision of infrastructure right for the whole precinct to function effectively. The works that are the subject of this application are important in providing not only the foundations for future development but also to create the physical and virtual connections between the future population of the precinct and the broader community of the City of Ryde.

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OUT13/34431

- 6 DEC 2013

Ms Sera Taschner  
Strategic Assessment  
NSW Department of Planning and Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

sera.taschner@planning.nsw.gov.au

Dear Ms Taschner,

**North Ryde Station Precinct – Station Sub-precinct (NRSP SS-DGRs)  
Request for input into Director General Requirements**

I refer to your email dated 14 November 2013 to the Department of Primary Industries (DPI) attaching a letter dated 11 November 2013 to the NSW Office of Water, a division within DPI, in respect to the above matter.

Comment by the NSW Office of Water

The NSW Office of Water has reviewed the draft Director General's Requirements (DGR's) and advises they be amended to include that the Environmental Impact Statement (EIS) also consider:

- (i) an assessment of potential impacts of the proposal on any watercourses, riparian land and groundwater dependent ecosystems (GDEs) in the vicinity of the site,
- (ii) the detailed matters listed in Attachment A, and
- (iii) the policies and guidelines, as applicable, included in Attachment A.

The Office of Water also advises:

- (i) reference in this regard is also made to the NSW Office of Water's previous submissions in respect to the setting of DGR's for the North Ryde Station Precinct dated 31 March 2011 and 16 January 2012, and
- (ii) in addition to the formal referral of future stages of this matter direct to DPI (see below), it is requested that one (1) hard copy and one (1) CD of the EIS report and any accompanying documentation is also forwarded to Janne Grose at the Office of Water, PO Box 323, Penrith NSW 2750.

For further information please contact Janne Grose, Planning and Assessment Coordinator (Penrith office) on 4729 8262, or at: [Janne.Grose@water.nsw.gov.au](mailto:Janne.Grose@water.nsw.gov.au).

Comment by Crown Lands

The DPI response, dated 27 June 2013, to the exhibition of the environmental assessment for the overall State Significant site proposals for this locality included comment by the Crown Lands Cemetery Reform Group. This comment related primarily to that part of the overall proposals now known as the 'M2' site and as such are not reiterated here.

For further information please contact John Filocamo, Manager Crown Cemetery Policy-Cemetery Reform Group (Parramatta office) on 8836 5313, or at: [john.filocamo@lands.nsw.gov.au](mailto:john.filocamo@lands.nsw.gov.au).

Comment by Fisheries NSW

Fisheries NSW has no comment.

For further information please contact Carla Ganassin, Conservation Manager (Wollongong office) on 4254 5527, or at: [carla.ganassin@dpi.nsw.gov.au](mailto:carla.ganassin@dpi.nsw.gov.au).

Further referrals

It is noted that the referral letter dated 11 November 2013 is out of date in respect to the nomination of relevant officers. In addition, to assist DPI in coordinating responses on State Significant development matters, all referrals should be sent to the central DPI email address: [landuse.enquiries@industry.nsw.gov.au](mailto:landuse.enquiries@industry.nsw.gov.au). Internal referral to relevant DPI agencies will then be made.

Yours sincerely



Tony Heffernan  
**Acting Executive Director Business Services**

## Attachment A

### North Ryde Station Precinct – Station Sub-precinct (NRSP SS-DGRs) Request for Input into Director General Requirements

#### Additional comment by the NSW Office of Water

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#### 1. Relevant Legislation

The Environmental Impact Statement (EIS) should take into account the objects and regulatory requirements of the *Water Act 1912* and *Water Management Act 2000* (WMA 2000), as applicable. Proposals and management plans should be consistent with the Objects (s.3) and Water Management Principles (s.5) of the WMA.

#### 2. Water Sharing Plans

The proposal is located within the area covered by the *Water Sharing Plan for the Greater Metropolitan Region Unregulated River Water Sources* and the *Water Sharing Plan for the Greater Metropolitan Region Groundwater sources*. The EIS is required to:

- Demonstrate how the proposal is consistent with the relevant rules of the WSP including rules for access licences, distance restrictions for water supply works and rules for the management of local impacts in respect of surface water and groundwater sources, ecosystem protection, water quality and surface-groundwater connectivity.
- Provide a description of any site water use (amount of water from each water source) and management including all sediment dams, clear water diversion structures with detail on the location, design specifications and storage capacities for all the existing and proposed water management structures.
- Provide an analysis of the proposed water supply arrangements against the rules for access licences and other applicable requirements of any relevant WSP
- Provide a consolidated site water balance.

#### 3. Relevant Policies and Guidelines

The EIS should take into account the following policies (as applicable):

- NSW State Rivers and Estuary Policy (1993)
- NSW State Groundwater Policy Framework Document (1997)
- NSW State Groundwater Quality Protection Policy (1998)
- NSW State Groundwater Dependent Ecosystems Policy (2002)
- Aquifer Interference Policy (2012)
- Department of Primary Industries Risk Assessment Guidelines for Groundwater Dependent Ecosystems (2012)
- Guidelines for Controlled Activities (2012).

Refer:

<http://www.water.nsw.gov.au/Water-management/Law-and-policy/Key-policies/default.aspx>

The EIS needs to demonstrate the proposal is consistent with the spirit and principles of these policy documents.

#### 4. Licensing Considerations

The EIS is required to provide:

- Details of the water supply source(s) for the proposal including any proposed surface water and groundwater extraction and all water supply works to take water.
- Information on the purpose, location, construction and expected annual extraction volumes including details on all existing and proposed water supply works which take surface water, (pumps, dams, diversions, etc) and

- Details on all bores and excavations for the purpose of investigation, extraction, dewatering, testing and monitoring and an approval obtained from the Office of Water prior to their installation. All predicted groundwater take must be accounted for through adequate licensing

Water allocation account management rules, total daily extraction limits and rules governing environmental protection and access licence dealings also need to be considered.

## **5. Groundwater Assessment**

Section 5.5 of the Application for Director General's Requirements Report notes the EIS will address and consider the construction and operation impacts of or on groundwater (page 6). It is suggested the draft DGR (11) - *Construction impacts* is amended to "Construction and Operation impacts" so that the EIS also includes an assessment of potential operation impacts in relation to groundwater.

The Office of Water's DGR submission of 31 March 2011 provides details on what the EIS should address in relation to potential impacts on groundwater.

## **6. Groundwater Dependent Ecosystems (GDE's)**

It is suggested the draft DGR (11) - *Construction Impacts* is amended to also consider the potential impacts on any groundwater dependent ecosystems (GDEs) in the vicinity of the site. Figure 13 in the Ecological Assessment for the Rezoning of North Ryde Station precinct shows Coastal Sandstone Sheltered Peppermint- Apple Forest is located south of the sub precinct and Volume 3 of the Risk Assessment guidelines (Appendix 9) indicates Coastal Sandstone Sheltered Peppermint- Apple Forest has high probability of being a GDE.

The Office of Water's DGR submission of 31 March 2011 provides details on what the EIS should address in relation to GDE's.

## **7. Watercourse and Riparian Land**

It is noted the draft DGRs (5) and (7) have deleted reference to potential indirect impacts on the nearby Lane Cove National Park and potential impacts on watercourses and riparian corridors. As Pages Creek is located south of the site/Epping Road and the creek flows into the National Park and Lane Cove River, it is suggested the draft DGR's is amended so that the EIS addresses whether the proposal could potentially indirectly affect watercourses and riparian land located in the vicinity of the sub precinct site, and if so, the EIS should provide a detailed description of:

- the potential impacts and
- mitigation measures to mitigate potential impacts.

**End Attachment A**



Malcolm McDonald  
A/Team Leader, Strategic Assessment  
Department of Planning and Infrastructure  
23-33 Bridge Street  
Sydney NSW 2000

**Attention:** Ms Sera Taschner

**Requests for DGRs for North Ryde Station Precinct  
Station Sub-precinct (NRSP SS – DGRs)**

Dear Ms Taschner

Thank you for your letter dated 11 November 2013 requesting Transport for NSW (TfNSW) provide input into the DGRs for the Environmental Assessment of the North Ryde Station Precinct – Station Sub-precinct in the Ryde Local Government Area.

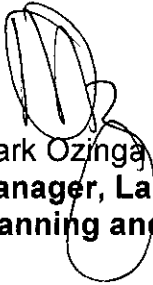
TfNSW, along with Roads and Maritime Services (RMS) have reviewed the *Application for DGRs supporting documentation* dated 7 November 2013, prepared by JBA Urban Planning Consultants Pty Ltd for the proposed development. The DGRs contain most of the relevant traffic, parking and access requirements and issues that need to be addressed for the proposed redevelopment. TfNSW and RMS recommend the following changes to Section 4: Transport and Accessibility in the DGRs:

- Add a dot point as follows: “Details of the proposed accesses and the parking provisions associated with the Application including compliance with the requirements of the relevant Australian Standards.”
- Add a dot point as follows: “Details of Road 38 construction including supporting traffic modelling detailing operation of traffic lights for intersection of Road 38 and Delhi Road. Any changes to the traffic lights will require an amended traffic signal plan to be submitted to RMS for approval under Section 87 of the Roads Act, 1993. The traffic signal plan shall be accompanied by turn path plans for most common vehicle and largest vehicle expected through the intersection. Please note the developer may be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the WAD will need to be executed prior to RMS’s assessment of the detailed civil design plans, a copy of the WAD Pack is available on [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au).”
- Add a dot point as follows: “Prepare a Construction Traffic Management Plan (CTMP) to mitigate any potential impacts to accessibility, amenity and safety of public transport use, walking and cycling during construction, including access arrangements for emergency vehicles and workers and an estimation of the number of truck movements

expected during the construction phase. CTMP should include details of service vehicle movements (including vehicle type and likely arrival and departure times)."  
*Please note: RMS requires a construction traffic management plan for all demolition/construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.*

Should you have any questions regarding this matter, please contact Robert Rutledge on 8202 2203 or [Robert.rutledge@transport.nsw.gov.au](mailto:Robert.rutledge@transport.nsw.gov.au).

Yours sincerely



21/11/13

Mark Ozinga  
**Manager, Land Use Planning and Development  
Planning and Programs**

CD13/22143