



NSW GOVERNMENT  
**Department of Planning**

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Michael Magney  
Project Manager  
Australian Rail Track Corporation Ltd  
PO Box 14  
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Dear Mr Magney

**Subject: Southern Sydney Freight Line  
Director General's Environmental Assessment Requirements**

The Department has received your application for the proposed Southern Sydney Freight Line (Application Number: 05\_0089).

In considering the Project Application and pursuant to Clause 8J of the *Environmental Planning and Assessment Regulation 2000*, the Director General's Requirements for the subject project, issued by the Department on 29 March 2005, have been adopted as Environmental Assessment Requirements under section 75F of the *Environmental Planning and Assessment Act, 1979* (EP&A Act). These requirements have been modified in relation to noise assessment matters, and to include administrative matters required under Part 3A of the EP&A Act, and are attached.

It should be noted that the Environmental Assessment Requirements have been prepared based on the information provided to date. Under section 75F(3) of the Act, the Director-General may alter or supplement these requirements if necessary and in light of any additional information that may be provided.

The subsequent Environmental Assessment (EA) should reflect the adopted Environmental Assessment Requirements and focus on key environmental issues. The EA should also reflect that the Minister has formed an opinion that the SSFL proposal is development of a kind that is described in Schedule 1 of *State Environmental Planning Policy (Major Projects) 2005*.

Prior to exhibiting the Environmental Assessment, the Department will review the document to determine if it adequately addresses the Environmental Assessment Requirements. If it is considered that the Environmental Assessment does not adequately address these requirements, the proponent may be required to revise the Environmental Assessment to address the matters notified to the proponent. Following this review period the Environmental Assessment will be made publicly available for a minimum period of 30 days.

Should you have any queries on this matter, please contact Lisa Mitchell on 9228 6354 or Glenn Snow on 9228 6352.

Yours sincerely

Sam Haddad  
Director General

19/4/2006

## DEPARTMENT OF PLANNING

### Director-General's Environmental Assessment Requirements

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

Application number	05_0089
Project	Southern Sydney Freight Line  The aim of the proposal is to provide direct and unrestricted access for freight trains from the south to the Metropolitan Freight Network at Sifton Park Junction. This will avoid the operational restrictions imposed by RailCorp for passenger priority on its tracks, particularly during peak periods.
	The project will involve the construction of a single bi-directional, non-electrified track adjacent existing RailCorp passenger lines and will incorporate an existing freight line between Ingleburn and Glenfield
Location	The proposal will link Sydney's metropolitan freight rail network at Sifton with the ARTC freight network south of Macarthur, a distance of approximately 36km.
Proponent	Australian Rail Track Corporation Ltd
Expiry date	These Environmental Assessment Requirements expire 29 March, 2007
General Requirements	<p>The Environmental Assessment must include:</p> <ul style="list-style-type: none"> <li>• an executive summary;</li> <li>• a description of the proposal, including construction, operation, and any staging; details of the location of the project and environmental planning provisions applicable to the site and the project;</li> <li>• consideration of alternatives to the project;</li> <li>• an assessment of the environmental impacts of the project, with particular focus on the key assessment requirements specified below;</li> <li>• proposed mitigation/ management measures of residual environmental impacts; justification for undertaking the project with consideration of the benefits/ impacts of the proposal, and proposed management/ mitigation/ monitoring; a draft Statement of Commitments for environmental mitigation, management and monitoring for the project; and</li> <li>• certification by the author of the Environmental Assessment that the information contained in the Assessment is neither false nor misleading.</li> </ul>
Key Issues	The Environmental Assessment must assess the issues specified in the Director-General's requirements previously issued to you on the 29 March 2005 and correspondence from the Department of Planning on the Adequacy of Noise Assessment and Mitigation Measures dated 3 March 2006.
Consultation	<p>You must undertake an appropriate and justified level of consultation with the parties during the preparation of the Environmental Assessment:</p> <ul style="list-style-type: none"> <li>▫ Campbelltown, Liverpool, Fairfield and Bankstown Councils;</li> <li>▫ Heritage Council;</li> <li>▫ Department of Environment &amp; Conservation;</li> <li>▫ Roads and Traffic Authority;</li> <li>▫ Department of Primary Industries;</li> <li>▫ Department of Lands;</li> <li>▫ Department of Natural Resources</li> <li>▫ Rail Corp;</li> <li>▫ Sydney Ports Corporation;</li> <li>▫ relevant branches of the Department of Planning, including: <ul style="list-style-type: none"> <li>▪ Sydney Region West;</li> <li>▪ Sydney Region East; and</li> <li>▪ Metropolitan Strategy Team.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>▫ Commonwealth Department of Environment &amp; Heritage;</li> <li>▫ relevant Local Aboriginal Land Councils and tribal representatives; and</li> <li>▫ relevant Landcare groups.</li> </ul> <p>The Environmental Assessment must clearly indicate issues raised by stakeholders during consultation, and how those matters have been addressed in the Environmental Assessment.</p>
<b>Exhibition of EA and notification requirements</b>	Pursuant to s.75H(3) of the EP&A Act, the EA must be exhibited for a minimum of 30 days.
<b>Peer Review</b>	Not required at this stage.
<b>Panels constituted under s75G</b>	No Panels are required at this stage.
<b>Deemed refusal period</b>	Not applicable. However, consistent with cl.8E(2) of the Regulations, the Department's indicative assessment period will be 120 days.



Department of  
**Infrastructure, Planning and Natural Resources**

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Dear Mr Magney

**Proposed South Sydney Freight Line  
(Our ref: 9037333)**

Thank you for your request for Director General's Requirements for the preparation of an Environmental Impact Statement (EIS) for the above development proposal received by the Department on 18 February 2005.

It is understood that the proposal will principally be the construction of 36km new freight line from Macarthur to Setton that will be a bi-directional track and non-electrified.

These requirements are issued assuming that the project would be assessed under Part 5 of the *Environmental Planning & Assessment Act 1979*. Accordingly, pursuant to Clause 85 of the *Environmental Planning & Assessment Regulation 2000*, the Director General requires that the following matters be specifically addressed in the EIS. Issues raised in the Planning Focus Meeting held by Australian Rail Track Corporation Ltd on 10 February 2005 should also be considered in the EIS.

Issues addressed in the EIS should be prioritised according to their importance in the decision making process. The level of analysis of issues should reflect the significance of their impacts and relevance to the proposal.

Statutory requirements for the form and content of the EIS are outlined in **Attachment 1**. **Attachment 2** is an advisory guideline on the type of information most likely to be relevant to the proposed activity. Not all of the matters raised may be appropriate for consideration in the EIS. Equally, it is not exhaustive and other issues may arise during the course of the EIS investigations.

**Project Description**

The EIS should describe/provide:

- detailed description, location and objectives of the proposal including details of all ancillary works/structures (upgrading of stations, pedestrian links, replacement carparking);
- supporting maps/plans clearly showing the various components of the proposed development corridor and surrounds, including natural environmental features (eg watercourses, existing vegetation, etc); train stations, and existing and approved residential and industrial development;
- the planning controls applying to the proposal and all required approvals; and
- a table summarising all the mitigation measures proposed for each relevant environmental issue.

**Strategic and Land Use Considerations**

The EIS should consider the following strategic matters:

- need and justification for the proposal and consideration of alternatives. This should identify how the proposed line will link to other existing/proposed freight networks and intermodal freight terminals;
- socio-economic and employment impacts;
- possible staging of the proposal and associated impacts;
- construction and operation costs.

The EIS should also identify the proposal's relationship to any existing development and known current development proposals, such as residential, industrial and recreational developments within the corridor and potential implications for, and impact on, future development. References to the Sydney Metropolitan Strategy and planning already underway for expansion in the south west sector (Bringelly) should also be considered.

This assessment should identify the potential land use conflicts with current and future land uses including the potential impacts upon:

- the use/capacity of the existing freight line from Enfield through to Port Botany including whether there will be increased loads through the eastern metropolitan area as a result of the proposal and what implications this will have;
- other rail lines used for freight such as the main northern line;
- further urban releases and the possible need to duplicate the passenger lines. The use of a significant proportion of the Main Southern Rail corridor and the viability of alternative routes outside this corridor needs careful consideration<sup>1</sup>;
- any future south west passenger rail link and the interchange with Glenfield;
- the future potential of the extension of the electric passenger rail network to Menangle Park and any works proposed at the interface of the existing Southern Line;
- the city centres of Liverpool and Campbelltown in relation to the work proposed to these centres associated with Centres funding as part of the Metro Strategy; and
- the operation of the passenger rail network.

Details should also be provided for any land which may require acquisition, and the means of overcoming or compensating for on-site and off-site impacts restricting current and future land uses (eg. buffers).

### Construction Issues

Specific construction issues should be detailed in the EIS, including:

- detailed description of works required including track upgrade/expansion, all works associated with the new railway line and stations;
- a description to explicitly address property acquisitions/adjustments including any strata acquisition for tunnel at eastern end of proposal;
- construction access, construction compounds, earthworks and impacts;
- aerial photograph of scale of 1:5000 or better showing horizontal alignment;
- major surface features, adjacent landuse and corresponding long-section showing vertical alignment;
- major associated infrastructure including flood protection measures;
- number and route of truck movements including movement from spoil locations. The EIS should investigate the possibility for moving spoil by rail as opposed to road;
- proposed working hours;
- tunnelling techniques for section east of Seton Station and assessment of regenerated noise;
- impacts on general public amenity during construction including changes to the number and access of commuter car parking and pedestrian access to stations, noise/vibration disturbance, air quality degradation, and traffic;
- impacts and disruptions to roads crossing the proposal and alternative arrangements;
- disruption and impacts to existing public transport services including disruptions to rail operations, rail stations and bus services;
- disruption and impacts to businesses in terms of vehicular and pedestrian access, noise/vibration/regenerated noise, traffic, parking, visual, property, loss of trade etc. Consideration of sensitive businesses including the equestrian centre at Warwick Farm Racecourse.

### Noise and Vibration

Noise and vibration impacts generated by the construction and operation of the proposal should be assessed as part of the EIS. Particular attention should be given to sensitive receptors including residents, schools, churches

<sup>1</sup> Contact Laurel Cheethan, Senior Environment Planner of Sydney Region West branch of DIPNR.

and horse stables. Predicted noise impacts resulting from all noise sources including road and rail traffic noise should be assessed and a discussion on the potential the mitigation of cumulative noise impacts included.

### **Air Quality**

The EIS should detail the likely air quality impacts of the proposal, particular with regard to dust emissions, vehicle emissions, greenhouse gas emissions and any other fugitive emissions of air pollutants generated during the construction and operation phase of the project. Identification of expected impacts on local and regional air quality, sensitive locations along the proposed route, and detailed measures to mitigate any impacts should also be made.

### **Water Quality, Hydrology and Groundwater**

Impacts on water quality, hydrology and groundwater should be identified in the EIS along with proposed mitigation and avoidance measures. This should include:

- works associated with all watercourse crossings or potentially impacted by the proposal including Georges River;
- details on construction methods including coffer dams, diversions and staging of works;
- assessments on the disturbance on contaminated sediments including saline and acid sulphate soils, hydrologic/hydraulic impacts (surface and sub-surface);
- control measures to be put in place during construction phase and during operation. This should include identifying point and non point pollution sources along the route and developing contingencies for point source pollution control from accidental leakages where trains are idle. Non point source pollution should be dealt with as part of a broader sediment and erosion control plan for the entire corridor, and
- stormwater control and impacts of flooding on and from the proposal including flood protection measures around stations and changes to ground water flows.

Control measures should comply with the standards outlined in the Department of Housing's *Urban Stormwater Management – Soils and Construction* (1998).

### **Heritage Impacts**

Impacts on sites of indigenous and non-indigenous heritage significance should be detailed including:

- the results of consultations with Aboriginal community and relevant agencies with heritage concerns. This should include the Heritage Office, local councils and the Commonwealth Department of Environment and Heritage (see EPBC Act requirements below);
- Identification of all local, state and national non-indigenous heritage items within the proposed route and locations marked on a map. Particular discussion should be given to those items listed on the State Heritage Register or the Commonwealth EPBC Act as a separate approval may be required (and in the case of a State Heritage listed item, prior to requesting the Minister's approval) if these items are impacted by the proposal; and
- an assessment of the potential impacts on any indigenous and non-indigenous heritage items in accordance with the relevant agencies requirements.

### **Hazards and Risk**

A hazards and risk assessment should be done for both the construction and operation phase of the project. This assessment should include:

- the types of dangerous goods that would be transported along the line;
- the potential impacts associated with transporting dangerous goods on the proposed freight line;
- how the proposal will not impose an unacceptable level of risk on people, property and the environment adjacent to the freight line. Risks to rail travellers both at stations and in trains should be included, and
- an evaluation of individual and societal risk levels.

## Flora and Fauna Impacts

The EIS should include an assessment of the impacts on flora and fauna, particularly critical habitats, threatened species, populations, ecological communities, and their habitats listed under the *Threatened Species Conservation Act 1995* (TSC Act) and the *Fisheries Management Act 1997* (FM Act)<sup>2</sup>. Impacts of particular concern are impacts to endangered ecological communities.

The assessment should involve the following steps:

- i) conduct baseline surveys, and consult relevant databases and listings by scientific committees established under the TSC Act and FM Act;
- ii) identify any applicable assessment guidelines issued and in force under Section 94A of the TSC Act<sup>3</sup> or, subject to Section 5C of the EP&A Act, and Section 220ZZA of the FM Act;
- iii) describe the types and condition of habitats in, and adjacent to, the land to be affected by the proposal; prepare a list of species and vegetation communities that were recorded in the study area and adjacent areas. Also identify which threatened species, populations and ecological communities are likely to occur based on the presence of suitable habitat and/or previous sightings;
- iv) apply an Assessment of Significance (under section 5A of the EP&A Act) to each threatened species, population or ecological community, or their habitats, that may be affected by the proposal. The EIS must justify any decision to not apply this test to all of the threatened species, populations or ecological communities identified in step iv); and
- v) prepare a Species Impact Statement for any critical habitats and threatened species, populations or ecological communities, or their habitats that are likely to be significantly affected by the proposal (note: A SIS must be prepared in accordance with any requirements of the Director-General of the Department of Environment and Conservation and/or Director General of Primary Industries [Fisheries]).

The EIS should also consider the use of native vegetation buffer zones to aid in mitigation of visual impacts. Buffer zones should utilise native trees and shrubs.

## Urban Design Issues

Urban design issues should be clearly identified and addressed in the EIS. This should include:

- a detailed assessment of flyovers, bridges and other structures;
- details of any changes to the station areas, pedestrian access and areas/interception points;
- the relationship of urban design changes with adjoining areas;
- visual and landscape concepts including photomontages/artist impressions of the of any major above ground features; and
- details on disabled access requirements.

## Other Specific Issues

Other specific issues to address include:

- how the proposal aims to achieve no net loss of commuter car parking. The EIS should detail how this will be achieved during the operation phase of the project, including additional car parking locations to be identified on a map;
- impacts on pedestrian amenity, safety and security in and around the stations; and
- an outline of Environmental Management Plans with reference to construction and operation stages. Monitoring, auditing, and reporting procedures should also be described. Reference to the Department's EMP Guidelines should also be made.

<sup>2</sup> Environmentally sound practice requires the proposal to be modified, if possible, to avoid a significant effect on threatened species, populations, and ecological communities or their habitats.

<sup>3</sup> On 2 October 2002 the *Threatened Species Conservation Amendment Act 2002* was assented to. The provisions of the Act will commence progressively. The reference to assessment guidelines reflects the provisions of the new Act.



## Relevant Plans, Policies and Strategies

- NSW Government's Metropolitan Strategy;
- NSW Ports Growth Plan;
- NSW Government's Port Freight Plan for Sydney. The Proponent is required to consult with the Department's Freight Strategy and Planning Branch in relation to the proposal's strategic implications within the context of the Port Freight Plan;
- Southern Sydney Catchment Blueprint 2002;
- Greater Metropolitan Regional Environmental Management Plan No.2;
- relevant Council Local Environmental Management Plans;
- Council's Local Government Flood Management Risk Plans; and
- DIPNR's Floodplain Management Manual (2001)

## CONSULTATION

During the preparation of the EIS, direct consultation with relevant local, State and Commonwealth government authorities, service providers and community groups should be undertaken. These include:

- Campbelltown, Liverpool, Fairfield and Bankstown Councils;
- Heritage Council;
- Department of Environment & Conservation (formerly National Parks and Wildlife Service and the Environment Protection Authority);
- Roads and Traffic Authority;
- Department of Primary Industries (formerly NSW Fisheries);
- Department of Lands – regarding whether there are any issues associated with Crown land; Rail Corp;
- Sydney Ports Corporation;
- relevant branches of the Department of Infrastructure Planning & Natural Resources, including:
  - Sydney Region West;
  - Sydney Region East; and
  - Metropolitan Strategy Team.
- Commonwealth Department of Environment & Heritage;
- relevant Local Aboriginal Land Councils and tribal representatives; and
- relevant Landcare groups.

Attached for your information are the requirements for the EIS from the following agencies:

- The NSW Heritage Office;
- RTA;
- DEC;
- Campbelltown City Council;
- Bankstown City Council;
- Fairfield City Council; and
- Liverpool City Council (previously provided to RLC 16/8/05).

The EIS should provide a summary of the issues raised during these consultations and how issues have been addressed. In developing the EIS, the Proponent should liaise with Councils so that an extensive targeted consultation with the community affected by the proposal occurs, including affected property owners and persons of non-English speaking backgrounds.

## COMMONWEALTH APPROVALS

Under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), approval of the Commonwealth Minister for the Environment is required for actions that may have a significant impact on



matters of National Environmental Significance, except in circumstances which are set out in the EPBC Act<sup>4</sup>. Approval from the Commonwealth is in addition to any approvals under the NSW legislation. If you need approval under the Commonwealth Act, your EIS will be expected to assess the impacts on these matters.

Please contact Sarah Joyce on (02) 9762 8145 should you have any queries on this matter.

Yours sincerely



29-3-05

David Gainsford  
Manager - Transport  
Major Infrastructure Assessment  
As Delegate for the Director-General

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<sup>4</sup> Matters of National Environmental significance under the EPBC Act are:

- i. World Heritage properties
- ii. RAMSAR wetlands
- iii. threatened species or ecological communities listed in the EPBC Act
- iv. migratory species listed in the EPBC Act
- v. the environment in a Commonwealth marine area
- vi. nuclear actions
- vii. national heritage items



NSW GOVERNMENT

## Department of Planning

Mr Michael Magney  
Australian Rail Track Corporation  
GPO Box 14  
Sydney NSW 2001

Dear Mr Magney

### **Southern Sydney Freight Line – Draft Environmental Assessment Adequacy of Noise Assessment and Mitigation Measures**

I refer to the Department's letters of the 23 December 2005 and the 9 January 2006 relating to the consideration of the draft Environmental Assessment pursuant to section 75H(2) of the *Environmental Planning and Assessment Act 1979*.

An important matter raised in this correspondence, was the requirement to consider and report noise assessment and mitigation measures, as identified by the Department of Environment and Conservation (DEC), within the Environmental Assessment (EA).

Following further consideration and consultation with the DEC, the Department wishes to clarify its requirements in regard to noise related matters for the revised EA as follows.

#### **Application of Noise Criteria**

The Department requires the revised EA to assess the impacts of the project against the Planning Levels (i.e.  $L_{Aeq, 24hr} = 55dB(A)$ ;  $L_{Amax} = 80dBA$ ) for residential receivers on both sides of the rail corridor along the full length of the project.

The Department believes this is consistent with recent applications of the published rail noise policy (Chapter 163 of the *Environmental Noise Control Manual*) and the ARTC Environment Protection Licence (U2.1 Noise goals for significant new works). It also ensures that residents on each side of the rail corridor are treated in an equitable manner.

#### **Identification of Impacts**

The Department requires the revised EA to objectively report current impacts, likely changes to impacts as a result of the project, the mitigation measures that are proposed and the results of these mitigation measures.

To this end, the Department requires the prediction of  $L_{Aeq}$  and  $L_{Amax}$  levels in all catchments for the following operations, prior to and following mitigation measures:

- whole of corridor in 2008 without SSFL operations;
- whole of corridor in 2008 (including contribution from 2008 SSFL); and
- whole of corridor in 2018 (including contribution from 2018 SSFL and 2008 existing track operations).

*Note: Existing track operations are to consider both freight and passenger services.*

### **Mitigation Strategy**

The Department requires the proposed noise mitigation strategy for the project to address project-related exceedances of the Planning Level criteria identified in the noise assessment at residences on both sides of the corridor for the entire length of the project.

However, the Department notes that the application of the Planning Levels does not require noise barriers as an automatic response to any predicted exceedances but instead requires the consideration of a range of feasible and reasonable mitigation measures to reduce noise levels.

In particular, for exceedances of less than 5 dB(A), the Department accepts that it would be appropriate for mitigation to focus on strategic source control measures such as longer term rolling stock improvements. Although, the revised EA will need to provide appropriate commitments and sufficient detail to demonstrate that the expected noise reductions can be achieved.

For exceedances of the Planning Levels of 5 dB(A) or greater, the revised EA must include consideration of reasonable and feasible physical mitigation measures, such as barriers and acoustic dwelling treatments, to reduce noise levels. The revised EA must also demonstrate that the proposed location and mix of physical mitigation measures is directed to the areas with the greatest numbers of people are likely to be affected by the highest noise levels from the project.

Notwithstanding the above, the Department accepts that specific physical noise mitigation measures are not required where the noise assessment identifies areas where the Planning Level criteria are currently being exceeded as a result of existing track operations, provided it can be demonstrated that the project would not increase noise levels in these areas.

### **Assessment Methodology**

The Department accepts the use of the energy-mean noise level used in the draft EA to calculate  $L_{Amax}$  noise levels for the project. However, the revised EA must provide a detailed justification of this approach.

### **Number of Potentially Affected Receivers**

Where exceedances of the Planning Level noise criteria are predicted after the provision of mitigation measures, the Department requires the revised EA to quantify the number, location and type of residences (and other sensitive receivers) in the catchments on both sides of the corridor for the entire length of the project.

### **Train Speed**

The Department requires that the revised EA accurately assesses the potential noise impacts of trains running at the maximum allowable speeds along the entire length of the project.

### **Mix of Locomotives**

The Department requires that the revised EA include a detailed justification of the assumptions used in the noise assessment about the configuration of the trains expected to operate along the SSFL.

### **Source Distribution**

The Department requires that the revised EA accurately describe the distribution of locomotive source heights assumed in the noise assessment.

Should you have any queries relating to these matters, please contact either Mike Young on 9228 6481 or Glenn Snow on 9228 6352.

Yours sincerely



3.3.06

Chris Wilson  
A/Executive Director