



NSW GOVERNMENT

Department of Planning

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Steve Fermio
Director Planning and Environment
Transport Infrastructure Development Corporation
Locked Bag 6501
St Leonards NSW 2065

Our ref: S06/01241
Your ref: 195463_1.doc

Dear Mr Fermio

Director General's Requirements for the Environmental Assessment of the Kingsgrove to Revesby Quadruplication Project

The Department has received your application for the proposed Kingsgrove to Revesby Quadruplication project (Application Number: 07_0008), which forms part of the broader Rail Clearways program.

I have attached a copy of the Director General's requirements (DGRs) for the environmental assessment of the project. These requirements have been prepared following the Planning Focus Meeting and in consultation with relevant government agencies including Department of Environment and Conservation, Department of Natural Resources, Department of Primary Industries (Fisheries), Bankstown Council, Canterbury City Council and Hurstville Council.

It should be noted that the Director-General's requirements have been prepared based on the information provided to the Department to date. Under Section 75F(3) of the Act, the Director-General may alter or supplement these requirements if necessary and in light of any additional information that may be provided prior to the proponent seeking approval for the project.

I would appreciate it if you would contact the Department at least two weeks before you propose to submit the Environmental Assessment for the project to determine:

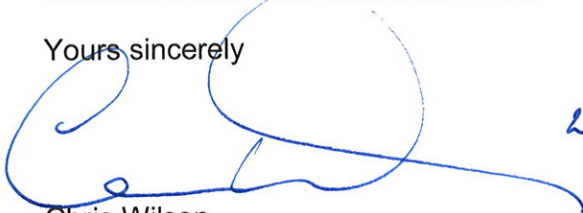
- the fees applicable to the application;
- consultation and public exhibition arrangements that will apply;
- options available in publishing the Environmental Assessment via the Internet; and
- number and format (hard-copy or CD-ROM) of the Environmental Assessments that will be required.

Prior to exhibiting the Environmental Assessment, the Department will review the document to determine if it adequately addresses the DGRs. The Department may consult with other relevant government agencies in making this decision. If the Director-General considers that the Environmental Assessment does not adequately address the DGRs, the Director-General may require the proponent 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.

If your proposal includes any actions that could have a significant impact on matters of National Environmental Significance, it will require an additional approval under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). This approval would be in addition to any approvals required under NSW legislation. If you have any questions about the application of the EPBC Act to your proposal, you should contact the Commonwealth Department of Environment and Heritage in Canberra (6274 1111 or <http://www.deh.gov.au>).

If you have any enquiries about these requirements, please contact Caitlin Bennett, Senior Environmental Planning Officer on 02 9228 6197 or via email (caitlin.bennett@planning.nsw.gov.au).

Yours sincerely



20.2.07

Chris Wilson
Executive Director
Major Project Assessment
as delegate for the Director General

Director-General's Requirements

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

Application number	07_0008
Project	Kingsgrove to Revesby Quadruplication (Rail Clearways Program). The proposal involves the construction of two additional tracks along the East Hills Line between Kingsgrove Station and Revesby Station to enable the separation of local and express services.
Location	East Hills Line between Kingsgrove and Revesby Stations
Proponent	Transport Infrastructure Development Corporation
Date issued	20 February 2007
Expiry date	20 February 2009
General requirements	<p>The Environmental Assessment (EA) must include the following:</p> <ol style="list-style-type: none"> 1. an executive summary. 2. a detailed description of the project including the: <ul style="list-style-type: none"> • need for and objectives of the project; • the alignment and corridor width, including rail service/access corridors along the project corridor; • alternatives considered and justification for the preferred option (including an assessment of the environmental costs and benefits of the project relative to alternatives); and • various components and potential staging of the project. 3. an environmental risk analysis identifying the potential environmental impacts associated with the project and taking into account issues raised during consultation (Note: where the risk analysis identifies additional key issues, an appropriately detailed impact assessment of these additional key environmental impacts must be included in the EA). 4. an assessment of the key issues specified below, with the following aspects addressed for each key issue (where relevant): <ul style="list-style-type: none"> • describe the existing environment • an assessment of the potential impacts of the proposal (at both construction and operation stages); • identify any planning, land use, development related assumption or modelling used in impact prediction and/ or developing management & mitigation commitments; and • describe measures to be implemented to avoid, minimise, manage, mitigate, offset and/or monitor the impacts of the project and the residual impacts. 5. a draft Statement of Commitments, outlining environmental management, mitigation and monitoring measures. 6. a conclusion justifying the project taking into consideration the environmental, social and economic impacts the proposal; the suitability of the site; and whether or not the project is in the public interest.
Key issues	<ul style="list-style-type: none"> • Traffic, Transport, Parking & Access – including <ul style="list-style-type: none"> • an assessment of the potential impacts to the local and regional traffic network, particularly during partial or complete bridge/road closures of regional roads (such as King Georges Road and Davies Road) as a result of construction work. The traffic network model supporting this assessment should also give consideration to potential cumulative impacts on the road network due to multiple road closures; • impacts to commuter parking facilities across the project corridor in the short to long term, including potential cumulative impacts on parking facilities by other local projects such as the Revesby Turnback project. This should include an assessment of car parking demand in the area and identification of the proposed measures or framework to mitigate or manage these impacts over time; • impacts to public transport facilities access (including bus facilities) and

	<p>impacts to pedestrian and cyclist networks. This includes pedestrian linkages along Salt Pan Creek; and</p> <ul style="list-style-type: none"> • management of rail corridor access during construction work, particularly where access is located within residential areas. • Noise and Vibration <ul style="list-style-type: none"> • Operational Noise & Vibration – assess the operational rail noise and vibration impacts on receptors along the project corridor, particularly noise sensitive receptors. This assessment is to be undertaken in accordance with relevant DEC noise assessment guidelines including <i>Assessing Vibration: a technical guideline</i> (DEC 2006). • Construction Noise & Vibration – including construction traffic, work compounds and works undertaken outside of standard work hours. • Flora & Fauna - including impacts on threatened species (aquatic and terrestrial), critical habitats (aquatic and terrestrial), populations, ecological communities, native vegetation and corridors. Particular attention is to be given to the potential impacts on terrestrial and aquatic species and endangered ecological communities during the construction and operation of the project in the vicinity of Salt Pan Creek. This assessment is to be undertaken with consideration to the draft <i>Part 3A Guidelines for Threatened Species Assessment</i>. • Risk and Hazards – undertake an assessment of the potential risk to and from the project due to the presence of the ethane gas pipeline. This assessment is to be undertaken in accordance with the <i>Hazardous Industry Planning Advisory Paper No.6 – Guidelines for Hazard Analysis</i> (DUAP 1997). • Interrelationship with Land Use and Infrastructure Planning - Implications for existing and future planning strategies, particularly the Revesby town centre. • Heritage – identify areas of direct and indirect impact (including areas of heritage potential) and assess potential impacts on identified items of heritage significance, and where necessary include an updated Statement of Heritage Impact Assessment. This includes the Beverly Hills Station and Narwee Railway Station (pedestrian underpass). • Soil and Water <ul style="list-style-type: none"> • identify areas of contamination and detail the remediation works required as part of the project • assess the risk of encountering Acid Sulfate Soils and detail how this impact would be mitigated and/or managed; • identify measures for the management of water quality during construction and operation, particularly in the vicinity of waterways; and • consideration of flood behaviour at Salt Pan Creek and how the proposed bridge design would not adversely impact flooding behaviour.
Consultation	<p>You should undertake an appropriate and justified level of consultation with relevant parties during the preparation of the EA, including:</p> <ul style="list-style-type: none"> • local, State or Commonwealth government authorities and service providers; and • the public (including community groups or affected landowners) – document all community consultation undertaken to date or discuss the proposed strategy for undertaking community consultation. This should include any contingencies for addressing any issues arising from the community consultation and an effective communications strategy.

Electronic publishing of the Environmental Assessment

Electronic documents presented to the NSW Department of Planning for publication via the Internet will need to meet certain criteria. Adobe Acrobat PDF files and Microsoft Word documents must be no bigger than 1.5 Mb. Large files of more than 1.5 Mb will need to be broken down and supplied as different files. File names will need to be logical so that the Department can publish them in the correct order. Avoid sending documents that are broken down into more than 10 files.

Image files should not be bigger than 2Mb. The file names will need to be clear and logical so the Department can publish them in the correct order.

- Graphic images will need to be provided as [.gif] files.
- Photographic images should be provided as [.jpg] files.
- Large maps will need to be presented as individual files and will need to be calibrated to be no more than 2Mb each.
- Images inserted into the document will need to be calibrated to produce files smaller than 1.5Mb. Large images will need to be presented as individual files and will need to be calibrated to be no more than 2Mb each. The file names will need to be clear and logical so the Department can publish them in the correct order.