



NSW GOVERNMENT
Department of Planning

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Our ref: S08/01176-1

Mr Charlie Blomfield
Manager Hume Highway Office
NSW Roads and Traffic Authority
PO Box 484
WAGGA WAGGA NSW 2450

Dear Mr Blomfield

Director General's Requirements for the Environmental Assessment of Proposed Hume Highway Upgrade, Tarcutta Bypass (Application Reference: MP 08_0139)

The Department has received your project application for the proposed bypass of Tarcutta on the Hume Highway.

I have attached a copy of the Director-General's requirements (DGRs) for the environmental assessment of the Project. These requirements have been prepared in consultation with relevant government agencies. I have also attached a list of relevant guidelines that you may wish to refer to during the preparation of the Environmental Assessment (EA).

It should be noted that the Director-General's 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 prior to the proponent seeking approval for the Project.

I would appreciate it if you could 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;
- relevant land owner notification requirements;
- consultation and public exhibition arrangements that will apply; and
- number and format (hard-copy or CD-ROM) of the Environmental Assessment that will be required.

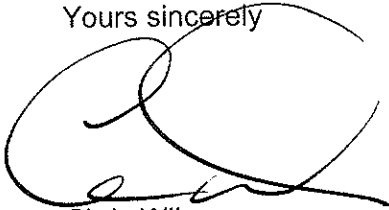
Prior to exhibiting the Environmental Assessment, the Department will review the document to determine if it adequately addresses the DGRs. The Department may consult with other relevant government agencies in making this decision. If the Director-General considers that the Environmental Assessment does 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 and it is your responsibility to contact the Department of the Environment, Water, Heritage and the Arts to determine if an approval under the EPBC Act is required for your proposal (02 6274 1111 or <http://www.environment.gov.au>).

Please note that the Commonwealth Government has accredited the NSW environmental assessment process for assessing impacts on matters of National Environmental Significance. As a result, if it is determined that an approval is required under the EPBC Act, please contact the Department immediately as supplementary Director-General's requirements will need to be issued.

If you have any enquiries about these requirements, please contact David Rohloff on (02) 9228 6253 or via email david.rohloff@planning.nsw.gov.au.

Yours sincerely

A large, stylized handwritten signature in black ink, appearing to be 'C. Wilson'.

S. K. 09

Chris Wilson
Executive Director
Major Project Assessments
As delegate for the Director-General

Director-General's Requirements

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

Application number	08_0139
Project	Hume Highway Upgrade – construction of a 7km dual carriageway bypass of Tarcutta
Location	Tarcutta on the Hume Highway, within the Wagga Wagga Local Government Area
Proponent	NSW Roads and Traffic Authority
Date issued	5 January 2009
Expiry date	5 January 2011
General requirements	The Environmental Assessment (EA) must include the following: 1. an executive summary; 2. a detailed description of the project including: ▪ route alignment and corridor width; ▪ design elements (e.g. construction of temporary crossings, bridges, culverts, creek diversions, pedestrian and cyclists facilities etc); ▪ potential staging; ▪ ancillary facilities (e.g. compound site, batching plants etc); and ▪ resourcing (e.g. construction material needs, spoil disposal, natural resource consumption including water etc). 3. an assessment of the key issues, with the following aspects addressed for each key issue (where relevant): ▪ describe the existing environment; ▪ assess the potential impacts of the proposal (direct, indirect and cumulative) at both construction and operation stages, in accordance with relevant policies and guidelines; ▪ identify how relevant planning, land use and development matters (including relevant strategic and statutory matters), have been considered in the impact assessment and/ or in developing management/ mitigation measures; and ▪ describe measures to be implemented to avoid, minimise, manage, mitigate, offset and/or monitor the impacts of the project and the residual impacts. 4. a draft Statement of Commitments (SoC). The SoC must incorporate or otherwise capture all measures to avoid, minimise, manage, mitigate, offset and/or monitor impacts identified in the impact assessment sections of the EA and ensure that the wording of the SoC clearly articulates the desired environmental outcome of the commitment. The SoC must be achievable, measurable (with respect to compliance), and time specific where relevant. 5. certification by the author of the EA that the information contained in the Assessment is neither false nor misleading.
Key issues	▪ Strategic Justification – describe the strategic need, justification and objectives for the project, and consistency with the aims and objectives of relevant National and State planning policies and provisions, such as the National <i>Land Transport Plan (Auslink)</i> and <i>State Infrastructure Strategy – New South Wales 2006-07 to 2015-2016</i>. ▪ Project Justification – describe the alternatives considered and justification for the preferred project taking into consideration the objects of the <i>Environmental Planning and Assessment Act 1979</i> and the following: ○ the environmental, social and economic impacts of the project; ○ the suitability of the site; and ○ whether or not the project is in the public interest. ▪ Traffic and Transport - including but not limited to: ○ demonstrate how the preferred route and road design meets the traffic and transport objectives for the project, particularly with respect to increasing infrastructure handling capacity and efficiency, and improving transport productivity on nationally strategic and export-oriented freight corridors; ○ opportunity for the provision of a heavy vehicles inspection point, for compliance with the Road and Rail Transport (Dangerous Goods) Act 1997; ○ construction traffic impacts, including spoil haulage routes;

	○ operational traffic and transport impacts to the local and regional road network, road users and travelling stock routes; and ○ opportunity for the provision of cycle way connections along the highway and to adjoining communities. ▪ Flora and Fauna - including but not limited to: ○ terrestrial and aquatic flora and fauna impacts, including vegetation loss, weed infestation, habitat fragmentation and impacts to wildlife corridors; ○ threatened terrestrial and aquatic species, populations, ecological communities and/or critical habitat, consistent with the <i>Draft Guidelines for Threatened Species Assessment</i> (DEC and DPI, 2005); and ○ targeted surveys of threatened flora and fauna species, including White Box, Yellow Box, Blakely's Red Gum Woodland, Squirrel Glider, and Brown Tree Creeper. ▪ Aboriginal Heritage - including but not limited to: ○ objects, sites, natural and landscape values of the corridor and surrounding area, taking into account the <i>Draft Guidelines for Aboriginal Cultural Heritage Assessment and Community Consultation</i> (DEC, 2005). ▪ Noise and Vibration - including but not limited to: ○ construction noise and vibration, including construction traffic noise; ○ operational road traffic noise impacts including consideration of local meteorological conditions (as relevant); and ○ the assessment must take into account the following guidelines as relevant: <i>Environmental Criteria for Road Traffic Noise</i> (EPA, 1999), <i>Environmental Noise Management Manual</i> (RTA, 2001), <i>Draft New South Wales Construction Noise Guideline</i> (formerly published as chapter 171 of the EPA's <i>Environmental Noise Control Manual</i>), <i>Assessing Vibration: A Technical Guideline</i> (DEC, 2006); and <i>Technical Basis for Guidelines to Minimise Annoyance Due to Blasting Overpressure and Ground Vibration</i> (ANZECC, 1990). ▪ Hydrology – including but not limited to: ○ site water demands and impacts on water sources and users; ○ impacts to watercourses, riparian corridors, and groundwater dependent ecosystems; ○ changes to existing flood regimes and characteristics, taking into account the <i>NSW Floodplain Development Manual</i> (2005); and ▪ Social and Economic - including but not limited to: ○ local community socio-economic impacts associated with traffic, property and amenity related changes; and ○ business (including agribusinesses) impacts including the overall viability, profitability, productivity and sustainability of businesses; ▪ Environmental Risk Analysis (ERA) – notwithstanding the above key assessment requirements, the EA must include an environmental risk analysis to identify potential environmental impacts associated with the project (construction and operation), proposed mitigation measures and potentially significant residual environmental impacts after the application of proposed mitigation measures. Where additional key environmental impacts are identified through this environmental risk analysis, an appropriately detailed impact assessment of this additional key environmental impact must be included in the EA.
Consultation	You should undertake an appropriate and justified level of consultation with relevant parties during the preparation of the EA, including: ▪ local, State or Commonwealth government authorities and service providers including the Department of Environment and Climate Change, the Department of Primary Industries, the Department of Water and Energy, and Wagga Wagga City Council; ▪ specialist interest groups, including Local Aboriginal Councils; and ▪ the public, including affected landowners. The EA must describe the consultation process, document all community consultation undertaken to date and identify the issues raised (including where these have been addressed in the EA).



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Relevant Guidelines - For Reference

Flora and Fauna

Draft Guidelines for Threatened Species Assessment (DEC & DPI, 2005)

Heritage

Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation (DEC, 2005)

Aboriginal Cultural Heritage: Standards and Guidelines (DEC, 2005)

Noise and Vibration

Environmental Criteria for Road Traffic Noise (EPA, 1999)

Environmental Noise Management Manual (RTA, 2001)

Draft New South Wales Construction Noise Guideline (DECC, 2008)

Assessing Vibration: A Technical Guideline (DEC, 2006)

Technical Basis for Guidelines to Minimise Annoyance Due to Blasting Overpressure and Ground Vibration (ANZECC, 1990)

Water

NSW Inland Groundwater Water Shortages Zone Order No's. 1 and 2, 2008

NSW Floodplain Development Manual (DIPNR, 2005)
