



Contact: Ingrid Ilias
Phone: 02 9228 6411
Fax: 02 9228 6366
Email: ingrid.ilias@planning.nsw.gov.au

Ms Louise Sureda
Principal Manager Planning and Assessments
Planning & Environmental Services
Transport Projects
Transport for NSW
Locked Bag 6501
ST LEONARDS NSW 2067

Our ref: 13/08339-1

Dear Ms Sureda

CBD and South East Light Rail Project (SSI 6042) – Director General's Requirements

The Department has reviewed your application for Director General's environmental assessment requirements (DGRs) for the above proposal.

I have attached a copy of the DGRs for the preparation of an Environmental Impact Statement (EIS) for the proposal. These requirements have been prepared in consultation with relevant government authorities based on the information you have provided to date. Their comments, which you should address appropriately when preparing the EIS, are also attached (see Attachment 2). Please note that the Director-General may alter these requirements at any time.

I wish to emphasise the importance of effective and genuine community consultation and the need for proposal's to proactively respond to the community's concerns. Accordingly, a comprehensive, detailed and genuine community consultation and engagement process must be undertaken during the preparation of the EIS. This process must ensure that the community is both informed of the proposal and is actively engaged in issues of concern to them. Sufficient information must be provided to the community so that it has a good understanding of what is being proposed and of the potential impacts.

If your proposal is likely to have a significant impact on matters of National Environmental Significance, it will require an 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 Sustainability, Environment, Water, Population and Communities to determine if an approval under the EPBC Act is required (www.environment.gov.au or 6274 1111).

I would appreciate it if you would contact the Department at least two weeks before you propose to submit your EIS. This will enable the Department to:

- confirm the applicable fee (see Division 1AA, Part 15 of the *Environmental Planning and Assessment Regulation 2000*); and
- determine the number of copies (hard copy and CD-ROM) of the EIS that will be required for reviewing purposes.

Your contact officer for this proposal, Ingrid Ilias, can be contacted on the above contact details.
Please mark all correspondence regarding the proposal to the attention of the contact officer.

Yours sincerely



Karen Jones 5/8/13

A/Director

Infrastructure Projects

as delegate for the Director-General

Director General's Environmental Assessment Requirements

Section 115Y of the *Environmental Planning and Assessment Act 1979*

| | |
|-------------------------------|---|
| Application number | SSI 6042 |
| Infrastructure Project | <p>CBD and South East Light Rail Project – construction and operation of a light rail service generally from Circular Quay to Kingsford and Randwick via Surry Hills and Moore Park including approximately 20 light rail stops, interchanges at ferry, rail and bus stations along the route and the transformation of a section of George Street between Hunter Street and Bathurst Street, Sydney into a pedestrian zone. The proposal also includes the following key features:</p> <ul style="list-style-type: none"> • facilities in Randwick and at Rozelle for light rail stabling and/or maintenance; • interchanges with heavy rail, bus and ferry services at Circular Quay, Wynyard, Town Hall and Central stations; • integration with the existing light rail system; • bus interchanges at Rawson Place, Central Station, Queen Victoria Building, Town Hall, Kingsford and Randwick stops; and • public domain improvements including concepts for paving, street trees, lighting and furniture. |
| Location | Land generally located between Circular Quay to Central and Kingsford and Randwick via Surry Hills and Moore Park. |
| Proponent | Transport for New South Wales |
| Date issued | 5 August 2013 |
| General Requirements | <p>The Environmental Impact Statement (EIS) must be prepared in accordance with and meet the minimum requirements of Part 3 of Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i> (the Regulation), and include the following:</p> <ol style="list-style-type: none"> 1. the information required by clause 6 of Schedule 2 of the Regulation; and 2. the content listed in clause 7 of Schedule 2 of the Regulation, including but not limited to: <ul style="list-style-type: none"> • a summary of the environmental impact statement; • a statement of the objectives of the project, including a description of the strategic need and justification of the project, and objectives of the relevant Commonwealth, State and Regional strategic planning and transport policies, including <i>NSW 2021, Draft Metropolitan Strategy for Sydney to 2031, NSW Long Term Transport Master Plan (2012) and the State Infrastructure Strategy 2012-2032</i>, the relevant statutory provisions applying to the infrastructure contained in environmental planning instruments such as <i>Randwick Local Environmental Plan (LEP) 2012, Sydney LEP 2012, State Environmental Planning Policy (SEPP) No. 55 – Remediation of Land and Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</i>; • a detailed description of the project and its relationship and/or interaction with the existing light rail service, light rail stops, passenger facilities (street furniture, lighting), location of route, operator amenities, cyclist facilities, the proposed removal of trees and the location and operational requirements of construction compounds; • an analysis of feasible alternatives to the carrying out of the project and project justification, including an analysis of alternatives/options |

| | |
|--------------------------|--|
| | <p>considered, having regard to the project objectives (including an assessment of the environmental costs and benefits of the project relative to alternatives and the consequences of not carrying out the project), and whether or not the project is in the public interest;</p> <ul style="list-style-type: none"> • an analysis of the project, including an assessment, with particular focus on the requirements of the listed key issues, in accordance with clause 7(1)(d) of Schedule 2 of the Regulation (where relevant); • an identification of how relevant planning, land use and development matters (including relevant strategic and statutory matters) have been considered in the impact assessment (direct, indirect and cumulative impacts) and/or in developing management/mitigation measures; • a compilation of measures proposed to mitigate any adverse affects of the project on the environment; • justification for the preferred project taking into consideration the objects of the <i>Environmental Planning & Assessment Act 1979</i>; and • detail how the principles of ecologically sustainable development will be incorporated in the design, construction and ongoing operation phases of the project. <p>Notwithstanding the key issues specified below, the EIS must include an environmental risk analysis to identify the potential environmental impacts associated with the infrastructure.</p> <p>Where relevant, the assessment of key issues below, and any other significant issues identified in the risk assessment, must include:</p> <ul style="list-style-type: none"> • adequate baseline data; • consideration of the potential cumulative impacts due to other development in the vicinity; and • measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment. |
| <p>Key Issues</p> | <p>The EIS must address the proposed scope as outlined in Table 6.1 of the supporting document and the following specific matters:</p> <p>Access, Traffic and Transport – including but not limited to:</p> <ul style="list-style-type: none"> • preparation of a traffic impact assessment, including construction and operational traffic impacts to the pedestrian, bicycle, public transport, local and regional traffic network. The assessment must include: <ul style="list-style-type: none"> – impacts on the overall efficiency, ease, comfort, reliability and convenience of the light rail system, and its integration with the existing system and other modes of transport (i.e. buses, heavy rail and ferry services); – impacts on vehicular, pedestrian, bicycle and public transport access in and out of the study area, including flow-on effects on local streets and wider area (emergency vehicle and critical facility access to the four hospitals in the Randwick Health Campus should be included); – impacts on parking supply and identification of opportunities for the retention of on-street parking where possible; – impacts of construction staging and interim arrangements to ensure continuity of residential and business access as well as access to public transport services; – operation of, and modifications to, intersections and the impact on travel time for public transport services and private vehicles; – impacts to bus services as a result of rerouting of services from George Street, intersection modifications and changes to timetabling and interaction with cross-regional and express services, including resultant traffic impacts on other streets in the CBD and surrounding areas; |

- impacts of stabling and maintenance facilities;
- daily and peak traffic movements likely to be generated by each aspect of the proposal and the cumulative impacts of this traffic on the local and regional traffic network including nearby intersections;
- access to the service, associated property severance and/or displacement impacts and access restrictions, including access across the project at key connection crossing points for all relevant transport modes; and
- contingency measures in the event of vehicle breakdown and resultant traffic impacts;
- preparation of an access strategy for the project (construction and operation) to include but not be limited to:
 - connection of the project to existing pedestrian and cyclist networks and commercial centres;
 - demonstration of the accessibility to stations/interchanges and key destinations;
 - maintenance of suitable pedestrian, cyclist safety, amenity and sight lines;
 - impact to pedestrians/cyclists from the operation of intersections, the adequacy and accessibility of footpaths, kerb crossings, station platforms and interchanges;
 - the analysis of the movement of patrons from rail and bus to other modes; and
 - way finding and signage strategy to demonstrate integration of the proposal with the overall urban design and public domain elements while minimising clutter.
- where impacts are identified, the assessment is required to include strategies to enhance access or measures to minimise or mitigate impacts, including an assessment of available options and the expected effect of the measures proposed. Where upgrade or road improvement works are recommended, appropriate staging of works is to be included as well as costs and funding requirements; and
- consideration of the demand for light rail services in the short, medium and long term, including potential future extensions of the system and the impact of future residential and employment growth demands over the short and medium term within the light rail catchment (i.e. from Randwick Urban Activation Projects – Anzac Parade and UNSW/ Hospital Precinct, increased growth in employment, economy, services development and population).

Appropriate traffic modelling should be used (i.e. mesoscopic modelling, micro and/or nano simulation modelling, corridor models and intersection models) which is conducted in accordance with the criteria defined in the RMS's Traffic Modelling Guidelines – RMS 13.184, including examination/ modelling of pedestrian impacts at key intersections.

Noise and Vibration – including but not limited to:

- assessment of the noise and vibration impacts from construction activities and sources on and off site;
- the nature, sensitivity and impact to potentially affected receivers and structures (including heritage items);
- a strategy for managing construction noise and vibration and out of hours activities, with a particular focus placed on those activities identified as having the greatest potential for adverse noise or vibration impacts, and a broader, more generic approach developed for lower-risk activities;
- noise and vibration impacts along the corridor associated with light rail operations, including specific consideration of impacts on sensitive receivers (such as educational facilities and hospitals), the use of public address systems and the operation of stabling and maintenance

activities;

- reasonable and feasible mitigation measures to reduce impacts during construction and operation; and
- taking into account the *Interim Construction Noise Guideline* (DECC, 2009), *Rail Infrastructure Noise Guideline* (EPA, 2013), *Assessing Vibration: a Technical Guideline* (DEC, 2006) for construction and operation of the proposal and the *Industrial Noise Policy* (and associated application notes) for proposed stabling and maintenance facilities. Noise from new or upgraded railways should be assessed using the *Rail Infrastructure Noise Guideline* (EPA, 2013).

If blasting is required for any reason during the construction or operational phase, impacts from blasting should be demonstrated to be capable of complying with the guidelines contained in *Australian and New Zealand Environment Council – Technical basis for guidelines to minimise annoyance due to blasting overpressure and ground vibration* (ANZEC, 1990).

Urban Design and Visual Amenity - including but not limited to:

- identification and evaluation of the visual impacts and urban design of the project on surrounding areas, including:
 - impacts on views and vistas, streetscapes, key sites and buildings;
 - privacy and amenity impacts from stops and the light rail corridor in general (i.e. overhead wires, support structures and electrical substations), the new bridge over the Eastern Distributor, the transformation of George Street to a pedestrian zone, and from the removal of existing trees;
 - opportunities to minimize visual clutter through spacing, location and function of support poles, lighting, signage and other obstacles and consideration of the Circular Quay Strategic Framework being coordinated by Sydney Harbour Foreshore Authority;
 - design quality of stops, civil infrastructure, structures, urban elements and landscaping, including proposed materials and performance/quality standards, taking into account relevant Council documents in this regard;
 - details of any buildings or structures including stabling and maintenance facilities and relationship to surrounding land uses;
 - measures to manage lighting impacts both during construction and operation;
 - measures to minimise the visual impact of overhead wires and other supporting structures including substations and the consideration of alternatives in key locations (i.e. heritage areas, near significant buildings/trees); and
 - supported by artists impressions and perspective drawings of the proposal from a variety of locations along the route.

Non-indigenous Heritage - including but not limited to:

- the identification of items and areas of heritage significance materially affected by the project during its construction and operation, by field survey and research, including any buildings, works, relics, gardens, landscapes, views, trees or places of heritage significance;
- the assessment is to include the consideration of, but not limited to, Sydney Opera House (SHR01685) and World Heritage buffer zone, Circular Quay Railway Station group (SHR01112), Tank Stream (SHR00636), Sydney Cove West Archaeological Precinct (SHR01860), National Mutual Building (SHR00234), former ANZ Bank (SHR00085), Cenotaph (SHR01799), General Post Office (SHR00763), Westpac Bank (SHR00664), former CBC Bank (SHR00428), Strand Arcade (SHR00000), Queen Victoria Building (SHR00664), Sydney Town Hall (SHR01452), St Andrew's Anglican Cathedral and Chapter House

(SHR01814), Central Terminal and Central Railway Stations Group (SHR01255), Centennial Park, Moore Park and Queen Park (SHR01384); and where impacts to State or locally significant historic heritage items are identified, the assessment shall:

- outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the mitigation measures);
- the preparation of a Heritage Interpretation Strategy Report;
- the preparation of a Historical Archaeological Assessment Report to assess whether the proposed works have the potential to impact on any archaeology;
- demonstrate that an appropriate archaeological assessment methodology, including research design, (where relevant) has been undertaken, including results; and
- take into account the guidelines of the *NSW Heritage Manual* (1996), consideration of the draft *Royal Randwick Racecourse Conservation Plan* (Godden Mackay Logan, 2006), draft *Prince of Wales Hospital Conservation Management Plan* (prepared for NSW Health) and be undertaken by a suitably qualified and experienced archaeologist.

Soils, Water and Waste— including but not limited to:

- geological and soil characteristics (physical and chemical) that may impact on land stability and geological integrity;
- quantification of bulk earthworks and spoil balance and disposal of excess spoil;
- surface water, groundwater and stormwater management, including consideration of water quality and the potential impacts of the project on flooding;
- erosion, sediment and leachate control including measures to be implemented to minimise erosion, leachate and sediment mobilisation during works;
- land contamination and identification of the need for remediation of contaminated land, having regard to the ecological and human health risks posed by the contamination in the context of past, existing and future land uses. Where remediation of contaminated land is required, presentation of a Remediation Strategy taking into account relevant OEH (EPA) guidelines;
- a strategy for managing earthworks with a particular focus on those works that have the greatest potential to disturb soils that are contaminated, have a high erosion and run off hazard; and
- management of waste including handling, stockpiling and transportation, and the classification of waste taking into account the *Waste Classification Guidelines* (DECCW 2009).

Land Use, Property and Infrastructure – including but not limited to:

- details regarding acquisition of public and private properties along the routes;
- impacts on affected properties and land uses (during construction and operation), including impacts related to access, land use, future development potential, property acquisition and consideration of:
 - maintenance of access for emergency vehicles;
 - access to essential facilities and key institutions; and
 - impacts of loading, servicing, waste collection.
- impacts from the loss of, or modification to, the public domain including footpaths and existing public open space;
- interaction with existing and proposed services and utilities, including any relocation and the identification of protection measures, and clarification of responsibility for affected assets;
- impact to various utility and service providers in relation to their

| | |
|---------------------|---|
| | <p>accessibility to assets for maintenance and future development needs; and</p> <ul style="list-style-type: none"> the revitalisation of existing public spaces and the public domain. <p>Social and Economic – including but not limited to:</p> <ul style="list-style-type: none"> an assessment of the economic and social benefits and impacts (during construction and operation) of a higher capacity, integrated public transport system for residents, visitors and businesses within and beyond the study area, including: <ul style="list-style-type: none"> an economic analysis of the benefits and impacts on commercial centres (including impact of loss of on-street parking and re-routing of bus services); a social impact assessment considering impacts on residents, students, workers, businesses, patients and visitors and event patrons affected by the construction and operation of the project; strategies to provide for business continuity and continuity of services during construction; impacts on residential amenity and uses; and design measures to ensure public safety and security taking into account the principles of <i>Crime Prevention through Environmental Design</i>. <p>Air Quality and Greenhouse Gas – including but not limited to:</p> <ul style="list-style-type: none"> air pollutants, including an assessment of dust deposition, total suspended particulates, PM₁₀ and any other atmospheric pollutants of concern for local air quality and measures to mitigate impacts; a greenhouse gas assessment outlining the emissions (tCO₂e) from the project broken down by direct emissions (scope 1), indirect emissions from electricity (scope 2) and upstream and downstream emissions (scope 3) before and after the implementation of the project, including annual emissions for each year of the project (construction and operation); evaluation and reporting on the feasibility of measures to reduce greenhouse gas emissions associated with the project; and taking into account the <i>Greenhouse Gas Protocol: Corporate Standard</i>, <i>World Council for Sustainable Business Development & World Resources Institute</i> http://www.ghgprotocol.org/standards/corporate-standard and the <i>Approved Methods for the Modelling and Assessment of Air Pollutants in NSW</i> (DEC, 2005). <p>General Construction Impacts – including but not limited to:</p> <ul style="list-style-type: none"> construction facilities including site compounds and ancillary construction locations, with consideration given to the identification and assessment of impacts of both primary and secondary site compounds and facilities on the receiving environment; a strategy for managing site compounds, with a particular focus placed on primary site compounds, and a broader, more generic approach developed for lower-risk activities; staging, including measures to maximise construction efficiencies and minimise impacts to affected streets and localities; and project timeframe and proposed hours of construction. |
| Consultation | <p>During the preparation of the EIS, you should undertake an appropriate and justified level of consultation with relevant parties, including (but not limited to):</p> <ul style="list-style-type: none"> local, State or Commonwealth government authorities, including the: <ul style="list-style-type: none"> Department of Planning and Infrastructure (land release and urban activation teams); Office of Environment and Heritage (Heritage Branch); Environmental Protection Agency; |

| | |
|---|---|
| | <ul style="list-style-type: none"> - Roads and Maritime Services (for traffic and transport impacts); - Department of Primary Industries/NSW Office of Water; - RailCorp/Sydney Trains; - Ministry of Health including Health Infrastructure; - City of Sydney Council; and - Randwick City Council. <ul style="list-style-type: none"> • service and infrastructure providers such as: <ul style="list-style-type: none"> - Telstra; - Ausgrid; - RMS (road pavement, drainage, easements etc); - both abovementioned Councils (road pavement, drainage etc); and - Sydney Water. • specialist interest groups; and • the public, including community groups, adjoining and affected landowners. <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, a short explanation should be provided.</p> <p>The EIS must also describe the proposed timing and level of community consultation proposed during the project, the mechanisms for allowing community feedback, the mechanisms for updating the community about the project and procedures for actioning community complaints.</p> |
| Further Consultation after 2 years | If you do not lodge an EIS for the development within two years of the issue date of these DGRs, you must consult with the Director General in relation to the preparation of the EIS. |
| References | The assessment of the key issues listed above must take into account relevant guidelines, policies and plans as identified. While not exhaustive, Attachment 1 contains a list of some of the guidelines, policies, and plans that may be relevant to the environmental assessment of this proposal. |