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Our ref: 13/16207-1

Mr Peter Duncan  
Chief Executive Officer  
Roads and Maritime Services  
Level 9  
101 Miller Street  
NORTH SYDNEY NSW 2060

Att: Kevin Roberts

Dear Mr Duncan

**DGRs for WestConnex — M4 Widening SSI 13\_6148**

Please find attached a copy of the Director General's environmental assessment requirements (DGRs) for the preparation of an Environmental Impact Statement (EIS) for the WestConnex — M4 Widening project. These requirements have been prepared in consultation with relevant government agencies based on the information you have provided to date. I have also attached a copy of the government authorities' comments for your information. Please note that the Director-General may alter these requirements at any time.

If you do not lodge an EIS for the proposal within 2 years, you must consult further with the Director General in relation to the preparation of the EIS.

Prior to exhibiting the EIS that you submit for the proposal, the department will review the document in consultation with the relevant agencies to determine if it addresses the requirements in Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.

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 determine the number of copies (hard-copy and CD-ROM) of the EIS that will be required for reviewing purposes.

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 (<http://www.environment.gov.au> or 6274 1111).

Your contact officer, Dominic Crinnion, can be contacted on 9228 2084 or at [Dominic.Crinnion@planning.nsw.gov.au](mailto:Dominic.Crinnion@planning.nsw.gov.au). Please mark all correspondence regarding the proposal to the attention of the contact officer.

Yours sincerely

  
Sam Haddad  
Director General

4/11/2013.

# Director General's Environmental Assessment Requirements

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

<b>Application Number</b>	SSI 13_6148
<b>Proposed Infrastructure</b>	WestConnex — M4 Widening
<b>Location</b>	Land generally located on, in the vicinity of, and adjacent to the M4 Western Motorway between Pitt Street, Parramatta and Homebush Bay Drive, Homebush, in the Auburn, Holroyd, Parramatta and Strathfield local government areas.
<b>Applicant</b>	Roads and Maritime Services
<b>Date of Issue</b>	4 November 2013
<b>General Requirements</b>	<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), including:</p> <ol style="list-style-type: none"> <li>the information required under clause 6 of Schedule 2 of the Regulation.</li> <li>the content listed in clause 7 of Schedule 2 of the Regulation, including but not limited to: <ul style="list-style-type: none"> <li>a statement of the objectives of the project, including a description of the strategic need, justification, objectives and outcomes for the project, taking into account existing and proposed transport infrastructure and services within the adjoining subregions, and as relevant the outcomes and objectives of relevant strategic planning and transport policies, including, but not limited to, <i>NSW 2021</i>, <i>NSW Government State Infrastructure Strategy</i>, <i>NSW Long Term Transport Master Plan</i> (December 2012), <i>draft Metropolitan Plan for Sydney</i> (March 2013) and any other relevant plans;</li> <li>an analysis of feasible alternatives to the carrying out of the project and project justification, including: <ul style="list-style-type: none"> <li>an analysis of alternatives/options 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 the provision of a clear discussion of the route development and selection process, the suitability of the chosen alignment and whether or not the project is in the public interest, and</li> <li>justification for the preferred project taking into consideration the objects of the <i>Environmental Planning and Assessment Act 1979</i>;</li> </ul> </li> <li>a detailed description of the project, including: <ul style="list-style-type: none"> <li>proposed route, and road treatments,</li> <li>design of the viaducts, interchanges (including on- and off-ramps), and road user, pedestrian and cyclist facilities (including street furniture and lighting),</li> <li>land use changes, including resumption of residential and industrial lands, and impacts to Crown land,</li> <li>location and operational requirements of construction ancillary facilities and access tracks, and</li> <li>relationship and/or interaction with existing public and freight transport services (including rail, bus and water-based traffic, and rail and bus stops);</li> </ul> </li> <li>an analysis of the project including an assessment, with a particular focus</li> </ul> </li> </ol>

	<p>on the requirements of the listed key issues, in accordance with clause 7(1)(d) of Schedule 2 of the Regulation (where relevant), including 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;</p> <ul style="list-style-type: none"> <li>• detail how the principles of ecologically sustainable development will be incorporated in the design, construction and ongoing operation phases of the project.</li> </ul> <p>Notwithstanding the key issues specified below, the EIS must include an environmental risk analysis to identify the potential environmental impacts associated with the project.</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"> <li>• adequate baseline data;</li> <li>• consideration of the potential cumulative impacts due to other development in the vicinity; and</li> <li>• measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment.</li> </ul>
<b>Key issues</b>	<p>The EIS must also address the following specific matters:</p> <p><b>Traffic and transport</b> — including but not limited to:</p> <ul style="list-style-type: none"> <li>• details of how the following meet the traffic and transport objectives of the project, taking into account adjacent sensitive land uses, future growth areas (including but not limited to Urban Activation Precincts at Wentworth Point and Carter Street, Lidcombe), approved and proposed infrastructure projects, and traffic (vehicular, cyclist and pedestrian) needs: <ul style="list-style-type: none"> <li>○ the preferred alignment and design,</li> <li>○ the proposed widening of the M4 Western Motorway between the Pitt Street underpass at Parramatta, and Homebush Bay Drive, Homebush,</li> <li>○ the proposed interchange upgrades and augmentation, and</li> <li>○ associated road infrastructure facilities;</li> </ul> </li> <li>• an assessment and modelling of operational traffic and transport impacts on the local and regional road network, Parramatta Road, and the Sydney motorway network;</li> <li>• induced traffic and operational implications for public transport (particularly with respect to strategic bus corridors and bus routes) and consider opportunities to improve public transport patronage;</li> <li>• impacts on cyclists and pedestrian access and safety and consideration of opportunities to integrate cycleway and pedestrian elements with surrounding networks;</li> <li>• construction traffic and transport impacts of the project (including ancillary facilities) and associated management measures, in particular: <ul style="list-style-type: none"> <li>○ impacts to the road network (including safety and level of service, pedestrian and cyclist access, and disruption to public transport services and access to properties),</li> <li>○ route identification and scheduling of transport movements,</li> <li>○ the number, frequency and size of construction related vehicles (both passenger, commercial and heavy vehicles),</li> <li>○ the nature of existing traffic on construction access routes (including consideration of peak traffic times), and</li> <li>○ the need to close, divert or otherwise reconfigure elements of the road network associated with construction of the project,</li> </ul> </li> </ul> <p>having reference to the cumulative construction impacts of other</p>

	<p>infrastructure preparing for or commencing construction;</p> <ul style="list-style-type: none"> <li>• details of how the project meets the objectives of the overall WestConnex Scheme.</li> </ul> <p><b>Noise and Vibration</b> — including but not limited to:</p> <ul style="list-style-type: none"> <li>• an assessment of the noise impacts of the project during operation, consistent with the <i>Road Noise Policy</i> (Environment Protection Authority 2011). The assessment must include specific consideration of impacts to receivers (dwellings, child care centres, educational establishments, hospitals, motels, nursing homes, or places of worship), as relevant and identify reasonable and feasible mitigation measures;</li> <li>• an assessment of construction noise and vibration impacts, consistent with the <i>Interim Construction Noise Guideline</i> (Department of Environment, Climate Change and Water 2009), and <i>Assessing Vibration: a technical guideline</i> (Department of Environment and Conservation 2006).</li> </ul> <p><b>Visual Amenity, Built Form and Urban Design</b> — including but not limited to:</p> <ul style="list-style-type: none"> <li>• development of urban design objectives, including consistency with existing (and desired) character of the area (and, where appropriate, the WestConnex Urban Revitalisation Project);</li> <li>• rationale for the overall design (length, height, width and appearance) and an assessment of the built form (materials and finishes) and urban design (bulk and scale) of the project, including: <ul style="list-style-type: none"> <li>○ details of pedestrian and cyclist access (dedicated or shared-use), and public transport and emergency vehicle access, including integration of the project with existing M4 cycleway and future pedestrian and cycle network in the local, regional and metropolitan context,</li> <li>○ design relationship to the existing M4 Western Motorway and adjoining built forms and streetscapes, and</li> <li>○ views to and from the project alignment;</li> </ul> </li> <li>• consideration of design, and safety measures, for pedestrian and cycle access in vicinity of the project;</li> <li>• an assessment of the construction and operational visual and amenity impacts of the project (height, scale and/or lighting) on the local and regional area, particularly on: <ul style="list-style-type: none"> <li>○ existing and future residential properties adjacent to the project alignment,</li> <li>○ adjoining commercial, industrial, cultural and recreational land uses, and</li> <li>○ significant vantage points in the public domain;</li> </ul> </li> <li>• overshadowing impacts of the viaducts and ramps on existing and proposed public domain, open space, and residential, and commercial land uses.</li> </ul> <p><b>Soils, Water and Waste</b> — including but not limited to:</p> <ul style="list-style-type: none"> <li>• construction and operational erosion and sediment and water quality impacts on the Haslams Creek, Duck River, Duck Creek and A'Becketts Creek, including an assessment of: <ul style="list-style-type: none"> <li>○ potential water quality impacts and mitigation measures to manage water pollution, with reference to relevant public health and environmental water quality criteria, including those specified in the <i>Australian and New Zealand Guidelines for Fresh and Marine Water Quality</i> (ANZECC/ARMCANZ 2000), and any applicable regional, local or site-specific guidelines,</li> <li>○ proposed storm water management system and management measures for the containment of pollutants and minimisation of</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>leachate and sediment mobilisation,</li> <li>○ management of and disposal strategies for acid sulfate soils, in accordance with the Acid Sulfate Soils Manual (ASSMAC), and</li> <li>○ waste handling;</li> <li>• hydrological impacts, including an assessment, taking into account the <i>Floodplain Development Manual</i> (Department of Natural Resources 2005), of the following: <ul style="list-style-type: none"> <li>○ changes to existing flood regimes,</li> <li>○ impacts to existing receivers and infrastructure and the future development potential of affected land,</li> <li>○ identifying the potential impacts on surface water flow velocities and directions, and impacts on the bed and bank stability, with particular reference to construction of the new viaducts, and</li> <li>○ an assessment of the effects of sea level rise as a result of climate change on the project.</li> </ul> </li> <li>• management of waste, including: <ul style="list-style-type: none"> <li>○ classification of waste taking into account the <i>Waste Classification Guidelines</i> (Department of Environment, Climate Change and Water 2009),</li> <li>○ waste handling, stockpiling and transportation,</li> <li>○ quantification of bulk earthworks and spoil balance, and reuse or disposal of excess spoil, and</li> <li>○ preliminary assessment and remediation strategies for contaminated land.</li> </ul> </li> </ul> <p><b>Biodiversity</b> — including but not limited to:</p> <ul style="list-style-type: none"> <li>• potential ecological impacts of the project, with specific reference to vegetation and habitat clearing, connectivity, edge effects, riparian and aquatic habitat impacts and soil and water quality impacts. The assessment of these impacts must: <ul style="list-style-type: none"> <li>○ make specific reference to impacts on threatened species and endangered ecological communities, including <i>Miniopterus schreibersii oceanensis</i> (Eastern Bentwing-bat) and <i>Pteropus poliocephalus</i> (Grey-headed Flying-fox),</li> <li>○ consider impacts to adjoining waterways, riparian vegetation and aquatic habitats, including consideration of water quality, marine vegetation, fish passage and habitat, soil types (including salinity), erosion and sedimentation, and ongoing water management,</li> <li>○ identify appropriate avoidance, mitigation and management measures, including details of alternative options considered, and proposed arrangements for long term management,</li> <li>○ taking into account the <i>Draft Guidelines for Threatened Species Assessment</i> (Department of Environment and Conservation/Department of Primary Industries 2005), <i>Threatened Biodiversity Survey and Assessment: Guidelines for Developments and Activities</i> (Department of Environment and Conservation 2004), draft <i>Policy and Guidelines for Fish Habitat Conservation and Management</i> – Update 2013 (Department of Primary Industries 2013) and the <i>Guidelines for Aquatic Habitat Management and Fish Conservation</i> (Department of Primary Industries 1999), and</li> <li>○ include details of any offset of ecological impacts and native vegetation clearing, taking into account the <i>Principles for the use of biodiversity offsets in NSW</i> (Department of Environment, Climate Change and Water 2008).</li> </ul> </li> </ul> <p><b>Heritage</b> – including but not limited to:</p> <ul style="list-style-type: none"> <li>• impacts to <i>State and local historic heritage</i> (including heritage items and archaeology) should be assessed. Where impacts to State or locally significant historic heritage items are identified, the assessment shall: <ul style="list-style-type: none"> <li>○ outline the proposed mitigation and management measures</li> </ul> </li> </ul>
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	<p>(including measures to avoid significant impacts and an evaluation of the effectiveness of the mitigation measures) generally consistent with the guidelines in the <i>NSW Heritage Manual</i> (Heritage Office and Department of Urban Affairs and Planning 1996),</p> <ul style="list-style-type: none"> <li>○ be undertaken by a suitably qualified heritage consultant(s) (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's <i>Excavation Director criteria</i>),</li> <li>○ include a statement of heritage impact for all heritage items (including significance assessment),</li> <li>○ consider impacts from vibration, demolition, archaeological disturbance, altered historical arrangements and access, landscape and vistas, and architectural noise treatment, and</li> <li>○ develop an appropriate archaeological assessment methodology, including research design, in consultation with the Department and the Heritage Council of New South Wales, to guide physical archaeological test excavations and include the results of these excavations;</li> </ul> <ul style="list-style-type: none"> <li>• impacts to <i>Aboriginal heritage</i> (including cultural and archaeological significance), in particular impacts to Aboriginal objects and potential archaeological deposits (PAD), should be assessed. Where impacts are identified, the assessment shall: <ul style="list-style-type: none"> <li>○ outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the measures) generally consistent with the <i>Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation</i> (Department of Environment and Conservation 2005),</li> <li>○ be undertaken by a suitably qualified heritage consultant(s),</li> <li>○ demonstrate effective consultation with Aboriginal communities in determining and assessing impacts and developing and selecting options and mitigation measures (including the final proposed measures),</li> <li>○ assess and document the archaeological and cultural significance of cultural heritage values of affected sites, and</li> <li>○ develop an appropriate assessment methodology, including research design, in consultation with the Department and the Office of Environment and Heritage, to guide physical archaeological test excavations of the sites and areas of PAD identified in a manner that establishes the full spatial extent and significance of any archaeological evidence across each site/area of PAD, and include the results of these excavations.</li> </ul> </li> </ul> <p><b>Air quality</b> — including but not limited to:</p> <ul style="list-style-type: none"> <li>• potential for impacts on local and regional air quality, including sensitive receivers;</li> <li>• details of the proposed mitigation measures to prevent the generation and emission of dust.</li> </ul> <p><b>Social and economic</b> — including, but not limited to:</p> <ul style="list-style-type: none"> <li>• social and economic impacts on the local community and community facilities directly impacted by the project;</li> <li>• a draft Community Consultation Framework identifying relevant stakeholders, procedures for distributing information and receiving/responding to feedback and procedures for resolving community complaints. Key issues that should be addressed in the draft Strategy should include: <ul style="list-style-type: none"> <li>○ traffic management (including property access, pedestrian access),</li> <li>○ landscaping/urban design matters,</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>○ construction activities including out of hours work, and</li> <li>○ noise and vibration mitigation and management.</li> </ul> <p><b>Environmental Risk Analysis</b> — notwithstanding the above key assessment requirement, the EIS must include an environmental risk analysis to identify potential environmental impacts associated with the infrastructure (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 EIS.</p>
<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> <ul style="list-style-type: none"> <li>• local, State and Commonwealth government authorities, including the: <ul style="list-style-type: none"> <li>○ Environment Protection Authority,</li> <li>○ Office of Environment and Heritage (including Heritage Division),</li> <li>○ The Heritage Council of NSW,</li> <li>○ Department of Primary Industries,</li> <li>○ NSW Office of Water,</li> <li>○ NSW Health,</li> <li>○ Auburn Council,</li> <li>○ Holroyd City Council,</li> <li>○ Parramatta City Council, and</li> <li>○ Strathfield Council;</li> </ul> </li> <li>• specialist interest groups, including Local Aboriginal Land Councils, Aboriginal stakeholders, and pedestrian and bicycle user groups;</li> <li>• utilities and service providers;</li> <li>• the public, including community groups and adjoining and affected landowners.</li> </ul> <p>The EIS must describe the consultation process and the issues raised, and identify where the design of the project 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>
<b>Further consultation after 2 years</b>	<p>If you do not lodge an EIS for the project within 2 years of the issue date of these DGRs, you must consult further with the Director General in relation to the preparation of the EIS.</p>