

Appendix A

EIS requirements

DIPNR Directory-General's Requirements

Item	Comment/EIS Reference	
1	A summary of the environmental impact statement.	Summary
2	A statement of the objectives of the development or activity.	Section 1.3
3	An analysis of any feasible alternatives to the carrying out of the development or activity, having regard to its objectives, including the consequences of not carrying out the development or activity.	Chapters 4 and 5
4	An analysis of the development or activity, including: <ul style="list-style-type: none"> (a) a full description of the development or activity, and (b) a general description of the environment likely to be affected by the development or activity, together with a detailed description of those aspects of the environment that are likely to be significantly affected, and (c) the likely impact on the environment of the development or activity, and (d) a full description of the measures proposed to mitigate any adverse effects of the development or activity on the environment, and (e) a list of any approvals that must be obtained under any other Act or law before the development or activity may lawfully be carried out. 	Chapter 6 Relevant sections of Chapters 8 to 19 Relevant sections of Chapters 8 to 19 Relevant sections of Chapters 8 to 19 and Chapter 21 Section 21.4
5	A compilation (in a single section of the environmental impact statement) of the measures referred to in item 4(d).	Chapter 21
6	(1) The reasons justifying the carrying out of the development or activity in the manner proposed, having regard to biophysical, economic and social considerations, including the following principles of ecologically sustainable development: <ul style="list-style-type: none"> (a) the precautionary principle, namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by: <ul style="list-style-type: none"> (i) careful evaluation to avoid, wherever possible, serious or irreversible damage to the environment, and (ii) an assessment of the risk-weighted consequences of various options, (b) inter-generational equity, namely, that the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations, (c) conservation of biological diversity and ecological integrity, namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration, 	Chapter 22 Addressed in various sections throughout the EIS Addressed in various sections throughout the EIS
		Addressed in various sections throughout the EIS

Item	Comment/EIS Reference
<p>(d) Improved valuation and incentive mechanisms, namely, that environmental factors should be included in the valuation of assets and services, such as:</p> <ul style="list-style-type: none"> (i) polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement, (ii) the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste, (iii) environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems. (ii) an assessment of the risk-weighted consequences of various options, 	<p>Addressed in various sections throughout the EIS</p>
<p>Note</p>	
<p>The matters to be included in item (4)(c) might include such of the following as are relevant to the development or activity:</p>	
<p>(a) the likelihood of soil contamination arising from the development or activity;</p>	<p>Sections 8.5 and 8.6</p>
<p>(b) the impact of the development or activity on flora and fauna;</p>	<p>Chapter 10 (terrestrial) Chapter 11 (aquatic)</p>
<p>(c) the likelihood of air, noise or water pollution arising from the development or activity;</p>	<p>Addressed in various sections throughout the EIS</p>
<p>(d) the impact of the development or activity on the health of people in the neighbourhood of the development or activity;</p>	<p>Section 18.3</p>
<p>(e) any hazards arising from the development or activity;</p>	<p>Chapter 14</p>
<p>(f) the impact of the development or activity on traffic in the neighbourhood of the development or activity;</p>	<p>Section 4.4</p>
<p>(g) the effect of the development or activity on local climate;</p>	<p>Chapter 12</p>
<p>(h) the social and economic impact of the development or activity;</p>	<p>Chapters 18 and 17 respectively</p>
<p>(i) the visual impact of the development or activity on the scenic quality of land in the neighbourhood of the development or activity</p>	<p>Chapter 13</p>
<p>(j) the effect of the development or activity on soil erosion and the silting up of rivers or lakes;</p>	<p>Chapter 8</p>
<p>(k) the effect of the development or activity on the cultural and heritage significance of the land.</p>	<p>Chapter 15</p>

DIPNR Director-General's Key Issues

As notified in letter to RTA from Mark Hather as delegate to the Director-General dated 13 May 2002.

Item	Comment/EIS reference
Strategic	
<ul style="list-style-type: none"> Relationship of the proposal to relevant State and regional planning strategies and objectives, including NSW Coastal Policy, Pacific Highway Cumulative Impact Assessment (CIA), State Environmental Planning Policy No. 44 - Koala Habitat Protection and the Pacific Highway Retail/Services Centres Policy. 	Addressed in various sections throughout the EIS
<ul style="list-style-type: none"> Clear justification of the proposal considering travel time savings and accident rates and including assessment of the 'do-minimal' option such as widening along the existing alignment/upgrading, treatment of accident black spots. 	Chapter 4
<ul style="list-style-type: none"> Consideration of alternatives including corridor and alignment options, design standards and intersection details and evaluation of the preferred option with reference to community consultation, environmental and economic considerations. 	Chapter 5
Economic	
<ul style="list-style-type: none"> Assessment of the impacts of the proposal on the towns of Johns River and Kew including local businesses, service stations, hotels, caravan parks, take away food outlets, and cafes which rely on passing trade; any safeguards and proposed offsets. The <i>RTA's Evaluation of Economic Impacts of Bypass Roads on Country Towns</i> should be used as a guide for methodology in conducting this assessment. 	Chapter 17 and relevant sections of Chapter 6
Environmental	
<ul style="list-style-type: none"> Likely staging scenario. It is important to consider staging as this may have implications for noise mitigation strategies, interim traffic arrangements and the cost of the project. 	Chapter 7
<ul style="list-style-type: none"> Assessment of likely construction and operational noise impacts including clear definition of proposed treatment options and associated impacts. Particular reference should be made to impacts on Johns River and Kew, schools, residences and sensitive receptors in close proximity to river crossings and areas where blasting is proposed. 	Chapter 19
<ul style="list-style-type: none"> Impact on flora and fauna, particularly threatened species, populations or ecological communities, or their habitats. The assessment should involve the following steps: <ol style="list-style-type: none"> Review existing ecological information to obtain a list of threatened species, populations and ecological communities that may occur within the study area (area to be directly and indirectly affected by the proposal). This should include a review of wildlife databases, previous ecological surveys conducted in the area, and relevant preliminary listings by the Scientific Committee to list threatened species. Also consult with relevant government agencies and local residents to identify further threatened species that may occur in the general area. Conduct general flora and fauna surveys of the study area to describe the species, communities and habitats present in the study area. Based on this survey and the review in (i), conduct targeted surveys for threatened species, populations and ecological communities that are known or considered likely to occur in the study area. Describe the types, condition and extent of habitats in the study area and adjacent areas, including the identification of local and regional corridors that may be affected by the proposal. 	Chapter 10 (terrestrial) Chapter 11 (aquatic) Working Paper No. 6 Working Paper No. 7

Item	Comment/EIS reference
<p>iv) Prepare a complete list of species, populations or ecological communities, or their habitats, that were recorded in the study area and adjacent areas and which are likely to occur based on the presence of suitable habitat and/or previous sightings.</p> <p>v) Apply the '8 part test' (section 5A of the EP&A Act) to species, populations or ecological communities, or their habitats, that may be affected by the proposal. The EIS must justify any decision to not apply the test to all of the species, populations or ecological communities identified in step (iv).</p> <p>vi) Where a significant impact is likely, modify the proposal to avoid having a significant affect and consult with NPWS. This may be done through avoiding sensitive areas, implementing appropriate mitigation measures or choosing another route option.</p> <p>vii) Where a significant affect on threatened species, populations and ecological communities or their habitats cannot be avoided, prepare a Species Impact Statement (SIS) (note: An SIS must be prepared in accordance with any requirements of the Director-General of National Parks and Wildlife Service).</p>	
<p>The footprint of the proposal should be minimised where practicable and compensatory habitat, revegetation and the integration of dedicated fauna underpasses and/or overpasses should be considered in consultation with NPWS in assessing appropriate mitigation measures.</p>	
<ul style="list-style-type: none"> Impacts of the proposal on surface and groundwater quality and quantity during construction and when operational, with particular reference to any likely direct or indirect impacts on surrounding wetland including SEPP 14 wetlands, Camden Haven River, Stewarts River, Herons Creek, Watson Taylors Lake and surrounding bores. 	Chapter 9
<ul style="list-style-type: none"> Construction and operational air quality impacts and propose mitigation measures. Particular reference should be made to dust management in the Johns River area. 	Chapter 12
<ul style="list-style-type: none"> Potential impacts on agricultural land uses in the study area including potential pressure for land use changes. 	Chapter 16
<ul style="list-style-type: none"> Assessment of the impacts of the proposal on indigenous and non-indigenous heritage items in consultation with the local Aboriginal Land Council(s), local historical society and community groups. Particular reference should be given to the Stewarts River area and surrounding drainage lines, the Camden Haven River area, Middle Brother Mountain, the former school site north of Stoney Creek and Kew Police Station. 	Chapter 15 Working Paper No. 5
<ul style="list-style-type: none"> Assessment of the flooding impacts of the proposal on the surrounding catchment(s). 	Chapter 9
<ul style="list-style-type: none"> Assessment of the geotechnical constraints associated with the proposal, including topography, landform, soil type, erodibility, settlement and the potential for disturbance of Acid Sulphate Soils. 	Chapter 8
<ul style="list-style-type: none"> Construction traffic and access impacts, and proposed management measures. Particular attention should be given to property access and access to traffic generating industries and operations along the proposal including the timber mill. 	Relevant sections of Chapters 6, 7 and 16
<ul style="list-style-type: none"> Location and impact of any required construction facilities including concrete/asphalt batching plants and associated impacts. 	Section 7.3
<ul style="list-style-type: none"> Assessment of the potential for contamination, risks posed and whether or not remediation is necessary. Particular attention should be given to the old service station site at the northern end of the proposal. 	Section 8.6 and Chapter 14
<ul style="list-style-type: none"> Details of land to be acquired for the proposal and any management measures. 	Section 7.8



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Infrastructure, Planning and Natural Resources

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Our ref: G00/00171
Your ref: 10/196.1593 RDF:LJW
File: DGRs June 2004.doc

8 June 2004

Dear Mr Higgins

Subject: Moorland to Herons Creek Upgrade Project

I refer to your letter of 12 May 2004 requesting that the Director-General's Requirements (DGRs) for the project be reviewed. DGRs were issued for the project on 13 May 2002. Clause 231(e) of the Environmental Planning and Assessment Regulation 2000 states that if the Environmental Impact Statement (EIS) is "not exhibited within two years after the notice is given, the applicant must consult further with the Director-General in relation to the preparation of the statement".

The Department has reviewed the DGRs issued on 13 May 2002 and advises that those requirements remain the DGRs for the Project's 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 the impacts and relevance to the proposal.

In preparing your EIS you should continue to consult with Hastings Council, relevant State Government agencies and community groups and take into account any comments they may have regarding the proposal.

Please contact either Lisa Mitchell on 9762 8152 or Jan Parsons on 9762 8107 if you have any queries.

Yours sincerely

Jan Parsons
Manager Transport/Water
Major Infrastructure Assessment
As delegate for the Director General