

F6 Extension – Stage 1

State Significant Infrastructure Application



First step in planning process

In NSW, projects of state significance follow the environmental assessment and approvals processes set out in the *Environmental Planning and Assessment Act 1979*. All state significant projects require preparation of an Environmental Impact Statement (EIS) and approval from the Minister for Planning.

Following the announcement of the F6 Extension Stage 1, New M5 Arncliffe to President Avenue Kogarah project, Roads

and Maritime has now taken the first step in the planning process and made a State Significant Infrastructure (SSI) application for the project.

The application has been lodged with the Department of Planning and Environment (DP&E), who will be responsible for directing the environmental assessment process.

The Secretary of DP&E will consult with other environmental agencies and councils before

issuing Environmental Assessment Requirements (SEARs).

The SEARs will establish what topics need to be included in the environmental assessment.

An SSI application is accompanied by a scoping report, which provides early details of the project, potential impacts during construction and operation, and details of proposed further environmental studies.

Project works

The vast majority of the project would be in tunnels deep below ground with no impact on the surface above.

Where feasible and reasonable, construction work above ground

would be carried out during standard construction hours.

Tunnelling may require works outside standard construction hours – continuous works can reduce construction time by

up to two thirds. Tunnelling generates significant amounts of spoil and because of limited space for spoil storage, spoil transport would likely be 24 hours a day.

Environmental Impact Statement scope

Based on community feedback and environmental investigations to date, key issues for assessment in the EIS documents will include:

- Traffic and transport, including road safety
- Air quality, including in-tunnel and ambient air quality
- Noise and vibration, during construction and operation
- Human health risks
- Flooding and drainage
- Groundwater
- Aquatic and terrestrial biodiversity.

This is not an exhaustive list, and other issues identified during ongoing investigations and through community feedback will also be addressed in the EIS.

As well as these issues, SEARs usually specify that an EIS must include:

- A detailed project description of the project including components, construction activities and any potential staging
- A comprehensive assessment of key environmental issues:
 - Description of the existing environment
 - Assessment of potential direct and indirect impacts
 - Assessment of all construction and operation impacts
 - Details of measures and strategies to avoid, minimise, manage, mitigate, offset, and monitor potential impacts
 - Identification and response to submissions made by the community and key Government stakeholders.

The EIS documents that Roads and Maritime will submit in the second half of 2018 will be required to fully address issues presented in the SEARs.

This will include project details, including location of tunnels, portals, ventilation facilities and construction sites. They will include detailed assessment of construction and operations, including cumulative impacts. DP&E will exhibit the EIS within the required time frame. All stakeholders will be invited to make submissions during exhibition.

The Minister for Planning will only make a decision on the project after considering the EIS information, issues raised in submissions and responses from Roads and Maritime.


You can have your say at any time

To find out more about the project, or to have your say:

 www.rms.nsw.gov.au/F6

 1800 789 297

 F6Extension@rms.nsw.gov.au

 Customer feedback
Roads and Maritime Services
Locked Bag 928, North Sydney NSW 2059



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