

Appendix B

Legislative and policy context

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This document forms an appendix to the Environmental Impact Statement and presents a detailed discussion of relevant considerations in legislation and policy for this proposal. The appendix supports the information provided in Chapter 2 (Planning and assessment process) as well as the assessment chapters in Part B (Environmental assessment) of this Environmental Impact Statement.

This appendix includes:

- a review of relevant considerations in environmental planning instruments, and where they have been addressed in this Environmental Impact Statement
- an overview of NSW legislation and regulations that may still be applicable to approved critical State significant infrastructure and, based on the scope of this proposal, may be relevant
- an overview of the relevant legislative and policy context for each environmental issue.

Commonwealth legislation of relevance to this proposal is considered in Chapter 2 (Planning and assessment process) of this Environmental Impact Statement.

NSW environmental planning instruments

As set out in Chapter 2 (Planning and assessment process) of this Environmental Impact Statement, Section 5.22 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) provides that environmental planning instruments (such as local environmental plans, state environmental planning policies (SEPPs) and regional environmental plans) do not, with some exceptions, apply to State significant infrastructure projects. Notwithstanding, a complete list of the environmental planning instruments that have been considered for consistency, is provided in Chapter 2 (Planning and assessment process) of this Environmental Impact Statement.

A number of the environmental planning instruments identified in Chapter 2 (Planning and assessment process) have specific relevant clauses or objectives which have been considered in this Environmental Impact Statement. On 1 March 2022, the majority of SEPPs were consolidated into 14 SEPPs to align with the themed focus areas of the Minister's Planning Principles. No substantive policy changes were made to the SEPPs as part of the consolidation process. Rather, the provisions of the pre-existing SEPPs were transferred into new consolidated SEPPs and the intent and provisions remain largely unchanged. At the time of writing, the renumbered schedules, sections and clauses were not available and therefore the below summary uses the schedules, sections and clauses of the previous planning instruments. As such, this appendix includes an overview of relevant considerations in the following environmental planning instruments and where they have been addressed in the Environmental Impact Statement:

- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, including relevant matters listed in Clauses 21 to 26 (refer to Table 1). Clause 27 to 27B matters, which are not relevant to Sydney Metro West, have not been included
- Sydney Regional Environmental Plan No. 26 – City West, including the relevant planning principles in Clauses 11 and 15 (refer to Table 2)
- State Environmental Planning Policy (Coastal Management) 2018, including an assessment of this proposal against the management objectives, as specified in the *Coastal Management Act 2016* (refer to Table 3)
- State Environmental Planning Policy 19 – Bushland in Urban Areas, including an assessment of consistency of this proposal against the aims of the SEPP (refer to Table 4).

Table 1 Matters for consideration in Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Summary of matters for consideration	Where addressed in this Environmental Impact Statement
Clause 21: Biodiversity, ecology and environmental protection	
Development should have a neutral or beneficial effect on the quality of water entering the waterways (Clause 21(a))	Potential impacts to surface water quality are assessed in Section 18.9 (Hydrology and water quality) and Technical Paper 8 (Hydrology, flooding and water quality).
Development should protect and enhance terrestrial and aquatic species, populations and ecological communities and, in particular, should avoid physical damage and shading of aquatic vegetation (such as seagrass, saltmarsh and algal and mangrove communities) (Clause 21(b))	Potential impacts on aquatic vegetation at the Clyde stabling and maintenance facility and Rosehill services facility are assessed in Section 17.14 (Biodiversity). Impacts to aquatic vegetation are not anticipated at other stations and ancillary infrastructure locations.
Development should avoid indirect impacts on aquatic vegetation (such as changes to flow, current and wave action and changes to water quality) as a result of increased access (Clause 21(d))	Potential impacts on aquatic vegetation at the Clyde stabling and maintenance facility and Rosehill services facility are assessed in Section 17.14 (Biodiversity). Impacts to aquatic vegetation are not anticipated at other stations and ancillary infrastructure locations.
Development should retain, rehabilitate and restore riparian land (Clause 21(f))	Potential impacts on riparian land at the Clyde stabling and maintenance facility and Rosehill services facility are assessed in Section 17.14 (Biodiversity). The approach to proposed waterway rehabilitation at Clyde is provided in Section 17.3.3 (Riparian rehabilitation). Impacts to riparian land are not anticipated at other stations and ancillary infrastructure locations.
Development on land adjoining wetlands should maintain and enhance the ecological integrity of the wetlands and, where possible, should provide a vegetative buffer to protect the wetlands (Clause 21(g))	Potential impacts on land adjoining and within vicinity of wetlands are assessed in Chapter 10 (North Strathfield metro station) and Chapter 17 (Clyde stabling and maintenance facility and Rosehill services facility). Other stations and ancillary facility locations do not adjoin wetlands.
Consideration of the cumulative environmental impact of development, in relation to biodiversity, ecology and environment protection (Clause 21(h))	Potential cumulative impacts to biodiversity are assessed in Chapter 19 (Cumulative impacts).
Consideration of whether sediments in the waterway adjacent to the development are contaminated, and what means will minimise their disturbance (Clause 21(i))	Refer to Section 18.9 (Hydrology and water quality) and Technical Paper 8 (Hydrology, flooding and water quality).
Clause 22: Public access to, and use of, foreshores and waterways	
Development should maintain and improve public access to and along the foreshore, without adversely impacting on watercourses, wetlands, riparian lands or remnant vegetation (Clause 22(a))	The Bays Station would provide unimpeded access to White Bay foreshore from the station, reorientating the precinct towards the foreshore. This proposal would not affect public access to other foreshore areas.
Development should maintain and improve public access to and from the waterways for recreational purposes (such as swimming, fishing and boarding) without adversely impacting on watercourses, wetlands, riparian lands or remnant vegetation (Clause 22(b))	This proposal would not affect public access to waterways.

Summary of matters for consideration	Where addressed in this Environmental Impact Statement
If foreshore land made available for public access is not in public ownership, development should provide appropriate tenure and management mechanisms to safeguard public access to, and public use of, that land (Clause 22(c))	Not relevant to this proposal.
The need to minimise disturbance of contaminated sediments (Clause 22(e))	Soils, contamination and groundwater sections in Part B (Environmental assessment) of this Environmental Impact Statement and Technical Paper 7 (Contamination).
Clause 23: Maintenance of a working harbour	
In the case of development on land that adjoins land used for industrial and commercial maritime purposes, development should be compatible with the use of the adjoining land for those purposes (Clause 23(c))	This proposal would support the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a), which recognises the importance of retaining the existing ports, working harbour, maritime and industry uses within Bays West. Refer to Section 13.3 (Placemaking) for further detail.
Clause 24: Interrelationship of waterway and foreshore uses	
Development on foreshore land should minimise any adverse impact on the use of the waterway, including the use of the waterway for commercial and recreational uses (Clause 24(b))	This proposal would not affect the use of waterways for commercial and recreational uses.
Development on foreshore land should minimise excessive congestion of traffic in the waterways or along the foreshore (Clause 24(c))	Refer to Part B (Environmental assessment), Technical Paper 1 (Operational transport) and Technical Paper 2 (Construction transport).
Development should avoid conflict between the various uses in the waterways and along the foreshores (Clause 24(e))	This proposal would not result in conflicts between uses in waterways or along foreshores (such as at The Bays).
Clause 25: Foreshore and waterways scenic quality	
The scale, form, design and siting of any building should be based on an analysis of: the land on which it is to be erected; the adjoining land; and the likely future character of the locality (Clause 25(a))	This proposal would be located within the vicinity of the Sydney Harbour foreshore at The Bays Station. The design of this proposal has taken into consideration the likely future character of The Bays as outlined in key strategic plans. Refer to Section 13.3 (Placemaking) for further detail. Potential landscape and visual impacts at The Bays Station are assessed in Section 13.9 (Landscape and visual amenity) and Technical Paper 6 (Landscape and visual amenity).
The development should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands, foreshores and tributaries (Clause 25(b))	This proposal would be located within the vicinity of the Sydney Harbour foreshore at The Bays Station. Potential landscape and visual impacts at The Bays Station are assessed in Section 13.9 (Landscape and visual amenity) and Technical Paper 6 (Landscape and visual amenity).
The cumulative impact of water-based development should not detract from the character of the waterways and adjoining foreshores (Clause 25(c))	This proposal does not include water-based development.
Clause 26: Maintenance, protection and enhancements of views	
Development should maintain, protect and enhance views (including night views) to and from Sydney Harbour (Clause 26(a))	This proposal would be located within the vicinity of the Sydney Harbour foreshore at The Bays Station. Potential visual impacts of this proposal at The Bays Station are assessed in Section 13.9 (Landscape and visual amenity) and Technical Paper 6 (Landscape and visual amenity).

Summary of matters for consideration	Where addressed in this Environmental Impact Statement
Development should minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items (Clause 26(b))	Non-Aboriginal heritage and landscape and visual amenity sections in Part B (Environmental assessment), Technical Paper 5 (Non-Aboriginal heritage) and Technical Paper 6 (Landscape and visual amenity).
The cumulative impact of development on views should be minimised (Clause 25(c))	Potential cumulative visual impacts of this proposal are assessed in Chapter 19 (Cumulative impacts) and Technical Paper 6 (Landscape and visual amenity).

Table 2 Consistency with the planning principles of the Sydney Regional Environmental Plan No. 26 – City West

Principles	Consistency
Clause 11 – Planning principles of regional significance for City West	
Regional Role	
Development in City West is to promote urban consolidation in the Sydney Region and consequently contribute to Sydney's status as a financial, commercial, residential and tourist city of world standing.	Section 1.2 (Background to Sydney Metro West) of this Environmental Impact Statement outlines the strategic planning context and key benefits of this proposal. These benefits include productivity, transport and city-shaping benefits, which are consistent with this principle.
Development in City West is to provide benefits to the people of the Sydney Region and New South Wales.	
The types and intensities of development in City West are to reflect its central location and accessibility to public transport and are to support and to complement development in the city centre.	This proposal would support this principle through the provision of public transport, increasing all day accessibility.
Land Use Activities	
Development in City West is to contribute to an integrated mixed-use development pattern containing a wide range of housing and employment opportunities, and educational, recreation and cultural activities.	This proposal would link new communities to rail services and support employment growth and housing supply surrounding the station precincts. This proposal would support the urban transformation of The Bays into a mixed-use precinct in accordance with the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a). Refer to Section 13.3 (Placemaking) for further detail.
Mixed Living and Working Environment	
Development in City West is to house an increased population and to provide an increased quantity and range of employment opportunities which are compatible with the achievement of a high-quality mixed living and working environment.	This proposal would link new communities to rail services and support employment growth and housing supply surrounding the station precincts. This proposal would support the urban transformation of The Bays into a mixed-use precinct in accordance with the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a). Refer to Section 13.3 (Placemaking) for further detail.
Development in City West is to promote and retain close to the city centre a socially diverse residential population representative of all income groups.	
Development in City West is to provide different kinds of housing, including affordable housing, to ensure that low to moderate income households may continue to be able to live in City West.	
Development in City West is to provide opportunities for people to live and work at places in close proximity.	

Principles	Consistency
Education	
Development relating to educational establishments should be based on strategies for their growth and response to technological and other changes, and their integration with surrounding development.	Not relevant to this proposal.
Leisure and Recreation	
Full advantage is to be taken of the leisure and recreation facilities and the public open space in the city centre and in surrounding areas (particularly in City West) and the use of Sydney Harbour for leisure and recreation.	This proposal would link new communities to rail services and support employment growth and housing supply surrounding the station precincts. The provision of public domain and improvement in accessibility to The Bays provided by this proposal would enable recreational opportunities.
Public access to the entire foreshore in City West is to be provided. Opportunities for waterfront and water-based recreation and tourism activities, compatible with adjoining land uses, are to be provided.	The Bays Station would provide unimpeded access to White Bay foreshore from the station, reorientating the precinct towards the foreshore. This proposal would support the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a), which recognises the importance of providing public access to the harbour foreshore. This proposal would not affect public access to the other foreshore areas in City West.
Port Functions	
The operation, concentration and rationalisation of commercial shipping facilities is to be supported to meet the changing needs of Sydney Harbour as a commercial port.	This proposal would support the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a), which recognises the importance of retaining the existing ports, working harbour, maritime and industry uses within Bays West.
Social Issues	
The needs of existing and future communities, including needs for social facilities and services are to be accommodated.	This proposal would link new communities to rail services and support employment growth and housing supply surrounding the station precincts. This proposal would support the urban transformation of The Bays into a mixed-use precinct in accordance with the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a) by improving public transport connectivity to The Bays. Other social infrastructure provisions would be identified as part of the master plan by Department of Planning, Industry and Environment.
Environmental Issues	
Development in City West is to ensure a high level of environmental quality by addressing issues of air quality, noise levels, wind conditions, access to light and sunshine, privacy, soil conditions and water quality.	Chapter 13 (The Bays Station) and Chapter 18 (Proposal-wide) includes an assessment of the impacts of the construction and operation of this proposal on environmental quality.
Development in City West is to have regard to the principles of ecologically sustainable development (namely, the precautionary principle, inter-generational equity, conservation of biological diversity and ecological integrity, and improved valuation, pricing and incentive mechanisms).	Chapter 20 (Synthesis) includes an overview of how this proposal has given regard to the principles of ecologically sustainable development.

Principles	Consistency
<p>Development in City West is to:</p> <ul style="list-style-type: none"> incorporate measures to minimise waste, including (where practicable) utilising recycled materials and renewable building resources, recycling building and demolition wastes, and providing facilities for recycling and composting, and implement total water cycle management, including (where practicable) reducing consumption of potable water, treating and recycling waste water for re-use, minimising site run-off and stormwater generation, and reusing stormwater, and incorporate measures to conserve energy, including (where practicable) reducing energy consumption, and increasing inherent energy efficiency through design and materials selection, and promote biological diversity by measures that include (where practicable) increasing habitat through appropriate retention, planting and maintenance of native flora considered representative of the locality, and complement and reinforce the development and use of the existing and planned integrated public transport, pedestrian and cycling networks in City West. 	<p>Measures to manage waste and resource use (including energy use), water management, and potential impacts to biodiversity are included in Chapter 20 (Synthesis) and Appendix F (Construction Environmental Management Framework) (CEMF). This proposal would link new communities to rail services, and integrate with the broader transport network.</p>
Urban Design and the Public Domain	
<p>Development in City West is to enhance, complement and contribute to the development of the public domain in order to create a high-quality physical environment for access, enjoyment and recreation for residents and workers.</p>	<p>The Bays Station would contribute to a high-quality public domain and improvements in amenity in the surrounding area. Further detail on the approach to placemaking at The Bays Station is provided in Section 13.3 (Placemaking).</p>
<p>Development in City West is to contribute to a high level of residential amenity and convenience.</p>	
Heritage	
<p>The items and areas of heritage significance in City West are to be conserved and enhanced. New development is to respect the character of heritage items and conservation areas. The re-use of heritage buildings through adaptation and modification is to be encouraged.</p>	<p>The design of The Bays Station would reinforce key view corridors to heritage items through the precinct structure and layout, including the relationship the White Bay Power Station to the Glebe Island Silos (refer to Section 13.3 (Placemaking) for further detail). Potential impacts to heritage items and conservation areas are assessed Chapter 13 (The Bays Station) and Technical Paper 5 (Non-Aboriginal heritage). A draft Heritage Interpretation Strategy has been prepared for this proposal (refer to Appendix K (Draft Heritage Interpretation Strategy)) which details the approach and opportunities for heritage interpretation.</p>

Principles	Consistency
Movement and Parking	
A range of housing and work, leisure and service facilities are to be provided in City West so that the need for travel is minimised.	Not relevant to this proposal.
A high degree of accessibility is to be provided to places in and outside City West for both able and disabled persons. Walking, cycling and use of public transport are to be encouraged as the means of movement.	This proposal would link new communities to rail services and support employment growth and housing supply surrounding the station precincts, including at The Bays. This proposal would be designed to be independently accessible and in compliance with the objectives and requirements of the <i>Disability Discrimination Act 1992</i> and <i>Disability Standards for Accessible Public Transport 2002</i> (refer to Section 2.5 (Commonwealth legislation) of this Environmental Impact Statement).
Development in City West is to facilitate the provision and operation of a comprehensive regional public transport network.	This proposal would provide public transport to support future development at The Bays as part of City West.
Development, particularly that which is employment related, is to be within the capacities of existing and proposed public transport and arterial road systems.	Not relevant to this proposal.
The provision for vehicular movement is to be consistent with the development of a high-quality pedestrian environment within the street system.	This proposal would support a high-quality pedestrian environment at The Bays Station, including through the delivery of pedestrian connections to the metro station (refer to Section 13.3 (Placemaking) for further detail).
Parking controls are to support public transport strategies of the Government and to reflect road network capacities.	Not relevant to this proposal.
Implementation and Phasing	
Development is to contribute towards the efficient use of City West's existing infrastructure and towards the provision of physical and social infrastructure as part of the development process, in accordance with the provisions of the Act.	This proposal includes the provision of public transport infrastructure at The Bays.
Clause 15 – Planning principles of regional significance for Precincts	
Part 3 Bays Precinct	
Roles and land use activities	
Development should reinforce and complement the role of the Precinct as a major inner-harbour port and maritime location. Development should recognise that the port operates for 24 hours of the day and that the generation of noise, lighting and traffic movement is necessarily associated with its operation.	This proposal would support the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a), which recognises the importance of retaining the existing ports, working harbour, maritime and industry uses within Bays West.
Development in the Precinct is to provide for a mixture of commercial port, port-related, employment, waterfront and recreational uses, but is not to include residential development. The existing diversity and maritime character of the Precinct, particularly the mixed use of waterfront areas, should be retained.	This proposal would support the urban transformation of The Bays into a mixed-use precinct in accordance with the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a) by improving public transport connectivity to The Bays.

Principles	Consistency
Development is to take full advantage of the Precinct's location and its infrastructure, particularly rail or light rail facilities, for the port and other employment generating activities.	Improvements in connectivity to The Bays enabled by this proposal would support the use of The Bays for employment generating activities.
Development is to encourage the environmental rejuvenation of the Precinct. Where possible, future development is to encourage the segregation of port traffic from residential and recreational areas.	This proposal would support the urban transformation of The Bays into a mixed-use precinct in accordance with the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a) by improving public transport connectivity to The Bays. This proposal would support improved legibility at The Bays, for example through a new precinct street at the perimeter of the precinct which separates transport (movement) requirements from place outcomes that focus on the station precinct and prioritise access to the White Bay foreshore. Refer to Section 13.3 (Placemaking) for further detail.
Development is to make efficient use of surplus government owned land.	The Bays Station makes use of government owned land and supports the future development of surrounding government owned land consistent with the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a).
Development is to encourage the conservation of and adaptation for re-use of existing heritage items and structures for uses compatible with new development.	The Bays Station would reinforce key view corridors to heritage items, including the relationship the White Bay Power Station to the Glebe Island Silos (refer to Section 13.3 (Placemaking) for further detail). Potential impacts to heritage items and conservation areas are assessed in Chapter 13 (The Bays Station) and Technical Paper 5 (Non-Aboriginal heritage).
Development is to contribute to improved water quality in Rozelle Bay and Blackwattle Bay.	With the implementation of an operational water treatment plant at the Clyde stabling and maintenance facility and mitigation measures, this proposal is not anticipated to result in adverse impacts to water quality at Rozelle Bay and Blackwattle Bay. Potential impacts to water quality are assessed in Section 18.9 (Hydrology and water quality) and Technical Paper 8 (Hydrology, flooding and water quality).
Development on the waterfront and on land adjoining Rozelle Bay and Blackwattle Bay is to enhance the environmental quality of those areas for all users.	This proposal would potentially enhance the quality of the foreshore through providing high quality public domain areas and enabling public access to the future foreshore promenade at The Bays.
Urban design	
Design principles to be developed in detailed planning should recognise the working industrial nature of the Precinct in close proximity to residential areas.	This proposal would support the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a), which recognises the importance of retaining the existing ports, working harbour, maritime and industry uses within Bays West. Place and design principles and design guidelines have been developed for The Bays Station (refer to Chapter 13 (The Bays Station) and Appendix E (Design Guidelines) for further detail). These principles seek to ensure that station and precinct designs are coordinated with wider precinct planning frameworks.
Development along the Precinct boundary should relate to and not adversely affect the adjoining street systems and built forms.	Potential landscape and visual impacts of this proposal at The Bays are assessed in Section 13.9 (Landscape and visual amenity) and Technical Paper 6 (Landscape and visual amenity).

Principles	Consistency
<p>The siting and form of development in all areas must consider impacts on views from within the Precinct and to and across the Precinct from surrounding areas.</p>	<p>In accordance with the place and design principles for The Bays Station, key view corridors would be reinforced through the precinct structure and layout. Refer to Section 13.3 (Placemaking) for further detail.</p> <p>Potential landscape and visual impacts of this proposal at The Bays are assessed in Section 13.9 (Landscape and visual amenity) and Technical Paper 6 (Landscape and visual amenity).</p>
Public domain	
<p>Public recreation areas are to provide for a range of recreational opportunities for those working in and visiting the Precinct.</p>	<p>The provision of public domain and improvement in accessibility to The Bays provided by this proposal would enable recreational opportunities.</p>
<p>The siting and form of development must consider creating, retaining and enhancing views and vistas from the water and public domain.</p>	<p>In accordance with the place and design principles for The Bays Station, key view corridors (including from the White Bay foreshore to the Sydney Harbour Bridge) would be reinforced through the precinct structure and layout. Refer to Section 13.3 (Placemaking) for further detail.</p> <p>Potential landscape and visual impacts of this proposal at The Bays are assessed in Section 13.9 (Landscape and visual amenity) and Technical Paper 6 (Landscape and visual amenity).</p>
<p>Links for pedestrians, cyclists, and persons with disabilities are to be provided through the Precinct and to link and integrate the Precinct with adjoining areas.</p>	<p>This proposal would provide for pedestrian and cyclist connections to The Bays Station. This proposal would be designed to be independently accessible and in compliance with the objectives and requirements of the <i>Disability Discrimination Act 1992</i> and Disability Standards for Accessible Public Transport 2002 (refer to Section 2.5 (Commonwealth legislation) of this Environmental Impact Statement).</p>
<p>Links through the Precinct, including public access to the foreshores, should recognise the safety and security issues associated with commercial port and maritime activities.</p>	<p>The provision of a new precinct street at the perimeter of the precinct would separate transport (movement) requirements from place outcomes that focus on the station precinct and prioritise access to the White Bay foreshore. The road network layout surrounding The Bays Station would be subject to the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a). Refer to Section 13.3 (Placemaking) for further detail.</p>
<p>Development should help to create a high quality public domain in the Precinct.</p>	<p>This proposal would facilitate high quality public domain at The Bays, including through the provision of new public domain areas within the vicinity of the metro station. Refer to Section 13.3 (Placemaking) for further detail.</p>
<p>Master plans for all areas should identify opportunities for public recreation, public access through sites and links to adjoining pedestrian and cyclist networks.</p>	<p>Sydney Metro has developed a precinct plan (refer to Figure 13-1) to inform the concept design for The Bays Station precinct which is generally aligned with the <i>Bays West Place Strategy</i> (NSW Department of Planning, Industry and Environment, 2021a) and associated Bays West Urban Design Framework.</p> <p>The layout of The Bays Station precinct, including surrounding elements such as road upgrades and public domain works, will be subject to further consideration to align with the NSW Department of Planning and Environment's ongoing master planning works at The Bays. Refer to Section 13.3 (Placemaking) for further detail.</p>

Table 3 Consistency with management objectives (as specified in the *Coastal Management Act 2016*) for coastal management of land identified as a coastal environment area

Objective	Consistency
To protect and enhance the coastal environmental values and natural processes of coastal waters, estuaries, coastal lakes and coastal lagoons, and enhance natural character, scenic value, biological diversity and ecosystem integrity	Mapped areas of wetland listed under State Environmental Planning Policy (Coastal Management) 2018 are present within 200 metres of this proposal, which includes vegetation along the Parramatta River, Duck River and Mason Park wetlands. This proposal does not include removal of vegetation within these areas. Waterway rehabilitation is proposed at the Clyde stabling and maintenance facility (refer to Section 17.3.3 (Riparian rehabilitation) for further detail).
To reduce threats to and improve the resilience of coastal waters, estuaries, coastal lakes and coastal lagoons, including in response to climate change	Most of this proposal would be underground in tunnels, with the stations located in existing urban areas, thereby minimising impacts to the coastal environment. Climate change predictions, such as sea level rise, have been considered in the design and material selection for this proposal and will be considered during design development. This is discussed further in Section 18.4 (Sustainability, climate change and greenhouse gas).
To maintain and improve water quality and estuary health	Potential impacts on water quality and aquatic habitat within watercourses adjacent to this proposal at the Clyde stabling and maintenance facility and Rosehill services facility could arise from stormwater runoff, accidental leaks and spills of contaminants associated with construction activities. Indirect impacts associated with the operation of Clyde stabling and maintenance facility and Rosehill services facility would be limited to the management of stormwater runoff and its impacts to local waterways. Potential impacts would be adequately managed through the implementation of mitigation measures outlined in Appendix F (CEMF) and Chapter 20 (Synthesis). Refer to Chapter 17 (Clyde stabling and maintenance facility and Rosehill services facility) for further detail.
To support the social and cultural values of coastal waters, estuaries, coastal lakes and coastal lagoons	This proposal supports the social and cultural values by aiming to avoid or minimise impacts on coastal areas.
To maintain the presence of beaches, dunes and the natural features of foreshores, taking into account the beach system operating at the relevant place	This proposal would not impact on beaches, dunes or natural features of foreshores.
To maintain and, where practicable, improve public access, amenity and use of beaches, foreshores, headlands and rock platform	This proposal would improve public access to the future foreshore promenade at The Bays. This proposal would maintain current public access to foreshores and coastal features throughout construction and operation.

Table 4 Consistency with the aims of State Environmental Planning Policy 19 – Bushland in Urban Areas

Aims	Consistency
<p>To protect and preserve bushland within the urban areas referred to in Schedule 1 because of:</p> <ul style="list-style-type: none"> a. its value to the community as part of the natural heritage b. its aesthetic value, and c. its value as a recreational, educational and scientific resource. 	<p>Impacts to bushland within urban areas as a result of this proposal would be limited. The majority of the construction sites for this proposal would be cleared of all vegetation during work subject to the previous Sydney Metro West planning applications. Limited vegetation removal would be required for this proposal, generally within areas of additional footprint or the removal of individual trees. Direct impacts to bushland where vegetation removal is proposed would be avoided and/or minimised where possible. An environmental assessment of potential impacts to biodiversity is provided in Part B (Environmental assessment).</p>
<p>To protect the remnants of plant communities which were once characteristic of land now within an urban area</p>	<p>The majority of the construction sites for this proposal would be cleared of all vegetation during work subject to the previous Sydney Metro West planning applications. This proposal would require limited removal of vegetation, generally within areas of additional footprint required for this proposal. The vegetation proposed to be removed is not considered to be remnant.</p>
<p>To retain bushland in parcels of a size and configuration which will enable the existing plant and animal communities to survive in the long term</p>	<p>Due to the urban setting of this proposal, existing bushland parcels are fragmented and highly isolated.</p>
<p>To protect rare and endangered flora and fauna species</p>	<p>No rare or endangered flora or fauna species have been identified within the construction sites or areas of additional footprint for this proposal.</p>
<p>To protect habitats for native flora and fauna</p>	<p>Habitats within the corridor for this proposal are highly disturbed due to the urbanised environment. It is unlikely that this proposal would impact on native flora and fauna habitats.</p>
<p>To protect wildlife corridors and vegetation links with other nearby bushland</p>	<p>This proposal is located within a highly disturbed landscape and habitats that do remain are fragmented and highly isolated. It is unlikely that any existing corridors or vegetation links would be affected.</p>
<p>To protect bushland as a natural stabiliser of the soil surface</p>	<p>This proposal is located in a highly disturbed, urbanised environment. Where possible, impacts to existing bushland have been avoided, with limited vegetation removal proposed.</p>
<p>To protect bushland for its scenic values, and to retain the unique visual identity of the landscape</p>	<p>This proposal is located in a highly disturbed, urbanised environment. Where possible, landscape and visual impacts to existing bushland have been avoided, with limited vegetation removal proposed.</p>
<p>To protect significant geological features</p>	<p>This proposal would not impact any geological features of significance.</p>
<p>To protect existing landforms, such as natural drainage lines, watercourses and foreshores</p>	<p>Most of this proposal would be underground or in pre-existing built-up areas. Direct impacts to existing landforms, such as natural drainage lines, watercourses and foreshores would be avoided and/or minimised where possible.</p>

Aims	Consistency
To protect archaeological relics	This proposal is unlikely to discover unknown relics due to the main excavation of the construction sites occurring during work subject to the previous Sydney Metro West planning applications. An assessment of the archaeological potential of areas of additional footprint for this proposal where ground disturbance work would be carried out is provided in Chapter 7 (Westmead metro station), Chapter 10 (North Strathfield metro station) and Chapter 13 (The Bays Station). Where possible, heritage items and significant archaeology would be avoided. Where impacts cannot be avoided, management measures would be put in place to minimise or offset impacts.
To protect the recreational potential of bushland	This proposal is located in a highly disturbed, urbanised environment. Where possible, the recreational potential of bushland would be protected.
To protect the educational potential of bushland	This proposal is located in a highly disturbed, urbanised environment. Where possible, the educational potential of bushland would be protected.
To maintain bushland in locations which are readily accessible to the community	This proposal is located in a highly disturbed, urbanised environment. Where possible, existing community access to bushland would be maintained.
To promote the management of bushland in a manner which protects and enhances the quality of the bushland and facilitates public enjoyment of the bushland compatible with its conversion	This proposal is located in a highly disturbed, urbanised environment with fragmented and highly isolated bushland parcels. Where possible, impacts to existing bushland have been avoided.

Other NSW legislation of potential relevance

As detailed in Chapter 2 (Planning and assessment process) of this Environmental Impact Statement, in accordance with sections 5.23 and 5.24 of the EP&A Act, some environmental and planning legislation does not apply to approved critical State significant infrastructure or must be applied consistently with an approval for critical State significant infrastructure.

Environmental planning related legislation and regulations that may still be applicable to approved critical State significant infrastructure and, based on the scope of this proposal, may be relevant are outlined in Table 5.

Table 5 NSW legislation and regulations of potential relevance

Legislation	Requirement
<i>Aboriginal Land Rights Act 1983</i>	<p>This Act establishes the NSW Aboriginal Land Council and local Aboriginal land councils and requires these bodies to:</p> <ul style="list-style-type: none"> take action to protect the culture and heritage of Aboriginal persons in the council's area, subject to any other law promote awareness in the community of the culture and heritage of Aboriginal persons in the council's area. <p>The preamble of the Act states that land was traditionally owned and occupied by Aboriginal people and accepts that as a result of past government decisions, the amount of land set aside for Aboriginal people was reduced without compensation. To redress the loss of land, Aboriginal land councils can claim Crown land which, if granted, is transferred as freehold title.</p> <p>The operation of the Sydney Metro West line would pass underneath a number of parcels of Crown land.</p>

Legislation	Requirement
<i>Biodiversity Conservation Act 2016</i>	This Act provides for the protection of threatened species, populations and ecological communities in NSW. The Act requires that a State significant infrastructure application must be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the Planning Agency Head (or delegate) and the Environment Agency Head (or delegate) determine that the proposed development is not likely to have any significant impact on biodiversity values. This determination is referred to here as a BDAR waiver. Sydney Metro has obtained a BDAR waiver under Section 7.9(2) of the <i>Biodiversity Conservation Act 2016</i> . Further detail on the potential impacts of this proposal on biodiversity is included in Part B (Environmental assessment).
<i>Biosecurity Act 2015</i>	Under this Act, all plants are regulated with a general biosecurity duty to prevent, eliminate or minimise any biosecurity risk they may pose. Any person who deals with any plant, who knows (or ought to know) of any biosecurity risk, has a duty to ensure the risk is prevented, eliminated or minimised, so far as is reasonably practicable. Appendix F (CEMF) includes measures to manage weeds and other biosecurity risks applicable to construction of this proposal.
<i>Contaminated Land Management Act 1997</i>	This Act outlines the circumstances in which notification to the Environment Protection Authority is required in relation to the contamination of land. This may become relevant during construction and/or operation of this proposal. Contamination is discussed further in Part B (Environmental assessment) and Technical Paper 7 (Contamination).
<i>Crown Land Management Act 2016 (NSW)</i>	This Act sets out the requirements for the management of Crown land in NSW, including where councils and other organisations can deal with Crown land. The operation of the Sydney Metro West line would pass underneath a number of parcels of Crown land. Land would be managed in accordance with the objectives of this Act as relevant.
<i>Fisheries Management Act 1994</i>	This Act was introduced to conserve, develop and share the fishery resources of the State for the benefit of present and future generations, and applies to all waters within the area occupied by this proposal. The Act has been considered where relevant in the biodiversity assessments in Part B (Environmental assessment) of this Environmental Impact Statement.
<i>Greater Sydney Commission Act 2015</i>	This Act establishes the Greater Sydney Commission which has a principal objective of leading metropolitan planning for the Greater Sydney Region. The core functions of the Greater Sydney Commission are to provide advice to Government and assist local councils' plans or proposals relating to development in the Greater Sydney Region. The Greater Sydney Commission will not have a formal statutory role for this proposal but will be consulted with respect to its core functions.
<i>Heritage Act 1977 (Section 146)</i>	This Act contains protection for heritage items by inclusion on the State Heritage Register. Potential impacts to items listed on the State Heritage Register are assessed in Part B (Environmental assessment) and Technical Paper 5 (Non-Aboriginal heritage). In addition, if a relic is discovered or located, the Heritage Council must be notified 'of the location of the relic, unless he or she believes on reasonable grounds that the Heritage Council is aware of the location of the relic'. This proposal is unlikely to discover unknown relics due to the main excavation of the construction footprint occurring as part of the works covered by the previous Sydney Metro West planning applications. An assessment of the archaeological potential of areas of additional footprint for this proposal where ground disturbance work would be undertaken is provided in Chapter 7 (Westmead metro station), Chapter 10 (North Strathfield metro station) and Chapter 13 (The Bays Station).
<i>Land Acquisition (Just Terms Compensation) Act 1991</i>	The majority of land acquisition would be undertaken as part of works covered by the previous Sydney Metro West planning applications. This Act would apply to the acquisition of any potential remaining land required for this proposal.
<i>Marine Pollution Act 2012</i>	This Act includes provisions to protect the sea and waters from pollution by oil and other noxious substances discharged from vessels. Any construction activities requiring the use of a vessel (e.g. a barge) must comply with the requirements of this Act and the Marine Pollution Regulation 2014.

Legislation	Requirement
<i>National Parks and Wildlife Act 1974</i>	<p>The <i>National Parks and Wildlife Act 1974</i>, administered by the Department of Premier and Cabinet, was introduced to establish statutory provisions for the preservation and management of national parks, historic sites and certain other areas, as well as the protection of Aboriginal objects, places or features of cultural value to Aboriginal people and the people of NSW.</p> <p>Aboriginal objects and places are defined under the Act as follows:</p> <ul style="list-style-type: none"> • an Aboriginal object is any deposit, object or material evidence (that is not a handicraft made for sale) relating to the Aboriginal habitation of NSW, before or during the occupation of that area by persons of non-Aboriginal extraction (and includes Aboriginal remains) • an Aboriginal place is a place declared so by the Minister administering the NPW Act because the place is or was of special significance to Aboriginal culture. It may or may not contain Aboriginal objects. <p>The Act has been considered as relevant to the Aboriginal heritage assessments in Part B (Environmental assessment) of this Environmental Impact Statement.</p>
<i>Native Title (NSW) Act 1994</i>	<p>This Act provides for native title in relation to land or waters.</p> <p>This proposal does not affect land which is subject to native title claim or determination, or land to which an Indigenous Land Use Agreement applies.</p>
<i>Parramatta Park (Old Government House) Act 1967</i>	<p>The purpose of this Act is to provide for the care, control and management of that land and to appoint the National Trust of Australia (New South Wales) as trustee of the land. The National Trust is appointed as a trustee of the land under the <i>Crown Lands Act 1989</i> and may use the land for such purposes as the responsible Minister may from time to time approve.</p>
<i>Protection of the Environment Operations Act 1997</i>	<p>An Environment Protection Licence is required for scheduled activities or development work listed by the Act. Schedule 1 lists activities that require a licence and those that would be relevant to this proposal include:</p> <ul style="list-style-type: none"> • Part 1 clause 33 Railway activities – railway infrastructure construction, meaning the construction of railway infrastructure and any related tunnels, earthworks and cuttings, the extraction of materials necessary for that construction, and any onsite processing of any extracted materials or other materials used in that construction. The proposed construction works would involve the construction of railway infrastructure including, railway tracks, sleepers and ballasts, over track structures, and signalling equipment for a new railway track that is more three kilometres in length inside the metropolitan area, which would trigger requirements for an Environment Protection Licence under the Act • Part 1 clause 33A Railway activities – railway infrastructure operations, meaning the operation or the on-site repair, maintenance or replacement of existing railway infrastructure. The activity to which this clause applies is declared to be a scheduled activity if it involves a continuous or connected length of track greater than 30 kilometres that is operated by the same person. Operation of the 24 kilometre track length of Sydney Metro West would not trigger requirements for an Environment Protection Licence under Schedule 1 of the Act • Part 1 clause 33B Railway activities – rolling stock operations, meaning the operation of rolling stock. The activity to which this clause applies is declared to be a scheduled activity if it is carried out on railway infrastructure, the operation of which is a scheduled activity by virtue of clause 33A. As the operation of Sydney Metro West does not trigger the requirement for an Environment Protection Licence under clause 33A (refer above), the operation of rolling stock as part of Sydney Metro West would also not require an Environment Protection Licence under Schedule 1 of the Act.

Legislation	Requirement
	<p>Other parts of the Act that may be relevant include:</p> <ul style="list-style-type: none"> Section 120 of the Act prohibits the pollution of waters Air pollution-related sections 124 to 126 (Chapter 5, Part 5.4, Division 1) of the Act require activities to be conducted in a proper and efficient manner, while section 128 (Chapter 5, Part 5.4, Division 1) of the Act requires that all necessary practicable means are used to prevent or minimise air pollution Pollution of land and waste is covered by Part 5.6 of the Act. It defines offences relating to waste and sets penalties and establishes the ability to set various waste management requirements via the Protection of the Environment Operations (Waste) Regulation 2014.
<i>Protection of the Environment Operations (Waste) Regulation 2014</i>	<p>This Regulation provides for exemptions from environment protection licencing for certain resource recovery activities and establishes tracking and reporting requirements for the transport of waste.</p> <p>Any waste generated as a result of the proposed construction works and operation of the Sydney Metro West line must be tracked and recorded in accordance with the requirements of the Regulation.</p>
<i>Roads Act 1993</i>	<p>Section 138 of this Act states:</p> <ul style="list-style-type: none"> A person must not (a) erect a structure or carry out a work in, on or over a public road, or (b) dig up or disturb the surface of a public road, or (c) remove or interfere with a structure, work or tree on a public road, or (d) pump water into a public road from any land adjoining the road, or (e) connect a road (whether public or private) to a classified road, otherwise than with the consent of the appropriate roads authority <p>Under Section 38N of the <i>Transport Administration Act 1988</i>, Section 138 of the Roads Act 1993 does not apply to Sydney Metro activities in relation to classified roads for which a council is the roads authority. However, consent from Transport for NSW is still required under Section 38N (2) of the <i>Transport Administration Act 1988</i> for those activities described in Section 138(1) of the <i>Roads Act 1993</i>, when carried out in relation to a classified road.</p>
<i>Royal Botanic Gardens and Domain Trust Act 1980</i>	<p>This Act establishes the Royal Botanic Gardens and Domain Trust and defines its powers, authorities, duties and functions, as well as vesting land and property into the Trust. A section of the Sydney Metro West tunnel alignment in the Sydney CBD is located beneath The Domain, which is land vested in the Trust.</p>
<i>Transport Administration Act 1998</i>	<p>This Act provides for compulsory acquisitions for the purpose of Sydney Metro exercising its functions under the Act.</p> <p>Indicative property acquisition requirements for this proposal are discussed in Section 18.2 (Property). The majority of property acquisition required for Sydney Metro West would be covered by the previous Sydney Metro West planning applications.</p> <p>Clause 98B(1) states that 'a rail infrastructure owner may, with the approval of the Minister, close any level-crossing, bridge or other structure for crossing or passing over or under any railway track if both the level-crossing, bridge or other structure and the railway track are owned by the owner'. Sydney Metro would seek any necessary approvals from the Minister under this clause.</p>
<i>Waste Avoidance and Resource Recovery Act 2001</i>	<p>This Act encourages the most efficient use of resources in order to reduce environmental harm and would be applied to this proposal. This Act aims to promote waste avoidance and resource recovery through the establishment of the following waste hierarchy:</p> <ol style="list-style-type: none"> avoidance of waste resource recovery disposal. <p>To support this waste hierarchy, the NSW Environment Protection Authority released the NSW Waste Avoidance and Resource Recovery Strategy 2014-21 (NSW Environment Protection Authority, 2014). This strategy provides a framework and targets for waste management and recycling in NSW to 2021-22. Sydney Metro, as a NSW Government agency, has a general responsibility to support these targets.</p>

Legislation	Requirement
<i>Water Management Act 2000</i>	Temporary dewatering and construction activities that interfere with aquifers are generally identified as aquifer interference activities in accordance with the <i>Water Management Act 2000</i> and the NSW Aquifer Interference Policy (Department of Primary Industries, 2012). Dewatering activities would be required as part of this proposal (refer to Part B (Environmental assessment) for potential impacts on aquifers).
<i>Work Health and Safety Act 2011 (NSW)</i>	The <i>Work Health and Safety Act 2011 (NSW)</i> aims to provide for a balanced and nationally consistent framework to secure the health and safety of workers and workplaces. Work undertaken as part of this proposal would comply with the requirements of this Act and the Work Health and Safety Regulation 2017 (NSW). Hazard and risk associated with this proposal has been assessed in Chapter 18 (Proposal-wide) of this Environmental Impact Statement. All hazardous substances that would be required for construction and operation would be stored in accordance with the requirements of this Act and the Work Health and Safety Regulation 2017 (NSW).

Legislative and policy context for assessment of environmental impacts

Table 6 includes a summary of the legislative and policy context for the assessment of environmental impacts as provided in Chapter 7 (Westmead metro station) through to Chapter 18 (Proposal-wide) of this Environmental Impact Statement as relevant to each issue. Details are provided in the respective technical papers. The assessment of environmental impacts for this proposal has also addressed and taken into account relevant guidelines in the Secretary's environmental assessment requirements (refer to Appendix A (Assessment requirements)).

Table 6 Legislative and policy context for environmental issues

Environmental assessment issue	Relevant legislation and policy
Transport	An overview of how relevant guidelines, policies and standards have been applied in the transport assessments is provided in Section 2 of Technical Paper 1 (Operational transport) Section 2 of Technical Paper 2 (Construction transport).
Noise and vibration	An overview of how relevant guidelines, policies and standards have been applied in the operational noise and vibration assessment is provided in Section 1.5 and Section 3 of Technical Paper 3 (Operational noise and vibration). The legislative and policy context for the construction noise and vibration is provided in Section 3 of Technical Paper 4 (Construction noise and vibration).
Non-Aboriginal heritage	The legislative and policy context is provided in Section 2 of Technical Paper 5 (Non-Aboriginal heritage).
Aboriginal heritage	The primary legislation for the protection of Aboriginal heritage in NSW, including Aboriginal objects and Aboriginal places, is the <i>National Parks and Wildlife Act 1974</i> (NSW). The assessment of Aboriginal cultural heritage for this proposal has been carried out following the guiding principles in the following documents: <ul style="list-style-type: none"> • <i>Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales</i> (DECCW, 2010a) • <i>Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW</i> (DECCW, 2010b) • <i>Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW</i> (Office of Environment and Heritage, 2011) • <i>Aboriginal Cultural Heritage Consultation Requirements for Proponents</i> (DECCW, 2010c) • <i>Ask First: A Guide to Respecting Indigenous Heritage Places and Values</i> (Australian Heritage Commission, 2002).
Landscape and visual amenity	The legislative and policy context provided in Section 3 of Technical Paper 6 (Landscape and visual amenity).

Environmental assessment issue	Relevant legislation and policy
Soils, contamination and groundwater	<p>The legislative and policy context for soils and contamination is provided in Section 2 of Technical Paper 7 (Contamination).</p> <p>The groundwater assessment for this proposal has considered the relevant requirements in the following legislation, policies and guidelines:</p> <ul style="list-style-type: none"> • Commonwealth <i>Environmental Protection and Biodiversity Conservation Act 1999</i> (described in Chapter 2 (Planning and assessment process) of this Environmental Impact Statement) • National Water Quality Management Strategy 2018 • <i>Water Management Act 2000</i> (described in Table 5) and Water Management Regulation 2018 • <i>Protection of the Environment Operations Act 1997</i> (described in Table 5) • <i>Aquifer Interference Policy</i> (Department of Primary Industries, 2012) • State Groundwater Policy Framework Document 1997 (including the Groundwater Quantity Management Policy, the Groundwater Quality Protection Policy and the Groundwater Dependent Ecosystems Policy) • <i>Risk Assessment Guidelines for Groundwater Dependent Ecosystems 2012</i> (Department of Primary Industries, 2012b) • Water Sharing Plan for the Greater Metropolitan Region Groundwater Sources (2011).
Flooding	The legislative and policy context provided in Section 2 of Technical Paper 8 (Hydrology, flooding and water quality).
Social impacts	The legislative and policy context provided in Section 2 of Technical Paper 9 (Social impacts).
Local business impacts	<p>The <i>Environmental Planning and Assessment Act 1979</i> establishes the framework for social and economic impacts to be considered and assessed as part of the environmental planning assessment process.</p> <p>The <i>Australian Transport Assessment and Planning Guidelines</i> (Australian Transport Council, 2018) outline the best practice for transport planning and assessment in Australia and has informed the assessment approach.</p>
Biodiversity	<p>The biodiversity assessment for this proposal has considered the relevant requirements in the following legislation, policies and guidelines:</p> <ul style="list-style-type: none"> • EPBC Act Significant Impact Guidelines (Department of Sustainability, Environment, Water, Population and Communities, 2009) • Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> (described in Chapter 2 (Planning and assessment process) of this Environmental Impact Statement) • <i>Biodiversity Conservation Act 2016</i> (described in Table 5) and the Biodiversity Conservation Regulation 2017 • <i>Fisheries Management Act 1994</i> (described in Table 5) • <i>Biosecurity Act 2015</i> (described in Table 5).
Property	<p>The property assessment for this proposal has been informed by the <i>Environmental Planning and Assessment Act 1979</i> and relevant local environmental plans (refer to Chapter 2 (Planning and assessment process) of this Environmental Impact Statement).</p> <p>The strategic land use plans relevant to each precinct are considered in Placemaking sections in Part B (Environmental assessment) of this Environmental Impact Statement.</p>

Environmental assessment issue	Relevant legislation and policy
Air quality	<p>The air quality assessment has considered the relevant requirements in the following legislation, policies and guidelines:</p> <ul style="list-style-type: none"> • <i>Protection of the Environment Operations Act 1997 (NSW)</i> (described in Table 5) • The Protection of the Environment Operations (Clean Air) Regulation 2010 • National Environment Protection (Ambient Air Quality) Measure 2021 • <i>Guidance on the assessment of dust from demolition and construction</i> (Institute of Air Quality Management, 2014) • <i>Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales</i> (Environment Protection Authority, 2016) • <i>Approved Methods for the Sampling and Analysis of Air Pollutants in NSW</i> (DEC, 2005) • <i>Technical Framework - Assessment and Management of Odour from Stationary Sources in NSW</i> (DEC, 2006).
Sustainability, climate change and greenhouse gas	<p>The policy and strategy framework for the sustainability, climate change and greenhouse gas assessment are detailed in Section 18.4.1. Appendix D (Detailed assessment methodologies) provides detail on how relevant legislation, guidelines and policies have been applied to the assessment.</p>
Waste management and resource use	<p>Waste management and recycling is regulated in NSW by the NSW Environment Protection Authority through the <i>Protection of the Environment Operations Act 1997</i> (NSW), the Protection of the Environment Operations (Waste) Regulation 2014 (NSW) (including the requirement to track certain types of waste and providing a definition for virgin excavated natural material) and the <i>Waste Avoidance and Resource Recovery Act 2001</i> (NSW) (the Waste Act). These acts and regulation are described in Table 5.</p> <p>Information on relevant Sydney Metro policies and plans is provided in Appendix D (Detailed assessment methodologies).</p>
Hydrology and water quality	<p>The legislative and policy context provided in Section 2 of Technical Paper 8 (Hydrology, flooding and water quality).</p>
Hazard and risk	<p>The following legislation, policies and guidelines inform or respond to the regulatory framework and have been applied to the assessment of hazards and risks:</p> <ul style="list-style-type: none"> • <i>Work Health and Safety Act 2011</i> (NSW) and Work Health and Safety Regulation 2017 (NSW) (described in Table 5) • <i>Hazardous and Offensive Development Application Guidelines: Applying SEPP 33</i> (Department of Planning, 2011a) • International Standard (ISO/IEC 31010: 2009) Risk Management – Risk Assessment Techniques • <i>Australian Code for the Transport of Dangerous Goods by Road and Rail (edition 7.6)</i> (National Transport Commission, 2018) • <i>Code of Practice: How to manage and control asbestos in the workplace</i> (Safework Australia, 2019) • <i>Code of Practice: How to Safely Remove Asbestos</i> (Safework NSW, 2016) • <i>Storage and Handling of Dangerous Goods Code of Practice</i> (WorkCover, 2005) (noting this Code is a guide for processes and controls to manage risks and is not to be relied upon to ascertain requirements under the Work Health and Safety Regulation 2017) • <i>Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis</i> (Department of Planning, 2011b) • Australian Standard AS2885 Pipelines – Gas and liquid petroleum • <i>Multi-Level Risk Assessment</i> (Department of Planning and Infrastructure, 2011) • Bushfire prone land mapping developed and published by the relevant local councils.