

## 6.14 Sustainability

An assessment of the amended project against the principles of sustainability was undertaken for the amended project and is described in this section. This assessment has been carried out to include recent updates to the policy and planning settings as described in Section 8.4.1 of the EIS. This section should be read in conjunction with Section 8.4 of the EIS, which describes the assessment of the project as described in the EIS against the principles of sustainability and demonstrates how sustainability was integrated into the project design.

### 6.14.1 Policy and planning setting

Section 8.4.1 of the EIS outlines the relevant aims and objectives of key legislation, policies and guidelines that have directed the consideration and integration of sustainability into the project design and initial assessment. These include relevant targets and strategies to improve Government efficiency. The policy and planning setting was made up of 16 documents. Only one of these has been updated since exhibition of the EIS, namely the Environmental Sustainability Strategy 2015-19 (Roads and Maritime, 2016).

During the preparation of the EIS, TfNSW released a new sustainability strategy, the Environmental Sustainability Strategy 2019-2023 (Roads and Maritime, 2019). This builds on, and supersedes, the Roads and Maritime Environmental Sustainability Strategy 2015-19 (Roads and Maritime, 2016). The amended project will be delivered in accordance with the new strategy.

The Environmental Sustainability Strategy 2019-2023 (Roads and Maritime, 2019) outlines ten focus areas aimed to address the most important sustainability aspects associated with the delivery of road projects. These focus areas are:

1. Energy and carbon management – aims to minimize energy use and reduce carbon emissions without compromising the delivery of services.
  - Energy use and greenhouse gas emissions were estimated for the amended project (see **Section 6.16**)
  - A project-specific objective to minimize energy use and greenhouse gas emissions generated by the project was set as part of the EIS (see Section 8.4.1 of the EIS).
2. Climate change resilience – aims to design and construct transport infrastructure to be resilient or adaptable to climate change impacts.
  - A climate change risk assessment was completed for the project as part of the EIS and has been updated in see **Section 6.16**)
  - A project-specific objective to maximise the resilience of the project to climate change impacts was set as part of the EIS.
3. Air quality – aims to minimise the air quality impacts and support initiatives that aim to reduce transport related air emissions.
  - An air quality impact assessment was completed for the project and measures to minimise impacts on air quality were identified (see **Section 6.12**)
  - A project specific objective to minimise pollution generated by the project was set as part of the EIS (see Section 8.4.1 of the EIS).

4. Resource use and waste management – aims to minimise the use of non-renewable resources and minimise the quantity of waste disposed to landfill.
  - Key waste streams that would be generated, and measures to minimise waste quantities, were identified for the amended project (see **Section 6.15**)
  - The volume of materials that would be used to construct the project, and the embodied energy within these materials, was identified as part of the EIS and a project-specific objective to optimise resource efficiency and waste management was set as part of the EIS (see Section 8.4.1 of the EIS).
5. Pollution control – aims to minimise noise, water and land pollution, road construction, operation and maintenance activities.
  - The potential for the project to result in pollution impacts was assessed as part of the EIS and this amendment report (see **Sections 6.7, 6.9, 6.10, 6.11 and 6.12**).
  - A project-specific objective to minimise pollution generated by the project was set as part of the EIS (see Section 8.4.1 of the EIS).
6. Biodiversity – seeks to improve outcomes for biodiversity by avoiding, mitigating or offsetting the potential impact of roads projects on plants, animals and their environments.
  - Biodiversity impacts, and measures to minimise impacts on biodiversity, were identified for the project (see **Section 6.1**).
  - A project-specific objective to minimise impacts caused by the project on biodiversity was set as part of the EIS (see Section 8.4.1 of the EIS).
7. Heritage (Aboriginal and non-Aboriginal) – seeks to manage and conserve cultural heritage according to its heritage significance and contribute to the awareness of the past.
  - Assessment of Aboriginal heritage and non-Aboriginal heritage (see **Section 6.5** and **Section 6.6**) impacts and opportunities for enhancement were carried out for the amended project
8. Liveable communities – aims to provide high quality urban design outcomes that contribute to the liveability of communities in NSW.
  - A supplementary socio-economic impact assessment was carried out which identifies potential impacts and benefits from the amended project on the community (see **Section 6.4**).
  - Urban and landscape design features were incorporated into the amended project design (see **Section 6.3**).
  - A project-specific objective to enhance liveability of local communities for the project was set as part of the EIS (see Section 8.4.1 of the EIS).
9. Sustainable procurement – aims to procure goods, services, materials and works for infrastructure development that over their lifecycle deliver value for money and contribute the environmental, social and economic wellbeing of the community.
  - Procurement would largely be considered in future stages of the project (see **Chapter 7**).
10. Corporate sustainability – aims to communicate sustainability objectives for TfNSW's employees, contractors and other key stakeholders, and foster a culture which encourages innovative thinking to address sustainability challenges.
  - Corporate sustainability would largely be considered in future stages of the project.

The EIS identified indicative sustainability objectives and targets to be implemented during the delivery of the project. These objectives and targets would be refined in accordance with the Environmental Sustainability Strategy 2019-2023 (Roads and Maritime, 2019) during the detailed design phase of the project.

## 6.14.2 Sustainability implementation

Section 8.4.2 of the EIS describes the ways in which sustainability themes and objectives were considered within the design of the project and within the preparation of the EIS. This was carried through to the design of the amended project and preparation of this amendment report, and would be implemented during detailed design, construction and operation of the amended project.

Sustainability outcomes would continue to largely be achieved within future stages of the project; namely detailed design, construction and operation.

## 6.14.3 Ecologically sustainable development

Ecologically sustainable development (ESD) is development that improves the total quality of life, both now and in the future, in a way that maintains the ecological processes on which life depends (Ecologically Sustainable Development Steering Committee, 1992). Section 8.4.2 of the EIS outlines the indicative objectives and targets for the project which would continue to be applied to the amended project through detailed design, construction and operation. Section 11.1.3 of the EIS outlines the ways in which the principles of ecologically sustainable development were considered throughout the development of the project. This has been carried through to the design of the amended project.

## 6.14.4 Environmental management measures

The environmental management measure identified in Section 8.4.4 of the EIS are considered appropriate to ensure the overarching sustainability objectives for the project will be met. The amended project would not require any additional or amended environmental management measures.