List of appendices to Volumes 1 and 2

Appendix A
Secretary's environmental assessment requirements

A1 General standard SEARs

Table A.1 General standard SEARs

Item	Requirement	Where addressed in this document?
1. Environmental Impact Assessment Process	1. The Environmental Impact Statement must be prepared in accordance with Part 3 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.	Certification page Section 3.4.1 Appendix C
	2. It is the Proponent's responsibility to determine whether the proposal needs to be referred to the Commonwealth Department of the Environment and Energy (DoEE) for an approval under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). If DoEE has determined that an approval is required under the EPBC Act, as supplementary environmental assessment requirements may need to be issued to ensure that a streamlined assessment under an Accredited Assessment can be achieved.	Section 3.3
	3. Where the proposal requires approval under the EPBC Act and is being assessed under the Bilateral Agreement the EIS should address: (a) Consideration of any Protected Matters that may be impacted by the development where the Commonwealth Minister has determined that the proposal is a Controlled Action. (b) Identification and assessment of those Protected Matters that are likely to be significantly impacted. (c) Details of how significant impacts to Protected Matters have been avoided, mitigated and, if necessary, offset. (d) Consideration of, and reference to, any relevant conservation advices, recovery plans and threat abatement plans.	Approval under the EPBC Act is not considered to be required – see section 3.3
	4. It is the Proponent's responsibility to determine those parts of the project located on Commonwealth-owned land leased to Sydney Airport Corporation Limited which need to be referred to the Australian Minister for Infrastructure, Transport and Regional Development for an approval under the *Airports Act 1996*.	Section 3.2
	5. The onus is on the Proponent to ensure legislative requirements relevant to the proposal are met.	Chapter 3
2. Environmental Impact Statement	1. The EIS must include, but not necessarily be limited to, the following:	
	(a) executive summary;	Executive summary
	(b) a description of the proposal, including key components and activities (including ancillary components and activities) required to construct and operate it, including -	Chapter 7 describes the components required to operate the project. The activities required to construct the project are described in Chapter 8.
	— the proposed route,	Section 7.1.1
	— all surface road work upgrades including road widening, intersection treatments, partial or full road closures and bridges,	Sections 7.3 to 7.8
	— pedestrian and cyclist facilities including any temporary changes resulting from construction activities,	Sections 7.9 and 8.6.4

Item	Requirement	Where addressed in this document?
	— construction and operational ancillary facilities and infrastructure,	Sections 7.10 and 8.4
	— the relationship of the proposal with existing and proposed road and freight transport services,	Chapter 5
	— all utility undertakings (relocations, augmentations, adjustments and protection works) which will be undertaken as part of the proposal; and	Sections 7.10.11 and 8.7
	— land use changes and acquisition of privately owned, council and crown land.	Sections 7.11.1 and 8.4.1 Chapter 19
	(c) a statement of the objective(s) of the proposal;	Section 5.3
	(d) a summary of the strategic need for the proposal with regard to its State significance and relevant State and Australian Government policy including transport, infrastructure and land use strategies and policies, and district plans;	Chapter 5
	(e) an analysis of any feasible alternatives to the proposal;	Section 6.3
	(f) a description of feasible options within the proposal, including the placement of any bridge piers within or in close proximity to Alexandra Canal;	Section 6.5
	(g) a description of how alternatives to and options within the proposal were analysed to inform the selection of the preferred alternative / option. The description must contain sufficient detail to enable an understanding of why the preferred alternative to and options(s) within the proposal were selected;	Chapter 6
	(h) a concise description of alternative construction methods that were analysed and preferred methods;	Section 6.4.3
	(i) a concise description of the general biophysical and socio-economic environment that is likely to be impacted by the proposal (including offsite impacts). Elements of the environment that are not likely to be affected by the proposal do not need to be described;	Chapter 2
	(j) a demonstration of how the proposal design has been developed to avoid or minimise likely adverse impacts;	Chapter 6
	(k) the identification and assessment of key issues as provided in the 'Assessment of Key Issues' performance outcome;	Part B
	(l) a statement of the outcome(s) the proponent will achieve for each key issue;	Section 27.4
	(m) measures to avoid, minimise or offset impacts must be linked to the impact(s) they treat, so it is clear which measures will be applied to each impact;	Section 27.3
	(n) consideration of the interactions between measures proposed to avoid or minimise impact(s), between impacts themselves and between measures and impacts;	Section 27.3
	(o) an assessment of the cumulative impacts of the proposal taking into account other proposals that have been approved but where construction has not commenced, projects that have commenced construction, and projects that have recently been completed;	Chapters 9 to 26

Item	Requirement	Where addressed in this document?
	(p) statutory context of the proposal as a whole, including: — how the proposal meets the provisions of the EP&A Act and EP&A Regulation; — a list of any approvals that must be obtained under any other Act or law before the proposal may lawfully be carried out;	Section 3.4 and Appendix C Sections 3.2 to 3.5
	(q) a chapter that synthesises the environmental impact assessment and provides: — a succinct but full description of the proposal for which approval is sought; — a description of any uncertainties that still exist around design, construction methodologies and/or operational methodologies and how these will be resolved in the next stages of the proposal; — a compilation of the impacts of the proposal that have not been avoided; — a compilation of the proposed measures associated with each impact to avoid or minimise (through design refinements or ongoing management during construction and operation) or offset these impacts; — a compilation of the outcome(s) the proponent will achieve; and — the reasons justifying carrying out the proposal as proposed, having regard to the biophysical, economic and social considerations, including ecologically sustainable development and cumulative impacts; and	Section 28.1 Section 27.5 Section 27.1 Section 27.3 Section 27.4 Section 28.2
	(r) relevant proposal plans, drawings, diagrams in an electronic format that enables integration with mapping and other technical software.	Throughout the EIS
	2. The EIS must only include data and analysis that is reasonably needed to make a decision on the proposal. Relevant information must be succinctly summarised in the EIS and included in full in appendices. Irrelevant, conflicting or duplicated information must be avoided.	Throughout the EIS
3. Assessment of key issues	1. The level of assessment of likely impacts must be proportionate to the significance of, or degree of impact on, the issue, within the context of the proposal location and the surrounding environment. The level of assessment must be commensurate to the degree of impact and sufficient to ensure that the Department and other government agencies are able to understand and assess impacts.	Chapters 9 to 26
	2. For each key issue the Proponent must: (a) describe the biophysical and socio-economic environment, as far as it is relevant to that issue; including adequate baseline data;	A general description of the biophysical and socio-economic environment is provided in section 2.2. Further detail is provided in Chapters 9 to 26.
	(b) describe the legislative and policy context, as far as it is relevant to the issue;	Chapters 9 to 26
	(c) identify, describe and quantify (if possible) the impacts associated with the issue, including the likelihood and consequence (including worst-case scenario of the impact (comprehensive risk assessment), the impacts of concurrent activities within the proposal, and cumulative impacts;	Chapters 9 to 26 Technical Working Papers 1 to 17

Item	Requirement	Where addressed in this document?
	(d) demonstrate how options within the proposal potentially affect the level of impacts relevant to the issue;	Sections 6.4 and 6.5
	(e) demonstrate how potential impacts have been avoided (through design, or construction or operation methodologies);	An overview of how the design has been developed to minimise potential impacts is provided in sections 6.4 and 6.5. A description of how further impacts would be avoided during construction and operation are provided in Chapters 9 to 26.
	(f) detail how likely impacts that have not been avoided through design will be minimised, and the predicted effectiveness of these measures (against performance criteria where relevant); and	Chapters 9 to 26
	(g) detail how any residual impacts will be managed or offset, and the approach and effectiveness of these measures.	Chapters 9 to 26
	3. Where multiple reasonable and feasible options to avoid or minimise impacts are available, they must be identified and considered and the proposed measure justified taking into account the public interest.	Technical Working Papers 1 to 17
4. Consultation	1. The proposal must be informed by consultation, including with relevant local, State and Commonwealth government agencies, infrastructure and service providers, special interest groups, affected landowners, businesses and the community.	Section 4.1
	2. The Proponent must document the consultation process and demonstrate how the proposal has responded to the inputs received.	Sections 4.2 and 4.3
	3. The Proponent must describe the timing and type of community consultation proposed during the design and delivery of the proposal, the mechanisms for community feedback, the mechanisms for keeping the community informed, and procedures for complaints handling and resolution.	Section 4.4

A2 Key issue SEARs

Table A.2 Key issue requirements

Key issue	Requirement	Where addressed in this document?
1. Transport and Traffic	1. The Proponent must assess construction transport and traffic (network, vehicle (including freight traffic), pedestrian and cyclists impacts), including, but not necessarily limited to:	
	(a) a considered approach to route identification and scheduling of construction vehicle movements, with particular consideration of traffic impacts and transport movements outside standard construction hours including cumulative impacts;	Chapter 8 Section 5.1.5 of Technical Working Paper 1
	(b) the indicative number, frequency and size of construction related vehicles (passenger, commercial and heavy vehicles, including spoil management movements);	Chapter 8 Section 5.1.7 of Technical Working Paper 1
	(c) construction worker parking;	Chapter 8 Section 5.1.4 of Technical Working Paper 1
	(d) the nature of existing traffic (types and number of movements) on construction access routes (including consideration of peak traffic times, pedestrians and cyclists and parking arrangements);	Sections 9.2.2, 9.2.5, 9.2.6
	(e) access constraints and impacts on public transport, pedestrians and cyclists (infrastructure and services);	Sections 9.3.4 and 9.3.5
	(f) the need to close, divert or otherwise reconfigure elements of the road, pedestrian and cycle network associated with construction of the proposal and the duration of these changes; and	Sections 8.3.3, 8.6.5 and 9.3.1
	(g) impacts to on street parking, including for residents and businesses;	Section 9.3.7
	(h) cumulative impacts on the road, pedestrian and cycle network from other key infrastructure proposals including but not limited to the Botany Rail Duplication and New M5.	Section 9.5.1
	2. The Proponent must assess (and model) the operational transport impacts of the proposal, including: (a) forecast travel demand and road traffic volumes for the proposal and the surrounding road, airport, freight, port, cycle and public transport network;	Sections 9.4.1, 9.4.6 and 9.4.7
	(b) travel time analysis for the different road transport modes	Section 9.4.2
	(c) performance of key interchanges and intersections by undertaking a level of service analysis at key locations;	Sections 9.4.3 and 9.4.4
	(d) wider transport interactions (local and regional roads, cycling, public transport, airport, port and freight transport);	Sections 9.4.1 to 9.4.7
	(e) induced traffic and operational implications for public transport (particularly with respect to strategic bus corridors and bus routes) and consideration of opportunities to improve public transport;	Sections 9.1.2 and 9.4.6
	(f) property and business access and on-street parking.	Sections 9.4.8 and 9.4.9

Key issue	Requirement	Where addressed in this document?
2. Noise and Vibration - Amenity	1. The Proponent must assess construction and operational noise and vibration impacts in accordance with relevant NSW noise and vibration guidelines. The assessment must consider cumulative impacts from nearby key infrastructure proposals and take into consideration and address the noise impacts arising from the redistribution of traffic (including on local feeder roads), and operational plant and equipment.	Chapter 10 Technical Working Paper 2
	The assessment must also include consideration of impacts to sensitive receivers and include consideration of sleep disturbance (including the number of noise awakening events), and, as relevant, the characteristics of noise and vibration (for example, low frequency noise).	
	2. An assessment of construction noise and vibration impacts which must address: (a) the nature of construction activities (including transport, tonal or impulsive noise-generating works, as relevant);	Sections 10.1 and 10.2.1
	(b) the intensity and duration of noise (both air and ground borne) and vibration impacts. This must include consideration of extended impacts associated with ancillary facilities (and the like) and construction fatigue;	Sections 10.1, 10.2.1, 10.4 and 10.7
	(c) the identification of receivers, existing and proposed, during the construction period;	Section 10.3.1
	(d) the nature of the impact and, the sensitivity of receivers and level of impact;	Section 10.4
	(e) the need to balance timely conclusion of noise and vibration-generating works with periods of receiver respite, and other factors that may influence the timing and duration of construction activities (such as traffic management);	Section 10.7
	(f) noise impacts of out-of-hours works (including utility works), possible locations where out-of-hours works would be undertaken, the activities that would be undertaken, the estimated duration of those activities and justification for these activities in terms of the *Interim Construction Noise Guideline* (DECCW, 2009);	Sections 8.3.3 and 10.4.2
	(g) a cumulative noise and vibration assessment inclusive of impacts from the proposal, including concurrent construction activities within the proposal and the construction of other relevant development in the vicinity of the proposal;	Section 10.6
	(h) details and analysis of the predicted effectiveness of mitigation measures to adequately manage identified impacts, including impacts as identified in (g), and any potential residual noise and vibration impacts following application of mitigation measures; and	Section 10.7
	(i) a description of how sensitive receiver feedback received during the preparation of the EIS has been taken into account (and would be taken into account post exhibition of the EIS) in the design of mitigation measures, including any tailored mitigation, management and communication strategies for sensitive receivers.	Section 10.7.1 and Chapter 4
	3. The Proponent must demonstrate that blast impacts are capable of complying with the current guidelines, if blasting is required.	No blasting required

Key issue	Requirement	Where addressed in this document?
3. Noise and Vibration - Structural	1. The Proponent must assess construction and operational noise and vibration impacts in accordance with relevant NSW noise and vibration guidelines. The assessment must include consideration of impacts to the structural integrity and heritage significance of items (including Aboriginal places and items of environmental heritage), including cumulative impacts resulting from the Botany Rail Duplication	Sections 10.4 and 10.5 Technical Working Paper 2
	2. The Proponent must demonstrate that blast impacts are capable of complying with the current guidelines, if blasting is required.	No blasting required
4. Place Making and Urban Design	1. The Proponent must identify how functional 'place' outcomes of public benefit will be achieved, including design principles and strategies that:	
	(a) consider areas identified for future urban renewal;	Section 7.12.2
	(b) identify areas of reduced traffic volumes and reduction of traffic permeation, particularly in and around commercial and community centres;	Section 7.12.2 and Chapter 9
	(c) avoid locating infrastructure, including ancillary facilities, adjoining residential areas and other sensitive receivers, and justify where this cannot be achieved;	Section 7.12.2
	(d) achieve high quality landscape design, streetscapes, architecture and design;	Section 7.12.2
	(e) identify and incorporate urban design strategies and identify opportunities that will enhance healthy, cohesive and inclusive communities, including in relation to accessibility and connectivity;	Section 7.12.2
	(f) consider residual land treatments, and demonstrate how the proposed hard and soft urban design elements of the proposal would be consistent with the existing and desired future character of the area traversed or affected by the proposal;	Section 7.12.2 to 7.12.4
	(g) identify opportunities to utilise surplus or residual land, particularly for the provision of community space (passive and recreational) and the process for determining ongoing maintenance of the lands; and	Section 7.12.4
	(h) explore the use of Crime Prevention Through Environmental Design (CPTED) principles during the design development process, including natural surveillance during the design development process, including natural surveillance, lighting, walkways, signage and landscape.	Section 7.12.2
	2. The Proponent must describe the accessibility elements of the proposal including relevant accessibility legislation and guidelines, including: (a) Impacts on public transport infrastructure and services;	Sections 9.3.4 and 9.4.6
	(b) impacts on cyclists and pedestrian access, amenity and safety across and adjoining the proposal, including the relocation of cycle routes and delivery of new cycleways around the airport and Alexandra Canal; and	Sections 7.9, 8.6.4, 9.3.5 and 9.4.7
	(c) opportunities to integrate and enhance accessibility including the provisions for public and active transport infrastructure as a result of the proposal.	Sections 9.4.7 and 4 and Appendix B of Technical Working Paper 1

Key issue	Requirement	Where addressed in this document?
	3. The Proponent must: (a) estimate the number of trees to be cleared by the proposal (a tree is defined by *Australian Standard (AS) 4970 Protection of trees on development sites*) that will not be covered by a biodiversity offset strategy; and	Section 21.3.3
	(b) for those trees to be cleared, describe how the proposal will achieve a net increase in tree canopy within or adjacent to the construction footprint.	Section 21.3.3
5. Visual Amenity	1. The Proponent must assess the visual impact of the proposal and any ancillary infrastructure on: (a) views and vistas;	Sections 21.3 and 21.4.2
	(b) streetscapes, key sites and buildings (including existing landscape works, greenspace and tree canopy);	Sections 21.3, 21.4.1 and 21.4.2
	(c) heritage items including Aboriginal places and environmental heritage;	Section 17.4.1
	(d) the local community.	Sections 21.3, 21.4.1 and 21.4.2
	2. The Proponent must provide visual representations of the proposal from key receiver locations to illustrate the proposal and its visual impacts and how the proposal has responded to the visual impact through urban design and landscape works.	Sections 21.4.2 and 21.6.1
6. Socio-economic, Land Use and Property	1. The Proponent must assess social and economic impacts in accordance with the current guidelines.	Sections 20.3 and 20.4
	2. The Proponent must assess the social and economic impacts from construction and operation on potentially affected properties, infrastructure, utility services, businesses (including impacts to freight management associated with the reduction of container storage, and consequent impacts to the broader industry), recreational users and land and water users, and	Chapter 19 Sections 20.3 and 20.4
	3. The assessment must address as relevant, how environmental changes in the locality may affect people's: (a) way of life; (b) community; (c) access to and use of infrastructure, services and facilities (including recreational facilities and open space); (d) culture; (e) health and wellbeing; (f) surroundings; and (g) relevant statutory rights including personal and property rights.	Sections 20.3 and 20.4 No personal property rights would be affected by this project. Relevant statutory rights are discussed in Chapter 19 Potential health impacts are discussed in Chapter 23.
	It must also consider how different groups may be disproportionately affected and communities severed by the proposal.	Sections 20.3 and 20.4
7. Heritage	1. The Proponent must identify and assess any direct and/or indirect impacts (including cumulative impacts and visual impacts) to the heritage significance of:	
	(a) Aboriginal places, objects and cultural heritage values, as defined under the *National Parks and Wildlife Act 1974* and in accordance with the principles and methods of assessment identified in the current guidelines;	Chapter 18

Key issue	Requirement	Where addressed in this document?
	(b) Aboriginal places of heritage significance, as defined in the Standard Instrument – Principal Local Environmental Plan;	Section 18.2.2
	(c) environmental heritage, as defined under the *Heritage Act 1977;*	Chapter 17
	(d) items listed on State, National and World Heritage lists;	Sections 17.3 and 17.4
	(e) heritage items and conservation areas identified in local and regional planning environmental instruments applicable to the proposal area	Sections 17.3 and 17.4
	2. Where impacts to State or locally significant heritage items are identified, the assessment must:	
	(a) include a significance assessment, a statement of heritage impact for all heritage items including the Alexandra Canal, Cooks River Container Terminal and Mascot underbridges (O'Riordan and Robey Streets) (including significance assessment) and a historical archaeological assessment;	Sections 17.3 and 17.4
	(b) assess the consistency of the Proposal against conservation policies of any relevant conservation management plan, including the Conservation Management Plan for Alexandra Canal (NSW Department of Commerce, 2004);	Appendix B of Technical Working Paper 9
	(c) consider impacts to the item of significance caused by, but not limited to, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual amenity, landscape and vistas, curtilage, subsidence, architectural noise treatment, drainage infrastructure, contamination remediation and site compounds (as relevant)	Sections 17.3 and 17.4
	(d) outline measures to avoid and minimise those impacts during construction and operation in accordance with the current guidelines; and	Section 17.6
	(e) be undertaken by a suitably qualified heritage consultant(s) and/or historical archaeologist (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria).	The assessment was undertaken by qualified heritage consultants (see section 1.6 of Technical Working Paper 9).
	3. Where archaeological investigations of Aboriginal objects are proposed these must be conducted by a suitably qualified archaeologist, in accordance with section 1.6 of the *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW* (DECCW 2010).	Section 18.6.1
	4. Where impacts to Aboriginal objects and/or places are proposed, consultation must be undertaken with Aboriginal people in accordance with the current guidelines.	Sections 18.1.2 and 18.6.2
8. Biodiversity	1. The Proponent must assess biodiversity impacts in accordance with the *Biodiversity Conservation Act 2016* (BC Act), the Biodiversity Assessment Method (BAM) and be documented in a Biodiversity Assessment Report (BDAR) unless a BDAR waiver had been sought, where applicable.	Technical Working Paper 14
	2. The BDAR must include information in the form detailed in section 6.12 of the BC Act, clause 6.8 of the *Biodiversity Conservation Regulation 2017*, and the BAM.	Section 22.1.2

Key issue	Requirement	Where addressed in this document?
	3. The BDAR must be submitted with all digital spatial data associated with the survey and assessment as per Appendix 10 of the BAM.	Digital spatial data has been provided to the Department of Planning, Industry and Environment.
	4. The BDAR must be prepared by a person accredited in accordance with the Accreditation Scheme for the Application of the *Biodiversity Assessment Method Order 2017* under section 6.10 of the BC Act	Section 2.4 of Technical Working Paper 14
	5. The BDAR must include details of the measures proposed to address offset obligations.	Section 22.5
	6. The Proponent must assess any impacts on biodiversity values not covered by the BAM. This includes a threatened aquatic species assessment (*Part 7A Fisheries Management Act 1994* – FM Act) to address whether there are likely to be any significant impacts on listed threatened species, populations or ecological communities listed under the FM Act.	Sections 22.3 to 22.5
	7. The Proponent must identify whether the proposal, or any component of the proposal, would be classified as a Key Threatening Process (KTP) in accordance with the listings in the BC Act, FM Act and *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).	Section 22.3.5
9. Flooding	1. The EIS must include maps illustrating the following features relevant to flooding as described in the *NSW Floodplain Development Manual 2005* (2005): (a) flood prone land; (b) flood planning areas, the area below the flood planning level; (c) hydraulic categorisation (floodways and flood storage areas); and (d) flood hazard	Section 14.2.2 and Figure 14.2 to Figure 14.6
	2. The Proponent must assess and (model) the impacts on flood behaviour during construction and operation for a full range of flood events (including a minimum of the 5% Annual Exceedance Probability (AEP), 1% AEP) up to the probable maximum flood (taking into account sea level rise and storm intensity due to climate change) including:	
	(a) any detrimental increases in the potential flood affectation of other properties, assets and infrastructure;	Section 14.3.1
	(b) consistency (or inconsistency) with applicable Council floodplain risk management plans/studies;	Section 14.3.2
	(c) compatibility with the flood hazard of the land;	Section 14.3.3
	(d) compatibility with the hydraulic functions of flow conveyance in flood ways and storage areas of the land;	Section 14.3.4
	(e) adverse effects to beneficial inundation of the floodplain environment, on, adjacent to or downstream of the proposal;	Section 14.3.5
	(f) redirection of flow, flow velocity and scour potential (including erosion, siltation, and bank stability of water courses from removal of riparian vegetation);	Section 14.3.6
	(g) impacts the development may have upon existing community emergency management arrangements for the full range of flood risks. These matters must be discussed with the State Emergency Services and Council; and	Section 14.3.7

Key issue	Requirement	Where addressed in this document?
	(h) any impacts the development may have on the social and economic costs to the community as consequence of flooding;	Section 14.3.8
	3. The assessment should take into consideration any flood studies undertaken by local government councils and State government agencies.	Section 14.1.2
10. Water - Hydrology	1. The Proponent must describe (and map) the existing hydrological regime for any surface and groundwater resource (including reliance by users and for ecological purposes) likely to be impacted by the proposal, including rivers, streams, estuaries and wetlands as described in the BAM.	Section 15.2 and Figure 15.2 Section 16.2 and Figure 16.1 Chapter 22
	2. The Proponent must prepare a detailed water balance for ground and surface water including the proposed intake from all water supply options and discharge locations (including figures showing these locations), volume, frequency, duration and proposed water conservation and reuse measures for both the construction and operation of the proposal.	Sections 15.3.3, 15.4.3, 16.3.1 and 16.4.1
	3. The Proponent must assess (and model if appropriate) the impact of the construction and operation of the proposal and any ancillary facilities (both built elements and discharges) on surface and groundwater hydrology in accordance with the current guidelines, including:	
	(a) natural processes within rivers, wetlands, estuaries, marine waters and floodplains that affect the health of the fluvial, riparian, estuarine or marine system and landscape health (such as modified discharge volumes, durations and velocities), aquatic connectivity and access to habitat for spawning and refuge;	Sections 15.3 and 15.4 Sections 16.3.1, 16.3.2, 16.4.1 and 16.4.2 Chapter 22
	(b) impacts from any permanent and temporary interruption of groundwater flow, including the extent of drawdown, barriers to flows, implications for groundwater dependent surface flows, ecosystems and species, groundwater users and the potential for settlement;	Sections 15.3.1 and 15.4.1
	(c) changes to environmental water availability and flows, both regulated/licensed and unregulated/rules-based sources;	Sections 15.3.3 and 15.4.3 Not relevant for surface water
	(d) direct or indirect increases in erosion, siltation, destruction of aquatic and riparian vegetation or a reduction in the stability of river banks or watercourses;	Sections 16.3.1, 16.3.2, 16.4.1 and 16.4.2 Chapter 22
	(e) minimising the effects of proposed stormwater and wastewater management during construction and operation on natural hydrological attributes (such as volumes, flow rates) and on the conveyance capacity of the existing stormwater systems where discharges are proposed through such systems; and	Sections 16.3.1 and 16.4.1
	(f) water take (direct or passive) from all surface and groundwater sources with estimates of annual volumes during construction and operation.	No water take (direct or passive) of surface water is proposed Sections 15.3.3 and 15.4.3 (groundwater take)

Key issue	Requirement	Where addressed in this document?
	4. The Proponent must identify any requirements for baseline monitoring of hydrological attributes.	Sections 15.6 and 16.6.1
	5. The assessment must include details of proposed surface and groundwater monitoring.	Sections 15.6 and 16.6.1
11. Water - Quality	1. The Proponent must: (a) describe the background conditions for any surface and groundwater resources likely to be affected by the proposal including leachate from Tempe Tip;	Sections 15.2 and 16.2.3 Chapter 15 Technical Working Paper 16 – Landfill Assessment
	(b) state the ambient NSW Water Quality Objectives (NSW WQO) and environmental values for the receiving waters relevant to the proposal, including the indicators and associated trigger values or criteria for the identified environmental values;	Section 16.14 Table 16.2 Appendix B of Technical Working Paper 8 – Surface Water
	(c) identify and estimate the quality and quantity of all pollutants that may be introduced into the water cycle by source and discharge point and describe the nature and degree of impact that any discharge(s) may have on the receiving environment, including consideration of all pollutants (including contaminated groundwater) that pose a risk of non-trivial harm to human health and the environment;	Sections 15.3.1, 15.3.2, 15.4.1, 15.4.2, 16.31, 16.3.2, 16.4.1 and 16.4.2
	(d) assess the impacts of leachate generation from proposal related activities on the Tempe Tip Site and proposed measures for managing potential impacts during construction and operation;	Sections 15.3.3, 15.4.3, 15.6, 16.3.2 16.4.2
	(e) describe the proposed measures for treating and disposing of construction and operational wastewater flows;	Sections 16.1.4, 16.3.1 and 16.4.1
	(f) identify the rainfall event that the water quality protection measures will be designed to cope with;	Section 7.10.8
	(g) assess the significance of any identified impacts including consideration of the relevant ambient water quality outcomes;	Sections 16.3 and 16.4
	(h) demonstrate how construction and operation of the proposal will, to the extent that the proposal can influence, ensure that: – where the NSW WQOs for receiving waters are currently being met they would continue to be protected; and – where the NSW WQOs are not currently being met, activities would work toward their achievement over time;	Sections 16.3.2 and 16.4.2
	(i) justify, if required, why the WQOs cannot be maintained or achieved over time;	Sections 16.3.2 and 16.4.2
	(j) demonstrate that all practical measures to avoid or minimise water pollution and protect human health and the environment from harm are investigated and implemented;	Sections 15.6 and 16.6
	(k) identify sensitive receiving environments (which may include estuarine and marine waters downstream) and develop a strategy to avoid or minimise impacts on these environments; and	Sections 16.2.3 and 16.6
	(l) identify proposed monitoring locations, monitoring frequency and indicators of surface and groundwater quality.	Sections 15.6 and 16.6.1

Key issue	Requirement	Where addressed in this document?
	2. The assessment should consider the results of any current water quality studies, as available, for the catchment areas traversed by the proposal.	Sections 15.1.2, 16.1.2, 16.1.4 and 16.2.3
12. Contamination	1. The Proponent must assess the potential for contamination and any impacts associated with the management of contaminated soils and water resources including, but not limited to: (a) a detailed assessment of the extent and nature of any contamination of the soil, groundwater and soil vapour including from activities on Tempe Tip and PFAS;	Section 13.2
	(b) an assessment of potential risks to human health and the environmental receptors in the vicinity of the site;	Sections 13.3 and 13.4
	(c) a description and appraisal of any mitigation and monitoring measures; and	Section 13.6
	(d) consideration of whether the site is suitable for the proposed development.	Section 13.4.3
	2. Any assessment of contamination must be in accordance with relevant guidelines produced or approved under the *Contaminated Land Management Act 1997*.	Section 13.1
	3. All reports prepared for the assessment of contamination must be prepared, or reviewed and approved, by a consultant certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme.	Technical Working Paper 5
	4. The Proponent must assess whether the land is likely to be contaminated and identify if remediation of the land is required, having regard to the ecological and human health risks posed by the contamination in the context of past, existing and future land uses. Where assessment and/or remediation is required, the Proponent must document how the assessment and/or remediation would be undertaken in accordance with current guidelines.	Section 13.3 Section 13.6.1
13. Soils	1. The Proponent must verify if the proposal is on land marked as Class 1, 2, 3 or 4 on the Acid Sulfate Soil Planning Map or within 500 m of adjacent Class 2, 3 or 4 land that is below 5 m Australian Height Datum (AHD) and where the proposal is likely to lower the water table in this adjacent land below 1 m AHD.	Section 13.2.2
	2. The Proponent must assess the impact of the proposal on acid sulfate soils (including the impacts of acidic runoff offsite) in accordance with the current guidelines.	Sections 13.3.3 and 13.4.4
	3. The Proponent must assess whether salinity is likely to be an issue and if so, determine the presence, extent and severity of soil salinity within the proposal area.	Sections 13.2.2, 13.3.3 and 13.4.4
	4. The Proponent must assess the impacts of the proposal on soil salinity and how it may affect groundwater resources and hydrology.	Sections 13.3.3 and 13.4.4 Chapter 15
	5. The Proponent must assess the impacts on soil and land resources (including erosion risk or hazard). Particular attention must be given to soil erosion and sediment transport consistent with the practices and principles in the current guidelines.	Sections 13.2.2, 13.3.3 and 13.4.4 Chapter 16

Key issue	Requirement	Where addressed in this document?
14. Air quality	1. The Proponent must undertake an air quality impact assessment (AQIA) for construction and operation of the proposal in accordance with the current guidelines.	Technical Working Paper 4
	2. The Proponent must ensure the AQIA also includes the following: (a) demonstrated ability to comply with the relevant regulatory framework, specifically the *Protection of the Environment Operations Act 1997* and the *Protection of the Environment Operations (Clean Air) Regulation 2010*;	Section 12.1
	(b) the identification of all potential sources and types of air pollution (including $PM1_0$, $PM_{2.5}$, CO, NO_X, volatile organic compounds and odour sources) during construction and operation including mechanically generated combustion and transport related emissions and potential for landfill gas generation from the Tempe Tip site;	Sections 12.4 and 12.5
	(c) any proposed air quality monitoring;	Section 12.7
	(d) a cumulative local and regional air quality impact assessment including impacts generated by the operation of nearby key infrastructure proposals such as (but not limited to) the New M5, M4-M5 Link and Botany Rail Duplication; and	Section 12.6
	(d) proposed construction and operational management measures.	Section 12.7
15. Health and Safety	1. The Proponent must assess the potential health impacts of the proposal, in accordance with the current guidelines.	Technical Working Paper 15
	2. The assessment must: (a) describe the current known health status of the potentially affected population;	Section 23.2.2
	(b) assess health risks associated with exposure to environmental hazards;	Sections 23.3.1 and 23.4.1
	(c) assess the effect of the proposal on other relevant determinants of health such as the level of physical activity and access to social infrastructure;	Sections 23.3.1 and 23.4.1
	(d) assess opportunities for health improvement;	Sections 23.3.1 and 23.4.1
	(e) assess the distribution of the health risks and benefits;	Sections 23.3.1 and 23.4.1
	(f) assess the potential for construction fatigue and outline proposed management measures; and	Sections 23.3.1
	(g) discuss how, in the broader social and economic context of the proposal, the proposal will minimise negative health impacts while maximising the health benefits.	Sections 23.3.1 and 23.4.1
	3. The Proponent must assess the likely risks of the proposal to public safety, paying particular attention to pedestrian and cyclist safety, subsidence risks, bushfire risks and the handling and use of dangerous goods.	Sections 23.3.2 to 23.3.5, 23.4.2 and 23.4.4 There are no subsidence risks

Key issue	Requirement	Where addressed in this document?
16 Hazards and Risks	1. The EIS must: (a) report on the consultation outcomes with all operators of high pressure dangerous goods (HPDG) pipelines licensed under the *Pipelines Act 1967* within or in the vicinity of the proposal with regards to the relevant sections of the *Australian Standard AS 2885 Pipelines – Gas and liquid petroleum*;	Section 23.3.3
	(b) demonstrate that, during the construction and operation phases of the proposal, the proposal would not lead to non-compliance of the existing HPDG pipelines licensed under the *Pipelines Act 1967* with the current edition of *AS 2885 Pipelines – Gas and liquid petroleum*; and	Sections 23.3.3 and 23.4.4
	(c) include a preliminary risk screening completed in accordance with *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development and Applying SEPP 33* (DoP, 2011), with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the proposal during construction and operation phase. Should preliminary screening indicate that the development is "potentially hazardous," during construction and or operation phase, a Preliminary Hazard Analysis (PHA) must be prepared in accordance with *Hazardous Industry Planning Advisory Paper No. 6 - Guidelines for Hazard Analysis (DoP, 2011)* and *Multi-Level Risk Assessment* (DoP, 2011).	Section 23.3.5
	2. The EIS must outline the process for assessing the risks of the proposal on airport operations, including encroachment into the prescribed airspace, potential impacts to airport Communication, Navigation and Surveillance Systems, light spill and landscaping associated with the construction and operation of the proposal.	Sections 11.1, 11.3 and 11.4 Technical Working Paper 3
17. Sustainability	1. The Proponent must assess the sustainability of the proposal in accordance with the Infrastructure Sustainability Council of Australia (ISCA) *Infrastructure Sustainability Rating Tool* and recommend an appropriate target rating for the proposal.	Section 25.2.1
	2. The Proponent must assess the proposal against the current guidelines including targets and strategies to improve Government efficiency in use of water, energy and transport.	Section 25.2.2
18. Waste	1. The Proponent must assess predicted waste generated from the proposal during construction and operation, including:	
	(a) classification of the waste in accordance with the current guidelines;	Sections 24.2.1 and 24.3.1
	(b) estimates / details of the quantity of each classification of waste to be generated during the construction of the proposal, including bulk earthworks and spoil balance;	Sections 8.2.3 and 24.2.1
	(c) handling of waste including measures to facilitate segregation and prevent cross contamination;	Sections 24.2.3 and 24.3.3
	(d) management of waste including estimated location and volume of stockpiles;	Sections 24.2.3, 24.3.3 and 24.5
	(e) waste minimisation and reuse;	Sections 24.2.3 and 24.3.3
	(f) lawful disposal or recycling locations for each type of waste; and	Sections 24.2.3
	(g) contingencies for the above, including managing unexpected waste volumes.	Sections 24.2.3 and 24.5

Key issue	Requirement	Where addressed in this document?
	2. The Proponent must assess potential environmental impacts from the excavation, handling, storage on site and transport of the waste particularly with relation to sediment/leachate control, noise and dust.	Sections 24.2.2 and 24.3.2
19. Climate Change Risk	1. The Proponent must assess the risk and vulnerability of the proposal to climate change in accordance with the current guidelines.	Section 26.1
	2. The Proponent must quantify specific climate change risks with reference to the NSW Government's climate projections at 10 km resolution (or lesser resolution if 10 km projections are not available) and incorporate specific adaptation actions in the design.	Sections 26.1.2, 26.2 and 26.3
	3. The EIS must include a qualitative assessment of changes to the heat island effect in the local area.	Section 26.2.1

Appendix B
Major development plan and building activity requirements under the Airports Act

B1 Required contents of a major development plan

Section 91 of the *Airports Act 1996* (Cth) (Contents of a major development plan) defines the requirements for a major development plan. These requirements are listed in Table B.1, together with where they are addressed in this document.

Table B.1 Required contents of a major development plan under Section 91 of the Airports Act

Section no.	Issue	Requirement	Where addressed in this document?
91(1A)	**Purpose**	The purpose of a major development plan in relation to an airport is to establish the details of a major airport development that: (a) relates to the airport; and	Chapters 7 and 8
		(b) is consistent with the airport lease for the airport and the final master plan for the airport.	Section 3.7
91(1)	**Content requirements**	A major development plan, or a draft of such a plan, must set out:	
	Objectives	(a) the airport-lessee company's objectives for the development; and	The objectives of the project are provided in section 5.3
	Extent to which airport users' needs will be met	(b) the airport-lessee company's assessment of the extent to which the future needs of civil aviation users of the airport, and other users of the airport, will be met by the development; and	Section 5.2.2
	Project description	(c) a detailed outline of the development; and	Chapters 7 and 8
	Consistency with airport lease	(ca) whether or not the development is consistent with the airport lease for the airport; and	Section 3.7
	Consistency with master plan	(d) if a final master plan for the airport is in force—whether or not the development is consistent with the final master plan; and	Section 3.6 (summary) and Chapters in Part B (further detail)
	Effect on noise exposure levels	(e) if the development could affect noise exposure levels at the airport—the effect that the development would be likely to have on those levels; and	Chapter 10
	Effect on flight paths	(ea) if the development could affect flight paths at the airport—the effect that the development would be likely to have on those flight paths; and	Chapter 11
	Plans to manage aircraft noise intrusion	(f) the airport-lessee company's plans, developed following consultations with the airlines that use the airport, local government bodies in the vicinity of the airport and—if the airport is a joint user airport—the Defence Department, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels; and	The project would not result in aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels
	Approvals required	(g) an outline of the approvals that the airport-lessee company, or any other person, has sought, is seeking or proposes to seek under Division 5 or Part 12 in respect of elements of the development; and	Chapter 3

Section no.	Issue	Requirement	Where addressed in this document?
91(1)	**Effect of the development on:**	(ga) the likely effect of the proposed developments that are set out in the major development plan, or the draft of the major development plan, on	
	■ Traffic flows	(i) traffic flows at the airport and surrounding the airport; and	Chapter 9
	■ Employment	(ii) employment levels at the airport; and	Chapter 20
	■ Local and regional economy and community	(iii) the local and regional economy and community, including an analysis of how the proposed developments fit within the local planning schemes for commercial and retail development in the adjacent area; and	Chapter 20 (economy and community) and Chapter 19 (consistency with planning schemes)
	Assessment of environmental impacts	(h) the airport-lessee company's assessment of the environmental impacts that might reasonably be expected to be associated with the development; and	Chapters in Part B (summary) and Technical Working Papers
	Plans for dealing with environmental impacts	(j) the airport-lessee company's plans for dealing with the environmental impacts mentioned in paragraph (h) (including plans for ameliorating or preventing environmental impacts); and	Chapters in Part B and Chapter 29 (consolidated measures)
	Sensitive development	(k) if the plan relates to a sensitive development—the exceptional circumstances that the airport-lessee company claims will justify the development of the sensitive development at the airport; and	The project is not a sensitive development as defined by section 71A(2) of the Airports Act
	Matters specified in the regulations	(l) such other matters (if any) as are specified in the regulations	See Table B.2
91(2)		Paragraphs (1)(a) to (k) (inclusive) do not, by implication, limit paragraph (1)(l).	n/a
91(3)		The regulations may provide that, in specifying a particular objective, assessment, outline or other matter covered by subsection (1), a major development plan, or a draft of such a plan, must address such things as are specified in the regulations.	See Table B.2
91(4)	**For particular objectives or proposals, the plan must address:**	In specifying a particular objective or proposal covered by paragraph (1)(a), (c) or (ga), a major development plan, or a draft of a major development plan, must address:	
	■ Consistency with planning schemes in force	(a) the extent (if any) of consistency with planning schemes in force under a law of the State in which the airport is located; and	Chapter 19
	■ Justification for any inconsistencies	(b) if the major development plan is not consistent with those planning schemes--the justification for the inconsistencies.	Chapter 19

Table B.2 Requirements of clause 5.04 (Contents of a major development plan) of the Airports Regulations 1997

Clause no.	Requirements	Where addressed?
5.04	For subsection 91 (3) of the Act, a major development plan must address the obligations of the airport-lessee company as sublessor under any sublease of the airport site concerned, and the rights of the sublessee under any such sublease, including:	
	(a) any obligation that has passed to the relevant airport-lessee company under subsection 22 (2) of the Act or subsection 26 (2) of the Transitional Act	Section 3.7
	(b) any interest to which the relevant airport lease is subject under subsection 22 (3) of the Act, or subsection 26 (3) of the Transitional Act.	Section 3.7

B2 Requirements in relation to approval of a major development plan

Section 94 of the Airports Act (Approval of major development plan by Minister) defines the requirements for approval of a major development plan. These requirements are listed in Table B.3, together with where they are addressed in this document.

Table B.3 Matters for consideration under section 94 of the Airports Act

Section no.	Matters for consideration	Where addressed?
94(3)	In deciding whether to approve the plan, the Minister must have regard to the following matters: (aa) the extent to which the plan achieves the purpose of a major development plan (see subsection 91(1A));	Section 3.2.1
	(a) the extent to which carrying out the plan would meet the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport;	Section 5.2.2
	(b) the effect that carrying out the plan would be likely to have on the future operating capacity of the airport;	Chapters 5 and 9
	(c) the impact that carrying out the plan would be likely to have on the environment;	Chapters in Part B (summary) and Technical Working Papers
	(d) the consultations undertaken in preparing the plan (including the outcome of the consultations);	Chapter 4
	(e) the views of the Civil Aviation Safety Authority and Airservices Australia, in so far as they relate to safety aspects and operational aspects of the plan	CASA and Airservices will review the draft MDP and provide advice
	(f) if the plan relates to a sensitive development …	The project is not a sensitive development as defined by section 71A(2) of the Airports Act

B3 Requirements in relation to approval of an application for building approval

The requirements that must be taken into account when considering an application for consent are defined by clause 2.04 of the Airports (Building Control) Regulations 1996. These requirements are listed in Table B.3, together with where they are addressed in this document.

Table B.4 Requirements of the Airports (Building Control) Regulations 1996 – considerations for grant or refusal of consent

Clause no.	Requirements	Where addressed?
2.04(1)	(1) An airport-lessee company must not refuse consent to an application for building approval unless the proposed building activity is inconsistent with: (a) the final master plan for the airport (if any); or	Section 3.6 (summary) and Chapters in Part B (further detail)
	(b) an approved major development plan for the airport (if any); or	Section 3.6.2
	(c) the final environment strategy (if any), under Part 6 of the Act, for the airport; or	Section 3.6 (summary) and Chapters in Part B (further detail)
	(d) the airport-lessee company's planning objectives for the airport.	Appendix D
2.04(2)	An airport-lessee company must not refuse consent to an application for building approval if, to do so, would be inconsistent with an obligation of the company, relating directly or indirectly to approval of the building activity:	
	(a) as lessor under a sublease to which subsection 22 (2) of the Act, or subsection 26 (2) of the Airports (Transitional) Act 1996, applies; or	n/a
	(b) under an interest to which subsection 22 (3) of the Act, or subsection 26 (3) of the Airports (Transitional) Act 1996, applies.	n/a
2.04(3)	In determining whether to refuse consent because a proposed building activity is inconsistent with a plan mentioned in paragraph (l) (a), (b) or (c), the airport-lessee company must have regard to the significance of the inconsistency.	n/a
2.04(4)	In determining whether to refuse consent because a proposed building activity is inconsistent with planning objectives for the airport, the airport-lessee company must have regard to the significance of the inconsistency and, in particular, to:	
	(a) the type, location, shape, size, height, density, design and external appearance of the development that will result from the proposed building activity; and	Chapter 7
	(b) if a building is intended to be constructed — the siting of the building in relation to the size, and shape, of the site it will occupy; and	Chapter 7
	(c) the relationship the results of the activity will have: (i) to existing buildings and other structures on adjoining land at the airport; and (ii) to other approved development on adjoining land at the airport; and	Chapters 7 and 19
	(d) if appropriate — the proposed means of entrance to, and exit from, the resulting development and, in particular, whether adequate provision has been made for loading, unloading, manoeuvring and parking of vehicles; and	Chapter 9
	(e) if appropriate — the management of travel of vehicles and pedestrians to and from the resulting development; and	Chapter 9

Clause no.	Requirements	Where addressed?
	(f) the impact the building activity, or resulting development, is likely to have on the environment and, if an adverse impact is likely, whether it is reasonably possible to protect the environment.	Chapters in Part B (summary) and Technical Working Papers
2.04(5)	In determining whether it is appropriate to grant a conditional consent, the airport-lessee company must have regard to possible impacts of the proposed building activity on:	
	(a) the safety and security of persons at the airport, in general; and	Chapter 11
	(b) airport services and the efficient operation of the airport.	Chapter 11

Appendix C

EIS form and content requirements – Environmental Planning and Assessment Regulation 2000

C1 Requirements of schedule 2 (Part 3) of the Environmental Planning and Assessment Regulation 2000

Requirement	Reference
6. Form of the environmental impact statement	
An environmental impact statement must contain the following information:	Refer certification at the front of the document with respect to (a) – (f)
(a) the name, address and professional qualifications of the person by whom the statement is prepared	
(b) the name and address of the responsible person	
(c) the address of the land: (i) in respect of which the development application is to be made, or (ii) on which the activity or infrastructure to which the statement relates is to be carried out	
(d) a description of the development, activity or infrastructure to which the statement relates	
(e) an assessment by the person by whom the statement is prepared of the environmental impact of the development, activity or infrastructure to which the statement relates, dealing with the matters referred to in this Schedule	
(f) a declaration by the person by whom the statement is prepared to the effect that: (i) the statement has been prepared in accordance with this Schedule, and (ii) the statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and (iii) that the information contained in the statement is neither false nor misleading.	
7. Content of environmental impact statement	
(1) An environmental impact statement must also include each of the following: (a) a summary of the environmental impact statement	Executive summary
(b) a statement of the objectives of the development, activity or infrastructure	Chapter 1
(c) an analysis of any feasible alternatives to the carrying out of the development, activity or infrastructure, having regard to its objectives, including the consequences of not carrying out the development, activity or infrastructure	Chapter 6
(d) an analysis of the development, activity or infrastructure, including: (i) a full description of the development, activity or infrastructure, and	Chapters 7 and 8
(ii) a general description of the environment likely to be affected by the development, activity or infrastructure, together with a detailed description of those aspects of the environment that are likely to be significantly affected, and	Chapter 2 and Part B
(iii) the likely impact on the environment of the development, activity or infrastructure, and	Part B
(iv) a full description of the measures proposed to mitigate any adverse effects of the development, activity or infrastructure on the environment, and	Part B
(v) a list of any approvals that must be obtained under any other Act or law before the development, activity or infrastructure may lawfully be carried out	Chapter 3

Requirement	Reference
(e) a compilation (in a single section of the environmental impact statement) of the measures referred to in item (d) (iv)	Chapter 27
(f) the reasons justifying the carrying out of the development, activity or infrastructure in the manner proposed, having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development set out in subclause (4).	Chapter 28

Appendix D
Sydney Airport planning objectives

D1 Sydney Airport Master Plan 2039 planning objectives

Table D.1 considers the consistency of the project with the Sydney Airport planning objectives listed in *Sydney Airport Master Plan 2039*.

Table D.1 Sydney Airport planning objectives

Objective	Project consistency
Enhance safety and security for users of the airport by: ■ Safeguarding the airport's aviation operations ■ Ensuring a safe and secure environment for passengers, employees and infrastructure.	The project has been developed with an objective of minimising potential impacts on the safety of airport operations. The design has evolved to avoid impacts and intrusions in Sydney Airport's prescribed airspace. The potential impacts of the project on aviation safety have been assessed and the results of this assessment are summarised in Chapter 11 (Airport operations). The assessment concluded that the project would not impact on the safety of airport operations.
Consider the interface with the community in planning, development and operations by: ■ Engaging in an open and genuine manner ■ Supporting the NSW and local economies in which the airport operates.	Community and stakeholder engagement has been, and would continue to be, an important part of the project's development. Further information on consultation is provided in Chapter 4 (Consultation). The potential social and community impacts of the project have been assessed and measures are provided to minimise the potential impacts of the project (see Chapter 20 (Socio-economic impacts)).
Enhance the experience of all passengers and airport users: ■ Arriving and departing landside at the airport, including at ground transport facilities, rail stations, terminal forecourts and commercial precincts ■ Travelling through the terminals ■ Through safety and security improvements.	The project would improve road access to and around Sydney Airport, which would benefit airport visitors and those travelling around and near the airport. It would enhance the transport experience for passengers and airport users arriving and departing landside at the airport, including to and from ground transport facilities.
Improve ground access to, from and past the airport through: ■ Innovative solutions to ground access ■ Partnership with the Australian, NSW and local governments ■ Supporting increased public and active transport use.	The project, as part of Sydney Gateway, has been developed in recognition of the existing access issues to Sydney Airport and Port Botany. The project recognises that efficient access to Sydney Airport is critical to the economic growth and prosperity of Sydney and Australia. The project forms part of Australian and NSW government investments in the transport network to cater for the forecast growth in passengers and freight through Sydney Airport and towards Port Botany.
Continue to improve environmental performance at the airport in order to: ■ Reduce the carbon footprint of the airport ■ Conserve items of natural, indigenous or heritage value ■ Protect environmentally significant areas.	This document considers the potential impacts of the project. The project has been, and would continue to be, designed to minimise the potential impacts and contribute to the sustainable operation of Sydney Airport. To manage the potential impacts identified by this document, and in some cases remove them completely, the chapters in Part B outline a range of mitigation measures that would be implemented during construction and operation. With implementation of the proposed measures, the potential environmental impacts of the project would be adequately managed.
Further embed sustainability into airport decision-making in order to: ■ Minimise the impact on, and seek opportunities to enhance, the natural, constructed and social environments ■ Reduce waste and promote sustainable use of energy, water and materials.	Chapter 25 (Sustainability) provides information on how sustainability has been, and would be, embedded into the design and construction of the project. Measures to reduce waste are provided in Chapter 24 (Waste management).

Objective	Project consistency
Improve the efficiency of the airport through: ■ Investments in terminal and airfield infrastructure ■ Utilising new technology ■ Optimal use of the airfield.	Not relevant to the project
Provide adaptable and flexible plans to accommodate aviation growth that: ■ Meet forecast passenger growth ■ Ensure responsible investments ■ Are responsive to change.	As described in Chapter 5 (Strategic context and project need), the project has been proposed to meet predicted growth in passengers and transport demands, including freight transport, at Sydney Airport.
Maximise the capacity of the airport to meet demand within existing operational restrictions including: ■ 80 movements per hour ■ Curfew from 11pm to 6am ■ Access arrangements for regional airlines ■ Long Term Operating Plan (LTOP).	Not relevant to the project
Stimulate leisure and business travel to generate benefit and value for the economy: ■ Facilitate the activities of businesses operating at the airport ■ Contribute to the growth of tourism, trade and jobs in the NSW and Australian economies.	The project would improve access to and around Sydney Airport, which would benefit airport visitors and those travelling in the vicinity of the airport.
Create an airport that is able to compete internationally to capture aviation demand: ■ Deliver efficient infrastructure capacity and facilities to service new and existing international markets ■ Continue to innovate and create a world class experience for our customers.	The project has been developed in recognition of Sydney Airport's role as one of NSW and Australia's most important infrastructure assets, providing essential domestic and international connectivity for people and goods. To support this role and predicted future growth, employees, residents, visitors and businesses need reliable access to the airport, and efficient connections between the airport and Sydney's strategic hubs. The project would meet these needs, and provide for future growth in passengers and freight transport.

Appendix E
Community and Stakeholder Consultation Report

Appendix F
Strategic planning review

F1 Strategic planning review

A summary of the plans and strategies that are relevant to the need for, and development of, the project is provided below.

National strategic planning

Australian Infrastructure Plan and Priority List

The *Australian Infrastructure Plan* (Infrastructure Australia, 2016) sets out the infrastructure challenges and opportunities that Australia faces over the next 15 years and the solutions required. The plan was informed by a comprehensive review of existing and required infrastructure over the coming decades. The plan has four main themes:

- Productive cities, productive regions
- Efficient infrastructure markets
- Sustainable and equitable infrastructure
- Better decisions and better delivery.

In relation to the fourth theme, the plan recognises that Australia relies on its air and sea ports to provide vital links both within the country and to the global economy. It notes that demand for airport infrastructure is projected to approximately double between 2011 and 2031.

As part of the *Australian Infrastructure Plan*, the *Infrastructure Priority List* (Infrastructure Australia, 2019) is designed to give guidance to decision makers and provide transparency for industry and the community. It is a 'rolling' list that is updated periodically as proposals move through development and delivery and in response to emerging challenges and opportunities.

Sydney Gateway, described by the *Infrastructure Priority List* as a 'connection from WestConnex to Sydney Airport and Port Botany' is included as a high priority near-term (0–5 years) initiative on the priority list in the NSW urban congestion category. The priority list notes the following:

- Road congestion on the arterial road network in and around Sydney Airport and Port Botany is growing as airport and port throughput increases, causing significant delays
- Congestion is a problem throughout the day, rather than just at peak times, with the major road links congested for over half the day – part of this congestion is generated by road freight in and around Sydney Airport and Port Botany
- Increasing rail's share of both passenger and freight traffic through the precinct will reduce potential demand on the road network over coming years; however, the road network will still need substantial expansion to cater for traffic to and from locations that are only effectively serviced by road
- Sydney Gateway will provide substantial additional capacity into and out of the Sydney Airport and improve access to the Port Botany precinct, allowing airport and port traffic to avoid local arterial roads when accessing the broader Sydney motorway network (ie WestConnex).

National Land Freight Strategy

The *National Land Freight Strategy* (Standing Council on Transport and Infrastructure, 2012) is a partnership between Australian, State and local governments and industry to deliver a streamlined, integrated and multimodal freight transport and logistics system, capable of efficiently moving freight throughout Australia. The strategy recognises that:

- The efficient movement of land freight is crucial for Australia's productivity and competitiveness, and affects the lives of every Australian
- Continued growth in freight volumes is giving rise to a range of increasingly complex challenges for governments, industry and the community.

The strategy seeks to direct the efforts of all governments and industry towards the long-term vision, objectives and outcomes for freight in Australia. Identifying the current and future places for freight movement is a core element of the strategy.

The discussion paper for the strategy, the *National Land Freight Strategy Discussion Paper* (Infrastructure Australia, 2011) notes that general freight is likely to grow near population centres. In addition, population growth and urban consolidation will place added pressure on routes used by freight vehicles.

As a result of the predicted growth in population and freight, especially in urban areas, the need to resolve issues around effective freight movement will become increasingly important. The project would assist in addressing freight transport needs and congestion by providing an alternative route for State and regional freight travelling to and from Sydney Airport and Port Botany. This new route would be a high capacity road that would link to other arterial roads (ie Qantas Drive and Joyce Drive), as opposed to other arterial roads (including Botany Road or O'Riordan Street) that also provide a local transport and access function. In doing so, the project would assist in improving the efficiency of freight movement.

National Ports Strategy

The *National Ports Strategy* (Infrastructure Australia and the National Transport Commission, 2011) was developed as part of a collaborative approach to the future development and planning of Australia's port and freight infrastructure. The strategy covers bulk commodity ports and container ports, identifying:

- The most effective regulatory and governance frameworks
- Ways to improve land planning and corridor preservation
- Future infrastructure requirements of Australia's ports, including road and rail links.

The strategy notes that there are major efficiency implications for Australia if significant improvements are not made to ports and related landside road and rail systems over the coming decades.

The *National Ports Strategy* illustrates the need for improvements to the freight supply chain operating from Port Botany. The project would provide an alternative route between the to be constructed Sydney motorway network (at St Peters interchange) and existing arterial roads – Qantas Drive and onwards to Joyce Drive and General Holmes Drive – which provide access to Port Botany. This would assist in improving Port Botany's land-side transport capacity and contribute to improved accessibility, improving the productivity of national exports.

NSW planning

State Infrastructure Strategy

Building Momentum State Infrastructure Strategy 2018 – 2038 (Infrastructure NSW, 2018) establishes the strategic directions, projects and initiatives to meet the infrastructure needs of a growing population and a growing economy.

The strategy investigates infrastructure demands over the next 20 years. With regard to Sydney Airport, it notes that: 'An extra 48 million passenger trips are expected to and from Sydney Airport in 2036. This is the same annual growth rate as expected in 2012'. The strategy notes that container trade through Port Botany is expected to grow by 114 per cent between 2016 and 2036.

With regard to transport, the strategy notes the following:

- Rising congestion on parts of the road network will increase travel times and affect the reliability of the freight network
- Maintaining the efficiency of infrastructure networks and access to the international trade gateways of Sydney Airport and Port Botany will be critical to support the ongoing competitiveness of Sydney and NSW
- The value of goods moved by air freight through Sydney Airport is the same as almost the entire agricultural production of Australia

- Sydney Airport will remain the point of arrival for most international visitors and it is important that it operates to its highest potential.

The strategy recognises the importance of the Sydney Gateway road project, and states the following:

- Sydney Gateway will provide a valuable connection between WestConnex and the key international gateways of Sydney Airport and Port Botany. Planning for this link has consistently demonstrated that it returns a high benefit relative to its cost, commensurate with the high value of the productive traffic that is expected to use it
- Once the Sydney Gateway, Botany Rail Duplication and road pinch point works to improve freight flows in the Port Botany and Sydney Airport precinct are completed, the city's major road and rail networks will efficiently connect Sydney's eastern international gateways to strategic centres via WestConnex and the Botany Rail Line.

The project is consistent with the following strategic directions in the strategy:

- Improve access to international gateways
- Optimise existing infrastructure networks to provide greater capacity for better services.
- Maintain the Eastern Harbour City's position as the primary international gateway for people, goods and services by providing efficient and reliable connections to Sydney Airport and Port Botany.

The following action includes reference to the project: *60. Infrastructure NSW recommends that Transport for NSW finalise business cases by the end of 2018 to enable the NSW Government to partner with the Commonwealth Government to fund investment in Sydney Gateway, Port Botany Rail Duplication and Foreshore Road/Botany Road, as well as the Moorebank Intermodal Terminal Road Access Strategy, to remove bottlenecks on connections to and from Sydney Airport and Port Botany and to capitalise on development of the Moorebank Intermodal Terminal. (Planning: 0-5 years; Investment: 0-5 years).*

Future Transport Strategy

The *Future Transport Strategy 2056* (Transport for NSW, 2018c) is a suite of strategies and plans for transport developed in conjunction with the Greater Sydney Commission's *A Metropolis of Three Cities – the Greater Sydney Region Plan* and supporting regional plans, and Infrastructure NSW's *State Infrastructure Strategy.* The *Future Transport Strategy 2056* provides an integrated 40-year vision, directions and outcomes for transport in NSW.

The strategy provides a 40-year vision for our transport system. The strategy outlines a vision, strategic directions and customer outcomes, with infrastructure and services underpinning the delivery of these directions across the state. The strategy focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities we want for the future.

The strategy's vision for the future of transport is for road and transport links to form part of an integrated and connected network across the Greater Sydney region with each of the three cities described in *A Metropolis of Three Cities* (the Eastern Harbour City, Central River City and Western Parkland City). The vision for the future of transport is based on six outcomes:

- Customer focused
- Successful places
- A strong economy
- Safety and performance
- Accessible services
- Sustainability.

The project is consistent with the strategy, as it would provide for new high-capacity road connections, strengthening the linkages between Sydney Airport and Sydney's strategic road network. It would support safe, efficient and reliable journeys for people and freight.

The strategy shows Sydney Airport's location on the proposed city-shaping and city-servicing corridors. It also shows an additional connection between Sydney Airport and the Greater Sydney strategic road network via a new strategic road. The project would address these priorities.

As a result, the project is a key element of the strategy. Sydney Airport is Australia's busiest airport and Port Botany is one of the highest frequency freight terminals, serving state, national and international markets. The project would greatly improve access to this important precinct. The project would strengthen Sydney's position as a global city, providing more efficient connections to major business hubs, key commercial centres and freight terminals across Greater Sydney.

NSW State and Premier's priorities

The NSW Government has committed to 30 State Priorities, 12 of which are Premier's Priorities. The priorities aim to keep the economy strong, create jobs, deliver world-class services, protect the vulnerable and ensure that all NSW citizens and communities share in the state's success.

Relevant priorities, and the project's consistency with each, are summarised below:

- Creating jobs – the project would directly create jobs during construction and would service the predicted growth in employment in the study area
- Delivering infrastructure – the project involves delivering significant and important road infrastructure
- Encouraging business investment – the project would encourage business investment by improving the connections between Sydney Airport and Port Botany and other areas of Sydney and would provide improved conditions for freight transport
- Improving road travel reliability – the project would address existing congestion and access issues to and around Sydney Airport and towards Port Botany, delivering travel time savings
- Reducing road fatalities – the project would provide free-flowing high speed road connections, reduce traffic on local roads and improve traffic flows, which are correlated with a lower number of road crashes.

NSW Freight and Ports Plan

The *NSW Freight and Ports Plan 2018–2023* (Transport for NSW, 2018a), which forms part of *Future Transport Strategy 2056*, sets the strategic direction for freight and ports over the next 40 years. The plan identifies priority actions and initiatives to create a transport network where goods move efficiently to their markets. The plan notes that access by both road and rail to and from freight facilities such as ports is becoming increasingly constrained, and that congestion and constraints on the supporting land transport network can reduce the performance of ports.

With regard to Sydney Airport and air freight, the plan notes that:

- Most air freight (about 80 per cent) is carried in the hold of passenger planes, with the remainder being transported by dedicated freight aircraft
- Sydney Airport handles half of Australia's international freight and a third of the domestic freight task
- Sydney Airport handled $39 billion in imports and $12 billion in exports in 2016 (predicted to increase to $54 billion in imports and $17 billion in exports by 2036), with the volumes of exports and imports estimated to increase from 369,000 tonnes in 2016 to 613,000 tonnes in 2036 (a 65 per cent increase).

The plan also notes that about 80 per cent of freight in Greater Sydney is transported by road, and that WestConnex will become a major part of the freight network. The plan recognises that to support the growth in air freight, a range of constraints will need to be addressed, including congestion on the road network around Sydney Airport. The plan notes that congestion contributes to the cost of moving freight, and that the cost of avoidable congestion in Sydney was $6.1 billion in 2015, projected to increase to between $9.5 billion and $12.6 billion by 2030.

As traffic volumes increase, it will be necessary to manage congestion for key freight areas, particularly around Port Botany and Sydney Airport, supporting the growth of international trade. The project is consistent with the following objectives and goals in the plan:

Objective 2: Efficiency, connectivity and access, Goal 2: Improve flow of freight through trade gateways

The plan states that as access to the Port Botany precinct is impacted by traffic associated with Sydney Airport, the NSW Government will work with Sydney Airport Corporation to explore ways to improve the efficiency of operations in and around the airport.

Objective 3: Capacity, Goal 2: Deliver new infrastructure to increase road freight capacity and improve safety

The plan states that Sydney's motorway network is set to become more connected with the WestConnex and NorthConnex projects underway. It notes that the Sydney Gateway road project will provide additional road infrastructure to connect Sydney's motorway network to Sydney Airport and Port Botany.

The plan included reference to the project as part of the following action: *Develop a link between WestConnex at St Peters Interchange and the Sydney Airport and Port Botany precinct, improving freight connectivity between Port Botany and the strategic motorway network (subject to Final Business Case and funding).*

Metropolitan/regional planning

A Metropolis of Three Cities – the Greater Sydney Region Plan

A Metropolis of Three Cities – the Greater Sydney Region Plan (Greater Sydney Commission, 2018a) sets a 40-year vision (to 2056) and establishes a 20-year plan to manage Greater Sydney's growth and change. The plan is built on a vision of three cities, where most residents live within 30 minutes of jobs, education, health facilities, and other services – the Western Parkland City, Central River City and Eastern Harbour City. The plan notes that:

- Efficient trade gateways, freight and logistics networks are required for the Sydney region to be more internationally competitive
- Sydney Airport and Port Botany are Greater Sydney's two nationally significant trade gateways, with significant growth projected
- Retaining internationally competitive operations at Sydney Airport and Port Botany is vital for a productive NSW economy
- Ensuring transport networks can support the needs of these trade gateways is of national significance
- Providing for growth requires an efficient and effective road and rail freight network integrated with ports and airports.

The plan includes 10 directions and 40 objectives for the future of Sydney. The project is consistent with the following objectives:

- Objective 3 – infrastructure adapts to meet future needs
- Objective 15 – the Eastern, Greater Parramatta and the Olympic Peninsula, and Western Economic Corridors are better connected and more competitive
- Objective 16 – the freight and logistics network is competitive and efficient.

The project would ensure Sydney's strategic centres, as defined by *A Metropolis of Three Cities*, are connected by an effective, integrated transport network, which is fundamental to supporting growth – providing access to jobs, housing, recreation activities and business interactions. It would also facilitate improved connections between Western Sydney, Sydney Airport and Port Botany, south and south-western Sydney and northern Sydney, as well as better connectivity between the important economic centres along Sydney's Global Economic Corridor and local communities

Eastern City District Plan

The Greater Sydney Commission's five district plans are a guide for implementing *A Metropolis of Three Cities – the Greater Sydney Region Plan* at a district level. These 20-year plans are a bridge between regional and local planning. Their purpose is to inform local environmental plans, community strategic plans and the assessment of planning proposals.

The project is located in an area subject to the *Eastern City District Plan* (Greater Sydney Commission, 2018b). Eastern Sydney is considered to be Australia's global economic gateway and the most concentrated area of economic activity, jobs and investment. The plan notes that Sydney Airport and Port Botany are global gateways that form part of the Eastern Economic Corridor. The plan recognises that:

- A significant freight and logistics task will remain in the Eastern City due to the competitive advantages and efficiencies afforded by proximity to these gateways
- Sydney Airport and Port Botany will grow significantly
- The Eastern City has the highest concentration of parcel deliveries across Greater Sydney, many of which arrive via air freight with others via road. The Sydney Airport curfew and the consequent timing of parcel deliveries and collections often coincides with the morning and evening peaks, intensifying peak traffic congestion.

The project is consistent with the following planning priorities in the *Eastern City District Plan*:

- E9 Growing international trade gateways
- E10 Delivering integrated land use and transport planning and a 30-minute city.

The project is consistent with these priorities as it would provide improved access to Sydney Airport and towards Port Botany. By reducing the growth of traffic through the Mascot and Botany town centres, it would improve amenity for land uses in these areas while also reducing traffic congestion.

The plan recognises the project as an important freight-related initiative and includes the following relevant actions:

- 30h Manage the interfaces of industrial areas, trade gateways and intermodal facilities by … providing the required commercial and passenger vehicle, and freight and passenger rail access
- 31d Protect and grow Port Botany by… investigating a corridor for an enhanced road link from Port Botany to WestConnex
- 31k Protect and grow Sydney Airport by… facilitating road planning to connect Sydney Airport to WestConnex

The project is consistent with the above actions. In conjunction with the Botany Rail Duplication project, it would improve access for freight to Sydney Airport and Port Botany. It would also provide an enhanced road link between the Sydney motorway network and towards Port Botany

Greater Sydney Services and Infrastructure Plan

The *Greater Sydney Services and Infrastructure Plan* (Transport for NSW, 2018b), which forms part of the *Future Transport Strategy 2056*, sets the strategic direction for transport in NSW over the next 40 years. Building on the State-wide transport outcomes identified in the *Future Transport Strategy 2056*, the plan identifies specific transport outcomes for Greater Sydney and the policy, service and infrastructure initiatives to achieve these outcomes.

The plan defines the vision for Sydney's future transport networks, including the strategic freight network, and shows that the Sydney Gateway road project is part of Greater Sydney's strategic freight network. The plan notes that the NSW Government is investing or has committed to a number of initiatives to expand the freight network. It notes that WestConnex and Sydney Gateway will effectively extend the M4 corridor to Port Botany and boost capacity on the M5 corridor, better connecting Port Botany and freight precincts in western Sydney.

Local planning

Sydney Airport Master Plan

As part of the planning framework under the Airports Act, leased federal airports are required to prepare a master plan. Section 70(1) of the Airports Act requires airports regulated by the Act to have a final master plan.

The *Sydney Airport Master Plan 2039* (SACL, 2019a) (the Master Plan) provides a 20-year plan for the development and operation of Sydney Airport.

The Master Plan includes reference to the Sydney Gateway road project and notes that Transport for NSW is preparing the concept design and working with Sydney Airport Corporation. The Master Plan was developed with reference to the project potentially being part of the external road network (subject to project approval). The Master Plan's five-year ground transport plan for Sydney Airport (2019 to 2024) has been developed to complement the project.

The Master Plan notes that:

- A Sydney Gateway connection will complement Sydney Airport's planned infrastructure improvements
- The ground transport solutions proposed at Sydney Airport's terminals recognise the potential changes in traffic volumes and patterns resulting from the opening of WestConnex and any Sydney Gateway connection
- The ground transport plan allows for widening of Qantas Drive and Airport Drive and a partial grade separated road at the entry to Terminals 2/3.

All development within Sydney Airport needs to be consistent with the Master Plan. Further information about the consistency of the project with the Master Plan is provided in Chapter 3 (Strategic context and project need) and in Chapters 9 to 27 in relation to each of the environmental issues.

The project is consistent with future planning for ground transport as described by Master Plan. One of the objectives of the plan is to 'improve ground access to, from and past the airport'. The needs defined by the plan, which would be met by the project, include access improvements to Sydney Airport terminals, and to Sydney Airport's northern lands for the planned aviation support precinct (including freight and logistics facilities). The master plan identifies that these improvements may include new roads and a bridge over Alexandra Canal, Airport Drive and the existing rail corridor, which are proposed as part of the project.

The project is consistent with future planning for ground transport as described by the Master Plan, and meets Sydney Airport's development, growth and infrastructure needs as defined in these plans. As described in section 5.14, Sydney Airport Corporation has proposed and carried out a number of road and access improvements within Sydney Airport land, including the proposed ground transport interchange. The project would complement and enhance the operation and efficiency of these improvements, working together to improve access to and from Sydney Airport's terminal and freight facilities.

NSW Ports' 30 Year Master Plan

NSW Ports began operations in mid-2013 under a 99-year lease for Port Botany, Port Kembla, the Cooks River Intermodal Terminal and the Enfield Intermodal Logistics Centre. *Navigating the Future: NSW Ports' 30 Year Master Plan* (NSW Ports, 2015) documents the actions required to create a sustainable port supply chain that will meet the needs of NSW over the next 30 years and beyond. It details expected trade growth and outlines the actions to address this growth. The plan notes that:

- Port Botany is vital to the economic wellbeing of Sydney and NSW and is NSW's only container port and the largest bulk liquid and gas port
- Most of Port Botany's trade caters for Sydney's consumers and businesses, with 80 per cent of import containers delivered within a 40 kilometres radius from Port Botany
- Port Botany will be required to cater for growing trade volumes over the next 30 years
- Container volumes could more than triple from 2.3 million to 8.4 million TEUs over the next 30 years
- Maximising the capacity of Port Botany and its ability to meet the predicted growth in freight throughput requires a combined investment in, and optimisation of, both road and rail networks.

The plan identifies five objectives to respond to these needs and sustainably cater for forecast trade growth. A key part of meeting Port Botany's future transport needs will be maximising the transport of containers by rail between Port Botany and Sydney metropolitan intermodal terminals. The Botany Rail Duplication project will contribute to meeting this objective.

The plan recognises that while the increased use of freight rail will assist in managing growth in truck volumes, roads will continue to be an important means of moving freight to and from ports and intermodal terminals. It is therefore essential that efficient road connections are available. The project will assist in achieving this and the plan's objective 1: 'Provide efficient road connections to the ports and intermodal terminals'. With regard to this objective, the plan notes that managing the growth in truck numbers will be important to limit congestion at Port Botany and to limit impacts on the local community. The plan notes a number of actions under this objective, including 'deliver an efficient connection from Foreshore Road to the proposed M4 Motorway connection at St Peters'.

The project would provide new high capacity road connections between the Sydney motorway network, towards Port Botany, allowing traffic to bypass roads through local areas, including Botany Road. It would provide a connection from St Peters interchange to the arterial road network near Sydney Airport, which would enable trucks to access Foreshore Road via General Holmes Drive and Joyce Drive.

The project, together with the Botany Rail Duplication project, the development of the Sydney motorway network (eg M4 East, New M5 and M4-M5 Link), and other key road infrastructure projects, would expand capacity and support connections to Port Botany.

Botany Bay Planning Strategy 2031

The *Botany Bay Planning Strategy 2031* (City of Botany Bay, 2009) was prepared to provide a framework for growth of the (then) Botany Bay local government area (now part of the Bayside local government area). The strategy provides employment and housing targets for different areas within the local government area, and notes the areas that provide opportunities for housing growth, renewal and redevelopment (including around Mascot Station and Botany Road).

The plan recognises that Sydney Airport is a nationally significant asset. One of the strategy directions of the plan is 'Maintaining Sydney Airport as a Global Gateway'.

The plan notes that many of the streets in the local government area have high daily traffic volumes, with a high proportion of traffic (including heavy vehicle traffic) associated with Sydney Airport and Port Botany, and that there is little distinction between local and regional traffic functions on roads in the local government area. In particular, the strategy notes urban amenity issues associated with heavy vehicle volumes using Botany Road to access Port Botany. The plan provides a number of actions aimed towards amenity improvements along O'Riordan Street and Botany Road.

The project is consistent with the strategy's planning principle 7: 'Separate regional and local traffic rail and road movements'. By providing high capacity road connections between the Sydney motorway network, Sydney Airport and towards Port Botany, the project would facilitate improved connections between Western Sydney, Sydney Airport and Port Botany. It would expand road capacity for airport and port traffic, and assist in improving traffic flow and reducing congestion on other roads in the local government area. It would facilitate opportunities for future urban renewal by reducing the growth in road traffic on Botany Road, O'Riordan Street and local roads. It would also create opportunities for improved connectivity, active transport links and public transport improvements, and improved urban design outcomes and local amenity.

Appendix G
Preliminary environmental risk assessment

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