

# Appendix C

## Statutory compliance



# Parramatta Light Rail Stage 2

## Environmental impact statement



### C-1 Requirements of the Environmental Planning and Assessment Regulation 2000

Table C.1 provides the form and content requirements for the EIS in accordance with Part 3 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (as required by the SEARs – see Table A.1 in Appendix A (SEARs compliance table)).

Table C.1 Form and content requirements of the EIS

Requirement	Reference
<b>6. Form of environmental impact statement</b>	
(1) 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.	
(2) The person preparing the statement must have regard to the following –	As noted in section 1.4 – the EIS has been prepared with regard to the <i>State significant infrastructure guidelines – preparing an environmental impact statement</i> (DPIE, 2021a) (Appendix B to the <i>State Significant Infrastructure Guidelines</i> (DPIE, 2020))
(b) for State significant infrastructure – State Significant Infrastructure Guidelines.	
<b>7. Content of environmental impact statement</b>	
(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,	Section 1.3

Requirement	Reference
(c) an analysis of any feasible alternatives to the carrying out of the development, activity or infrastructure, having regards to its objectives, including the consequences of not carrying out the development, activity or infrastructure,	Chapter 5
(d) an analysis of the development, activity or infrastructure, including –	
(i) a full description of the development, activity or infrastructure, and	Chapters 6 and 7
(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 chapters in Part C
(iii) the likely impact on the environment of the development, activity or infrastructure, and	Chapters in Part C
(iv) a full description of the measures proposed to mitigate adverse effects of the development, activity or infrastructure on the environment, and	Chapters in Part C
(v) a list of any approvals that must be obtained under another Act or law before the development, activity or infrastructure may lawfully be carried out	Section 4.2 and Table C-2
(e) a compilation (in a single section of the environmental impact statement) of the measures referred to in item (d)(iv)	Appendix K (Consolidated mitigation measures)
(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).	Section 24.1

## C-2 Statutory compliance table

Table C.2 provides a description of how the project and EIS complies with the relevant statutory requirements summarised in Chapter 4 (Statutory context).

Table C.2 Statutory compliance table

Statutory requirement	Detail	Where addressed in the EIS
<b>Environmental Planning and Assessment Act 1979 and Regulation</b>		
<i>Environmental Planning and Assessment Act 1979</i> (EP&A Act) Section 2 Objects of Act	The objects of the EP&A Act are guiding principles that need to be considered by planning authorities when making decisions under the Act.	Table C.3
EP&A Act Division 5.2	Section 5.14(1) provides that the approval of the Minister for Planning is required to carry out State significant infrastructure.  Section 5.17(1) provides that the proponent must submit an EIS for approval to carry out the State significant infrastructure.	Chapter 4 (Statutory context). This EIS has been prepared in accordance with the requirements of Division 5.2.

Statutory requirement	Detail	Where addressed in the EIS
Environmental Planning and Assessment Regulation 2000 Part 3 of Schedule 2 (Environmental impact statements)	The SEARs (General SEARs, item 1) require the EIS to be prepared in accordance with Part 3 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (see Appendix A (SEARs compliance table)). Part 3 of Schedule 2 provides requirements in terms of the form and contents of the EIS.	Table C.1 documents where the requirements of Part 3 of Schedule 2 have been addressed in the EIS.  The EIS is also consistent with the form and content requirements of the current Environmental Planning and Assessment Regulation 2021 as defined by sections 190 and 192 of Division 5 of Part 8, with the exception of the requirement for a declaration under section 190(3), which does not apply to the project by virtue of a savings and transitional provision contained in Schedule 8 to the Environmental Planning and Assessment Regulation 2021.
<i>Biodiversity Conservation Act 2016</i>	Clauses 7.9(1) and 7.9(2) provide that an application for approval of State significant infrastructure must be accompanied by a biodiversity development assessment report unless the proposed development is not likely to have any significant impact on biodiversity values.  Clause 7.14(2) provides that, when determining an application in accordance with the EP&A Act, the Minister for Planning must take into account the likely impact of a proposed development on biodiversity values as assessed in the biodiversity development assessment report.	A biodiversity development assessment report has been prepared (see Technical Paper 9).  Potential biodiversity impacts are considered in Chapter 16 (Biodiversity).
<b>Other relevant Acts</b>		
<i>Marine Safety Act 1998</i>	License under clause 97 of the Marine Safety Regulation 2016.	Section 4.2.1
<i>Protection of the Environment Operations Act 1997</i>	Environment protection licence to construct railway infrastructure.	Section 4.2.1
<i>Roads Act 1993</i>	Consent under section 138(1) to construct the bridge over Silverwater Road.	Section 4.2.1
<i>Sydney Olympic Park Authority Act 2001</i>	Roads within Sydney Olympic Park, which are not roads for the purposes of the <i>Roads Act 1993</i> , must be treated under section 40 of the <i>Sydney Olympic Park Authority Act 2001</i> .	Section 4.2.1

### C-3 Objects of the *Environmental Planning and Assessment Act 1979*

Table C.3 provides a review of the relevance of the project to the objects of the EP&A Act.

Table C.3 Meeting the objects of the *Environmental Planning and Assessment Act 1979*

EP&A Act objects	Comment
<p>To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources</p>	<p>The project would promote the social and economic welfare of the community by improving public transport access, reducing road congestion, and increasing the connectivity of the GPOP community, including to existing and future employment and growth areas.</p> <p>Wherever possible, the project has been designed to minimise impacts on the environment and the need for land acquisition, as well as impacts on existing development and local communities.</p> <p>The design of the project has carefully considered a construction methodology and selection of materials and resources that minimises resource consumption. During construction and operation, opportunities would be taken to further reduce material use and maximise the use of materials with low embodied environmental impact, as far as practicable.</p>
<p>To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment</p>	<p>The project is consistent with the principles of ecologically sustainable development as described in section 24.1.1.</p>
<p>To promote the orderly and economic use and development of land</p>	<p>The project would provide a significant increase in transport connectivity, capacity and amenity in GPOP. This would boost the economic productivity of the Central River City and unlock planned land use outcomes in GPOP's planned urban renewal and development precincts.</p> <p>The project would also support current city shaping and urban renewal activities along the project corridor, enabling future development to be integrated with a public transport solution. As described in Chapter 3 (Strategic context and need), the Greater Sydney Commission identified that there has traditionally been a lack of integration between land use and infrastructure planning to meet community needs as an area experiences significant growth. To respond to this, a new collaborative land use and infrastructure planning model was developed to focus on overall place outcomes for GPOP. This took the form of the <i>Place-based Infrastructure Compact</i> (Greater Sydney Commission, 2019), which committed to aligning growth in the key GPOP precincts (including Sydney Olympic Park, Melrose Park and Ermington) with Parramatta Light Rail Stage 2. In line with this, the project would promote the orderly use and development of land in GPOP.</p>
<p>To promote the delivery and maintenance of affordable housing</p>	<p>The project would provide public transport accessibility to future growth areas in GPOP, including Camellia/Rosehill, Melrose Park, Wentworth Point and Sydney Olympic Park, and accessibility to existing communities in these suburbs as well as in Rydalmere and Ermington.</p> <p>It would provide an affordable transport option for future residents by providing access from existing and future growth areas to the Parramatta CBD and other forms of public transport (including Parramatta Light Rail Stage 1 and Sydney Metro West).</p> <p>The project would support the opportunity for increased residential densities. For example, in response to the planning proposal for rezoning of land in Melrose Park North, the City of Parramatta Council resolved that, with delivery of a bridge to Wentworth Point (with light rail or equivalent bus service) and Sydney West Metro, the development capacity of the north and south precincts could increase from 6,700 to 11,000 dwellings (City of Parramatta, 2019).</p>

EP&A Act objects	Comment
<p>To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats</p>	<p>A range of corridor options and design refinements have been considered for the project since planning began. As a result of this process, the environmental impacts of the project have been minimised as far as practicable, including impacts to threatened species, ecological communities and their habitats.</p> <p>Direct impacts to biodiversity have been largely avoided and/or minimised by measures including maximising use of existing transport corridors and disturbed areas with no or limited native vegetation, avoiding direct impacts on remnant native vegetation (forest and wetland habitat) in Newington Nature Reserve, and locating the proposed bridges over the Parramatta River to make use of natural gaps in mangrove vegetation.</p> <p>The project's impacts on biodiversity have been assessed in detail and measures to avoid and mitigate potential impacts have been developed (see Chapter 16 (Biodiversity)).</p>
<p>To promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage)</p>	<p>Design development has included a focus on avoiding or minimising potential Aboriginal and non-Aboriginal heritage impacts. Heritage values have been, and would continue to be, considered as part of design development. Comprehensive assessments of potential heritage impacts have been undertaken and are provided in Technical Paper 4 (Aboriginal Cultural Heritage Assessment Report), Technical Paper 5 (Statement of Heritage Impact – Built Heritage) and Technical Paper 6 (Historical Archaeological Assessment).</p> <p>Direct impacts on heritage have been avoided, and design refinements undertaken, to minimise potential impacts as far as practicable. This includes minimising encroachment into the curtilages of adjacent heritage items and the amount of disturbance required and selecting an alignment near the proposed Atkins Road stop in Melrose Park to avoid direct impacts on the Main House at the heritage-listed Bulla Cream Dairy (Willowmere).</p> <p>Measures to avoid, mitigate and offset potential impacts on heritage have been developed (see Chapters 11 (Aboriginal heritage) and 12 (Non-Aboriginal heritage)).</p>
<p>To promote good design and amenity of the built environment</p>	<p>The project has been developed with a strong commitment to achieving good design and positive amenity outcomes, through an urban design led multidisciplinary design process.</p> <p>A key element of planning and developing the project has been the involvement of urban design professionals to help shape the project design. This included developing a place-based approach to the design process, as described in Technical Paper 1 (Design, Place and Movement). The project has been designed with consideration of the places in which it is proposed, and design objectives and principles have been developed to ensure that the final design is consistent with the identified vision, objectives and principles for design, place and movement.</p> <p>A landscape and visual assessment has been undertaken as an important input to the urban design process, which is described in Chapter 15 (Landscape and visual impacts). Measures to avoid, mitigate and offset potential impacts on amenity have been developed (see Chapters 9 (Transport and traffic), 10 (Noise and vibration), 14 (Socio-economic impacts), 15 (Landscape and visual impacts) and 20 (Air quality)).</p>
<p>To promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants</p>	<p>All structures would be designed and constructed in accordance with applicable Australian and international safety standards as well as any applicable Transport for NSW Safety in Design guidelines.</p>
<p>To promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State</p>	<p>Consultation has been carried out with the relevant local councils and government agencies throughout the development of the project and the preparation of this EIS. All levels of government have been encouraged to be actively involved in and to contribute to the evolution of the project through consultation to date and continuing consultation activities. Further information is provided in Chapter 8 (Engagement).</p>

EP&A Act objects	Comment
<p>To provide increased opportunity for community participation in environmental planning and assessment.</p>	<p>An engagement process commenced following the announcement of the Parramatta Light Rail network in December 2015. Project-specific engagement started in January 2018 to raise awareness of the project, understand community and stakeholder questions and concerns, help shape and assess the project design, and guide future engagement.</p> <p>Community feedback has been considered at each stage of the project development to inform the selection of the preferred alignment, developing and refining the design, and preparing the EIS. Engagement would continue through public exhibition of the EIS and during further design development and construction (subject to approval), in accordance with the Community Communication Strategy. Further information is provided in Chapter 8 (Engagement).</p>