



Australian Government



**Sydney Metro –
Western Sydney Airport**

Chapter 18

Resource management

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18 Resource management

This chapter assesses the predicted waste and resource generation during construction and operation of the project, and provides a description of how waste, including spoil, would be managed (with a focus on its beneficial reuse as a resource).

Resource consumption (i.e. materials and other resources consumed in the construction and operation of the project) is identified in Chapter 17 (Sustainability, climate change and greenhouse gas).

18.1 Overview

A Waste Management Plan would be prepared for the construction and operational phases of the project addressing waste generation, including measures to accurately calculate materials procured to limit packaging, segregation of waste streams, materials tracking, waste storage, waste disposal and opportunities for reuse. A Spoil Management Plan would also be prepared based on the waste hierarchy. Sydney Metro is currently preparing a project-specific Sustainability Plan for Sydney Metro – Western Sydney Airport.

During construction, spoil and other waste would be temporarily generated from earthworks associated with tunnelling, station excavations and cuttings, demolition of buildings and other structures and tunnel and station fit-out.

Most spoil would be temporarily generated during excavation required to achieve required ground surface levels for surface and in-cutting sections of the track, the excavation of station boxes and service facility shafts as well as the construction of bored tunnels.

It is estimated that the project would potentially generate a surplus of 885,000 cubic metres of spoil off-airport and a surplus of 1,055,000 cubic metres on-airport. Strategies to address spoil management would include opportunities for reuse beyond the project. Subject to meeting specified criteria, spoil generated on-airport may be beneficially reused for the construction of Western Sydney International, including at a permanent fill placement area located within the project construction footprint, but outside of the Western Sydney International Stage 1 Construction Impact Zone. Future use of the permanent spoil placed in this location would be determined by Western Sydney Airport.

Where spoil is reused on-airport, the Spoil Management Plan would be consistent with the strategies identified in the *Western Sydney Airport Remediation Action Plan* (Department of Infrastructure and Regional Development, 2019) and spoil management strategies in the *Western Sydney Airport Soil and Water Construction Environmental Management Plan* (Western Sydney Airport, 2019g).

18.2 Assessment approach and legislative context

18.2.1 Off-airport

Legislative and policy context

Waste management and recycling is regulated in NSW by the NSW Environment Protection Authority through the *Protection of the Environment Operations Act 1997* (NSW), the *Protection of the Environment Operations (Waste) Regulation 2014* (NSW) (including the requirement to track certain types of waste, and providing a definition for virgin excavated natural material) and the *Waste Avoidance and Resource Recovery Act 2001* (NSW) (the Waste Act).

The Waste Act aims to promote waste avoidance and resource recovery through the establishment of the following waste hierarchy:

1. Avoidance of waste
2. Resource recovery
3. Disposal.

To support this waste hierarchy, the NSW Environment Protection Authority released the *NSW Waste Avoidance and Resource Recovery Strategy 2014-21* (Environment Protection Authority, 2014a). This strategy provides a framework and targets for waste management and recycling in NSW to 2021-22. Sydney Metro, as a NSW Government agency, has a general responsibility to support these targets.

Other legislation and guidelines that apply to waste management for the project include:

- *Waste Classification Guidelines: Part 1 Classifying Waste* (NSW EPA, 2014), which provides guidance on classifying waste including spoil and contaminated spoil
- *The excavated natural material order 2014* (NSW EPA, 2014b), which provides a definition for excavated natural material (ENM)
- *National Environment Protection (Assessment of Site Contamination) Measure 2013* (NEPM 2013) (Cth), which establishes a nationally consistent approach to the assessment of site contamination to ensure sound environmental management practices
- *Contamination Land Management Act 1997* (CLM Act) (NSW), which establishes a process for investigating and (where appropriate) remediating land that the EPA considers to be contaminated significantly enough to require regulation.

Sydney Metro policies and plans

Transport for NSW's *Environment and Sustainability Policy* (Transport for NSW, 2020a) includes commitments to optimise sustainability outcomes, transport service quality and cost effectiveness.

Sydney Metro is currently preparing a Sustainability Plan for Sydney Metro – Western Sydney Airport that will include objectives and initiatives to manage waste during construction and operation of the project. Draft objectives relevant to waste management include:

- maximising beneficial reuse of spoil (targeting 100 per cent reuse of usable spoil, in accordance with the project spoil management hierarchy)
- minimising waste through the project lifecycle, through targeting 95 per cent construction and demolition waste recycling
- maximising opportunities for reuse of rainwater, stormwater and wastewater, including harvesting and reusing rainwater and groundwater at permanent and temporary facilities where feasible.

Further discussion on the initiatives and targets contained in the project-specific Sustainability Plan, including how these initiatives and targets would be implemented, is provided in Chapter 17 (Sustainability, climate change and greenhouse gas).

Assessment approach

A desktop assessment was carried out and involved:

- reviewing the regulatory framework for waste management (including spoil reuse, recycling and disposal options)
- identifying potential waste generating activities during construction and operation
- reviewing the likely waste streams and volumes, including wastewater and demolition materials
- identifying the likely classification of waste streams in accordance with relevant legislation and guidelines
- estimating the quantities of bulk earthworks and spoil balance (cut and fill) to be generated through the construction of the project
- identifying the environmental impacts associated with the generation (and subsequent disposal) of waste materials including spoil (where not suitable for beneficial reuse or recycling):
- developing targets for the beneficial reuse of spoil, wastewater and other construction wastes in accordance with the project's Sustainability Plan
- developing management strategies to adequately address waste during construction and operation.

18.2.2 On-airport

The methodology used for the assessment of waste impacts on-airport was similar to the assessment approach adopted for off-airport (see Section 18.2.1). The on-airport assessment also involved a review of:

- relevant Commonwealth legislation, including the Airports (Environment Protection) Regulations 1997 (Cth) (Airports Regulations)
- *Western Sydney Airport – Environmental Impact Statement* (Department of Infrastructure and Regional Development, 2016b)
- Western Sydney Airport Remediation Action Plan
- *Western Sydney Airport Waste and Resources Construction Environmental Management Plan* (Western Sydney Airport, 2019j) adopted for Stage 1 development of Western Sydney International
- Western Sydney Airport Soil and Water Construction Environmental Management Plan for Stage 1 development of Western Sydney International.

Legislative and policy context

Commonwealth legislation does not explicitly regulate waste. However, it prescribes duties for airport operators to take all reasonable and practical measures to avoid polluting as described in Part 4 of the Airports Regulations.

Excess spoil from the project (off-airport or on-airport) that is transported to the Western Sydney International to support the Stage 1 construction works, or transported to the permanent spoil placement area outside of the Stage 1 Construction Impact Zone, would be required to undergo a contamination assessment to ensure that it does not cause pollution as defined by the Airports Regulations.

As most waste generated by the project’s on-airport components would be beneficially reused for construction of the project, for the construction of Western Sydney International, or other local projects off-site, a range of NSW Government legislation is also applicable. The principal NSW laws and regulations governing waste are outlined in Section 18.2.1.

18.3 Waste generation – construction

The main construction activities anticipated to temporarily generate waste during construction are outlined in Table 18-1 along with the likely materials produced. The types of waste generated during construction of the project off-airport and on-airport would predominantly be the same, and have therefore not been separated in Table 18-1.

Table 18-1 Indicative types of waste potentially generated during construction – off-airport and on-airport

Activity	Materials produced
Tunnelling, station excavations, cuttings and general earthworks	Spoil comprising virgin excavated natural material , excavated natural material, general solid waste, special waste, restricted solid waste, hazardous waste, tunnel boring machine cutter heads and associated equipment replacement (such as conveyer belts), tunnel boring machine lubricants (bentonite slurry or similar), wastewater including groundwater inflows to tunnels, in-cutting sections and station excavations.

Activity	Materials produced
Demolition of buildings and other structures, such as at St Marys, Orchard Hills, off-airport construction corridor, Bringelly services facility and Aerotropolis Core construction sites	Concrete, bricks, tiles, timber (treated and untreated), metals, plasterboard, carpets, electrical and plumbing fittings and furnishings (such as doors and windows), hazardous waste (such as waste containing lead paint) and special waste (such as asbestos and insulation). Further discussion on hazardous materials and special waste is included in Chapter 23 (Hazard and risk).
Dust suppression, wash down of plant and equipment, and staff amenities at construction sites	Sediment-laden and/or potentially contaminated wastewater, sewage and grey water.
Tunnel and station fit-out and general construction activities and resource use	Concrete waste, timber formwork, scrap metal, steel, plasterboard, cable and packaging material.
Maintenance of construction plant, vehicles and equipment	Adhesives, lubricants, waste fuels and oils, engine coolant, batteries, hoses and tyres.
Activities at construction site offices	Putrescibles, paper, cardboard, plastics, glass and printer cartridges.
Clearing and grubbing of vegetation, landscaped and/or turfed areas	Green waste.

The types and quantities of construction waste generated by the project off-airport and on-airport would be site specific and would vary throughout the stages of construction.

The volumes of other construction wastes (i.e. apart from spoil) are expected to be comparable to other similar (type and scale) infrastructure projects and have not been estimated as part of this Environmental Impact Statement. These construction waste volumes are expected to be manageable through the application of standard waste management strategies (addressing waste generation, storage, disposal and reuse) and the project-specific sustainability initiatives documented in Chapter 17 (Sustainability, climate change and greenhouse gas).

18.3.1 Spoil volumes

Indicative cut and fill volumes along the alignment are provided in Table 18-2.

Table 18-2 Indicative cut and fill volumes off-airport and on-airport

Off-airport location	Cut volume (m ³)	Fill volume (m ³)
St Marys (station and tunnel stubs)	510,000	15,000
Claremont Meadows services facility	85,000	20,000
Orchard Hills (including St Marys to Orchard Hills tunnel)	715,000	25,000
Off-airport construction corridor from Orchard Hills to Patons Lane	240,000	275,000
Stabling and maintenance facility	705,000	1,295,000
Off-airport construction corridor from Patons Lane to Elizabeth Drive	240,000	330,000
Bringelly services facility	80,000	20,000
Aerotropolis Core (station and tunnel stubs)	355,000	65,000
Total off-airport	2,930,000	2,045,000
Balance off-airport	885,000 surplus (m³)	
Western Sydney International - Elizabeth Drive to Airport Business Park	130,000	75,000

Off-airport location	Cut volume (m ³)	Fill volume (m ³)
Airport Business Park	25,000	15,000
Airport construction support site	65,000	65,000
Airport Business Park to Aerotropolis Core (including Airport Terminal and Western Sydney International to Bringelly tunnel)	1,065,000	75,000
Total on-airport	1,285,000	230,000
Balance on-airport	1,055,000 surplus	
Total balance (on- and off-airport)	1,940,000 surplus (m³)	

The estimates are based on the assumption that cut material can be used as fill for the project, which may not be the case if unsuitable material is encountered during earthworks. Fill volumes do not include reuse opportunities beyond the project which would reduce surplus volumes. Spoil volumes and the earthworks balance would be confirmed during further design development.

18.4 Waste generation – operation

The main types of activities anticipated to potentially generate waste during operation of the project are outlined in Table 18-3. The types of waste generated during operation of the project off-airport and on-airport would be generally the same, and have therefore not been separated.

Table 18-3 Indicative types of waste potentially generated during operation – off-airport and on-airport

Waste-generating activity	Waste materials produced
Disposal of general litter in station bins and cleaning activities associated with trains, stations and other infrastructure	General non-recyclable and putrescible waste (such as food waste from station rubbish bins).
Management of recyclable materials associated with passengers (materials placed in recycling bins at stations) and activities associated with trains, station and other infrastructure	Recyclable wastes such as plastics and aluminium cans, office waste including paper and plastics.
Infrastructure maintenance	Cable and conduit offcuts from maintenance of electrical infrastructure, solvents, paints, adhesives, cleaning fluids, greases, acids and alkali materials, and spent spill kit absorbent materials used to clean up accidental spills during maintenance.
Capture and treatment of groundwater and stormwater ingress into tunnels and stations	Sediment-laden and/or potentially contaminated wastewater, solids, filter cake (consisting of oxides and iron and manganese) and water treatment chemicals from the on-site detention basins along the project alignment and at water treatment plants located at St Marys Station and Bringelly services facility.
Use of station customer facilities	Sewage and grey water.

The capture and treatment of groundwater and stormwater ingress into the tunnels, in-cutting sections and stations would require the operation of a water treatment plant at St Marys Station and Bringelly services facility. The final location and design of the water treatment system for the project would be confirmed during further design development.

The other wastes potentially generated during the operation of the project (as listed in Table 18-3) would be considerably lower than those generated during construction, and would be typical of similar infrastructure projects. Confirmation of the volumes of these wastes are subject to further design development.

18.5 Potential temporary waste management impacts – construction

18.5.1 Off-airport

Potential temporary waste management impacts during construction of the off-airport components of the project would include:

- waste being directed to landfill due to its inadequate collection, handling, classification and disposal, which would deplete available landfill capacity within the Sydney region
- contamination of soil, surface and/or groundwater from the inappropriate storage, transport and disposal of liquid and solid wastes
- an increase in vermin from the incorrect storage, handling and disposal of putrescible waste from construction sites
- incorrect classification and/or disposal of waste, including the incorrect storage, handling and disposal of contaminated spoil and other hazardous materials (for example, asbestos from building demolition)
- excessive amounts of materials being ordered, resulting in a large amount of leftover, unused resources
- lack of identification of feasible options for recycling or reuse of resources.

The above issues are considered to be manageable through standard mitigation measures. These measures would be developed in accordance with the project's Sustainability Plan (refer to Chapter 17 (Sustainability, climate change and greenhouse gas)).

Management measures that would be developed to address construction waste are discussed further in Section 18.7.

Spoil management

As identified in the Construction Environmental Management Framework (Appendix F), a Spoil Management Plan would be prepared for the project. The high-level approach and hierarchy for spoil management includes:

- Priority 1: Reuse of spoil in construction of the project off-airport or on-airport, where spoil is suitable (or can be made suitable through remedial actions) for the placement location under the applicable regulatory regime
- Priority 2: Reuse of spoil for other development projects (e.g. Western Sydney International or for other projects off-site) where spoil meets the requirements of the regulatory regime and approvals for the receiving site
- Priority 3: Recycling of materials at off-site facilities in accordance with the licenses and approvals of the recycling facility
- Priority 4: Off-site disposal to landfill in accordance with the licenses and approvals of the facility.

To increase opportunities for spoil reuse on-site, medium and high contamination risk areas would be delineated and assessed, and potential contamination removed, prior to bulk earthworks, as outlined in the mitigation measures in Chapter 16 (Soils and contamination).

The quantities and locations of on-site reuse opportunities would be further investigated and determined during design development. Where spoil cannot be reused for the project, opportunities to reuse this material on other projects (preferably within the Sydney region to reduce transport distances) would be identified.

The geology of the spoil material as well as its consistency and quality would determine the reuse options. The majority of excavated spoil would be Bringelly Shale which is likely to require blending with suitable materials sourced from off-site (e.g. sandstone) and stabilising.

Temporary stockpiling sites would be established as required throughout the construction footprint. Stockpiling sites would be established at the Orchard Hills construction site to stockpile material

excavated from the St Marys to Orchard Hills tunnel as well as other sources of excavated material from the project.

Management of other construction wastes

The management of other construction wastes for the project is outlined in Table 18-4.

Table 18-4 Management of other construction wastes

Waste type	Proposed management
Demolition waste	<ul style="list-style-type: none"> • demolition waste would be managed through the waste hierarchy (refer to Section 18.2.1) • demolition waste would be segregated and stockpiled on-site, with materials such as bricks and tiles, timber, plastic and metals separated where practicable • demolition waste would be classified in accordance with the <i>Waste Classification Guidelines</i> (EPA, 2014) and sent to a waste management facility with recycling capabilities, where appropriate, or directed to a facility that is lawfully permitted to accept that type of waste.
Asbestos	<ul style="list-style-type: none"> • disturbance, movement and disposal of asbestos containing materials would be carried out in accordance with the Work Health and Safety Regulation 2011 (NSW) and applicable guidelines.
Contaminated spoil	<ul style="list-style-type: none"> • as outlined in the mitigation measures in Chapter 16 (Soils and contamination), low risk contamination areas would be managed through worker health and safety measures, waste management and tracking for contamination in accordance with the applicable regulatory regime • for medium and high risk areas of environmental concern, detailed site inspections and review of further available information would be undertaken prior to the start of construction. to increase opportunities for spoil reuse on-site, medium and high contamination risk areas would be delineated and assessed, and potential contamination removed, prior to bulk earthworks • an unexpected finds protocol would be implemented in the event of encountering previously unidentified contaminated material. Where this occurs, all relevant work would cease in the vicinity of the discovery. Relevant works would not recommence until the need for and scope of remedial action(s), if required, is identified in accordance with the requirements of the <i>Contaminated Land Management Act 1997</i> (NSW) • further discussion of contamination including asbestos and other hazardous materials is provided in Chapter 16 (Soils and contamination) and Chapter 23 (Hazard and risk).
Acid sulfate soils	<ul style="list-style-type: none"> • impacts associated with the disturbance of acid sulfate soils are described in Chapter 16 (Soils and contamination), as are measures to mitigate impacts • acid sulfate soils would be managed in accordance with the <i>NSW Waste Classification Guidelines Part 4: Acid Sulfate Soils</i> (NSW Environment Protection Agency, 2014c).
Wastewater	<ul style="list-style-type: none"> • construction water, including groundwater intercepted during tunnelling, would be captured, treated and discharged. Treated water would be recirculated to the tunnel cutting face and used for surface dust suppression • treated water that could not be recirculated would be discharged from the sites via construction water treatment plants. Details on the treatment of construction wastewater are provided in Section 8.16 and Chapter 14 (Flooding, hydrology and water quality) • construction water treatment plants would treat water to meet the requirements of an environmental protection licence issued for the project • the reuse of treated water would be maximised during the construction works. Where surplus treated water required discharge from the sites, it would likely be discharged to the local stormwater system or directly to a local surface

Waste type	Proposed management
	<p>watercourse, although opportunities to transfer water to Sydney Water for reuse would be investigated during further design development.</p> <ul style="list-style-type: none"> • all wastewater requiring discharge would be managed in accordance with any relevant conditions contained in an EPL issued for the project.

18.5.2 On-airport

The potential temporary waste management impacts during construction outlined in Section 18.5.1 also apply to the on-airport environment.

The contamination assessment completed for the *Western Sydney Airport Environmental Impact Statement* (Department of Infrastructure and Regional Development, 2016b), and the *Western Sydney Airport Remediation Action Plan* (Department of Infrastructure and Regional Development, 2019), identified potential contaminants as well as remedial and validation methodologies to manage these contaminants within the Stage 1 construction works for Western Sydney International.

Remediation within the Western Sydney International Stage 1 Construction Impact Zone is anticipated to be complete prior to the project construction commencing. However, given that the project would involve construction activities and construction depths that may vary from those associated with Western Sydney International, Sydney Metro would develop a project-specific Remediation Action Plan (Sydney Metro Remediation Action Plan). The Sydney Metro Remediation Action Plan would be prepared in a manner consistent with the *Western Sydney Airport Remediation Action Plan* (Department of Infrastructure and Regional Development, 2019) to the extent practicable, and would be applied to any contamination encountered by Sydney Metro that has not been remediated by Western Sydney Airport.

Spoil management

The approach that would be adopted for spoil management is outlined in Section 18.5.1. Spoil generated on-airport may be reused for the construction of Western Sydney International, including in permanent spoil placement areas located within the project construction footprint, but outside of the Western Sydney International Stage 1 Construction Impact Zone. Reuse of spoil within Western Sydney International would be undertaken in accordance with the Airport Plan, Construction Plan and any relevant CEMPs, including any subsequent variations to those plans.

Future use of the permanent spoil placed in this location would be determined by Western Sydney Airport.

18.6 Potential waste management impacts – operation

18.6.1 Off-airport

Potential waste management issues that could occur during operation of the project include:

- waste from stations and maintenance activities being directed to landfill due to the inadequate collection, classification and disposal of waste, which would increase the demand for landfill capacity within the Sydney region
- waste (such as litter) from station buildings being blown into the surrounding environment if adequate bins are not provided or emptied regularly
- wastewater from stations (toilets and station cleaning activities)
- disposal of wastewater from tunnels and stations
- an increase in vermin from the incorrect storage, handling and disposal of putrescible waste at stations
- excessive amounts of maintenance materials being ordered, resulting in a large amount of left-over, unused resources.

The above issues are manageable through the mitigation measures outlined in Section 18.7. Additional measures would be developed in accordance with the project’s Sustainability Plan (refer to Chapter 17 (Sustainability, climate change and greenhouse gas)).

18.6.2 On-airport

Potential waste management issues during operation of the project outlined in Section 18.6.1 also apply to the on-airport environment.

18.7 Proposed management and mitigation measures

Environmental management for the project would be undertaken through an environmental management approach as detailed in Chapter 25 (Environmental management and mitigation). The construction and operational environmental management frameworks are discussed in Sections 25.2 and 25.3 respectively.

Under these broad frameworks, a series of performance outcomes have been developed to define the minimum environmental standards that would be achieved during construction and operation (see Section 18.7.1), and mitigation measures that would be applied during construction and operation to manage potential identified impacts (see Section 18.7.2).

18.7.1 Performance outcomes

Performance outcomes for the project have been developed consistent with the requirements of the SEARs. Performance outcomes for resource management for the project are listed in Table 18-5 and identify measurable, performance-based standards for environmental management.

Table 18-5 Resource management performance outcomes

SEARS desired performance outcome	Project performance outcome	Timing
Resource management		
Conservation of natural resources is maximised	100 per cent of useable spoil is reused in accordance with the spoil reuse hierarchy	Construction
	A minimum 95 per cent recycling target is achieved for construction and demolition waste	Construction
	Products made from recycled content are prioritised	Construction
	The use of potable water for non-potable purposes is avoided if non-potable water is available	Construction and operation
	The reuse of water is maximised, either on-site or off-site	Construction and operation

18.7.2 Mitigation measures

A Construction Environmental Management Framework (Appendix F) describes the approach to environmental management, monitoring and reporting during construction. It lists the requirements to be addressed by the construction contractor in developing the Construction Environmental Management Plans (CEMPs), sub-plans, and other supporting documentation for each specific environmental aspect.

The Soil and Water CEMP for the on-airport works would be developed in consultation with Western Sydney Airport and would be consistent with the existing Western Sydney Airport Soil and Water Construction Environmental Management Plan and the Western Sydney Airport Remediation Action Plan.

Mitigation measures that would be implemented to address potential spoil and waste management impacts are listed in Table 18-6.

Table 18-6 Resource management mitigation measures

Ref	Mitigation measures	Applicable location(s)
Construction		
WR1	Construction waste would be minimised by accurately calculating materials brought to the site and limiting materials packaging	All
WR2	Waste streams would be segregated to avoid cross-contamination of materials and maximise reuse and recycling opportunities	All
WR3	A materials tracking system would be implemented for material transferred between construction sites	All
Operation		
WR4	<p>Generation of waste would be minimised and reused where possible in line with the waste hierarchy and the sustainability objectives outlined in a Sustainability Plan. In addition:</p> <ul style="list-style-type: none"> • bins would be provided for general waste and recyclables and collection would be undertaken by an authorised contractor for off-site recycling or disposal at a licenced waste facility • waste from maintenance activities would be stored in designated areas for collection by an authorised contractor for off-site disposal • containers holding grease and lubricants for maintenance would be washed prior to disposal or stored separately for disposal as hazardous waste • waste oil and oil filters would be stored in recycling bins and collected by an authorised contractor, and recycled off-site, where feasible • wastewater, sewage and grey water would be disposed to stormwater, sewer, recycled wastewater system or transported to an appropriately licenced liquid waste treatment facility (if water quality does not meet requirements for discharge to the stormwater/sewer system) 	All

18.7.3 Consideration of the interaction between measures

Mitigation measures in other chapters that are relevant to the management of potential waste and resource generation impacts include:

- Chapter 9 (Transport), specifically measures which address potential traffic and transport impacts from spoil haulage
- Chapter 10 (Noise and vibration), specifically measures which address potential noise and vibration impacts from spoil haulage
- Chapter 14 (Flooding, hydrology and water quality), specifically measures which address wastewater management and water treatment, and potential erosion and sedimentation impacts during spoil handling and management

- Chapter 16 (Soils and contamination), specifically measures which address the management of other contamination risks including acid sulfate soils, and the management of existing medium and high contamination risk areas, including opportunities to remove contamination prior to bulk earthworks
- Chapter 17 (Sustainability, climate change risk and greenhouse gas), specifically measures which address resource consumption and targets for reuse of resources
- Chapter 22 (Air quality), specifically measures which address dust impacts from spoil handling and stockpiles
- Chapter 23 (Hazard and risk), specifically measures which address the handling of hazardous materials and special waste.