



NSW GOVERNMENT

Department of Planning

Contact: Scott Jeffries
Phone: (02) 9228 6426
Fax: (02) 9228 6466
Email: scott.jeffries@dipnr.nsw.gov.au

Mr David Kelly
Rinker Australia Pty Limited
PO Box 5697
WEST CHATSWOOD NSW 1515

Our ref: S02/02765
Your ref:

Dear Mr Kelly

Proposed CSR ReadyMix Regional Distribution and Intermodal Rail Facility, Kellogg Road, Rooty Hill, Blacktown Local Government Area

I refer to your correspondence of 9 September 2005, with which you seek adoption of the Director-General's requirements for the preparation of an Environmental Impact Statement for the above proposal as Environmental Assessment requirements under Part 3A of the *Environmental Planning and Assessment Act 1979*.

Pursuant to clause 8J(1) of the *Environmental Planning and Assessment Regulation 2000*, the Director-General hereby adopts the requirements issued on 26 May 2005, as Environment Assessment Requirements under section 75F(2) of the Act. These requirements have been recast to include administrative matters under Part 3A of the Act, and are attached.

It should be noted that the Director-General's requirements have been prepared based on the information provided to date. Under section 75F(3) of the Act, the Director-General may alter or supplement these requirements if necessary and in light of any additional information that may be provided prior to the proponent seeking approval for the project.

You should ensure that you consult with the Department prior to submission of a draft Environmental Assessment to determine:

- fees applicable to the application;
- relevant land owner notification requirements;
- consultation and public exhibition arrangements that will apply; and
- number and format (hard-copy or CD-ROM) of the Environmental Assessments that will be required.

Once you have lodged the Environmental Assessment, the Department will consult with the relevant authorities to determine the adequacy of the Environmental Assessment. Following this review period the Environmental Assessment will be made publicly available for a minimum period of 30 days.

You should keep the contact officer for this project, Scott Jeffries ((02) 9228 6426, scott.jeffries@dipnr.nsw.gov.au), up to date with the progress of preparation of the Environmental Assessment, and seek clarification of any issues that may be unclear or may arise during this process.

Yours sincerely

COPY – signed 02-10-05

Sam Haddad
Deputy Director-General
As delegate for the Director-General

REGIONAL DISTRIBUTION AND INTERMODAL RAIL FACILITY

ENVIRONMENTAL ASSESSMENT REQUIREMENTS UNDER PART 3A OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Project	The construction and operation of a regional extractive materials distribution facility, including a rail siding, unloading facility, regional office building and laboratory, storage bins and loadout facility, concrete batching plant and blending plant.
Site	Lot 1 DP 582388, Part Lot 1 DP 607084, Lot 5 DP 607084, Lot 5 DP 255515, Lot 3 DP 1042577, Lot 2 DP 582388, Lot 1 DP 607084 and Road Reserve of North Parade, Blacktown local government area
Proponent	ReadyMix Holdings Pty Ltd
Date of Issue	26 May 2005
Date of Expiration	26 May 2007
General Requirements	The Environmental Assessment must be prepared to a high technical and scientific standard and must include: • an executive summary; • a description of the proposal, including construction, operation, and staging; • an assessment of the environmental impacts of the project, with particular focus on the key assessment requirements specified below; • justification for undertaking the project with consideration of the benefits and impacts of the proposal; • a draft Statement of Commitments detailing measures for environmental mitigation, management and monitoring for the project; and • certification by the author of the Environment Assessment that the information contained in the Assessment is neither false nor misleading.
Key Assessment Requirements	The Environmental Assessment must include assessment of the following key issues: • Strategic Planning – the Environmental Assessment must include a strategic assessment of the project, including: justification of the need for the project in relation to the strategic direction of the locality and region, and the long term purpose/ utilisation of the project; justification for the scale, scope and location of the development with consideration of existing and future road and rail infrastructure and services, the demand for the project and likely volume, origin and destination of extractive materials; and strategic planning and analysis of the suitability of the proposed site regarding potential land use conflicts with surrounding land users, and any restrictions that the project would have on future surrounding land. • Traffic and Transport Impacts – the Environmental Assessment must include an assessment of the road and rail transport implications of the project, including: clear details of the location of the proposed rail siding and rail movements, including the nature, number and frequency of train movements and the potential conflicts with current rail traffic; provision of a traffic impact statement, in accordance with the <i>Guide to Traffic Generating Development</i> (RTA, 1993), which includes details of peak traffic flows (including where use of the rail network is restricted), the type of vehicles, the origin and destination of heavy vehicles, the capacity, safety and design of key haulage routes to and from the project site and potential impacts of truck traffic on nearby residential areas; and details of all necessary road infrastructure upgrades, including site ingress/ egress and any impacts to local or regional roads from the project, particularly Woodstock/ Glendenning and Woodstock/ Kellogg intersections. • Ecological Impacts – the Environmental Assessment must include detailed assessment of flora and fauna impacts, particularly impacts on any threatened species, endangered populations or communities in accordance with section 5A of the <i>Environmental Planning and Assessment Act 1979</i>. The Environmental Assessment must clearly justify the location of the proposed rail siding and creek crossings in relation to minimising impacts to aquatic, riparian and terrestrial ecosystems. • Natural Resource Management – the Environmental Assessment must provide an assessment of natural resource impacts and management, including: ♦ detailed assessment of surface water management at the site including site

	water balance, predicted site runoff under various rainfall scenarios, and details of proposed surface water management infrastructure such as major drainage, first flush systems, water detention basins and erosion and sediment control devices, with specific reference to potential discharges into Angus Creek; ◆ the flooding status of the site including 1:100 year flood zone, likely flooding frequency and consideration as to whether the project is likely to change flooding patterns in the local area; ◆ detailed description of any works that are required to be undertaken within the bed or near the bank of any Angus Creek, including any dredging or reclamation works and the location and design of all creek crossings. Waterway crossings should be designed to minimise impacts to Angus Creek and its banks and vegetation and shall be consistent with <i>Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterways Crossings</i> (DPI, 2003) and <i>Policy and Guidelines for Fish Friendly Waterway Crossings</i> (DPI, 2003); and ◆ details of the rehabilitation of Angus Creek, and the establishment of a riparian corridor no less than 20 metres on each side of the creek (with a buffer zone beyond the riparian corridor), to demonstrate best practice, including fully structured and diverse vegetation using plants from local botanical providence. • Noise Impacts – the Environmental Assessment must assess noise impacts from the project, including train shunting, in accordance with the <i>Industrial Noise Policy</i> (EPA, 1999). Road traffic noise must be assessed in accordance with the <i>Environmental Criteria for Road Traffic Noise</i> (EPA, 1999). • Air Quality Impacts – the Environmental Assessment must assess air quality impacts, especially dust, in accordance with the <i>Approved Methods and Guidance for the Modelling and Assessment of Air Pollutants in NSW</i> (EPA, 2001). • General Environmental Risk Analysis – notwithstanding the above key assessment requirements, the Environmental Assessment must include an environmental risk analysis to identify potential environmental impacts associated with the project (construction and operation), proposed mitigation measures and potentially significant residual environmental impacts after the application of proposed mitigation measures. Where additional key environmental impacts are identified through this environmental risk analysis, an appropriately detailed impact assessment of these additional key environmental impacts must be included in the Environmental Assessment.
Consultation Requirements	You must undertake an appropriate and justified level of consultation with the following parties during the preparation of the Environmental Assessment: • NSW Department of Environment and Conservation; • NSW Department of Natural Resources; • NSW Department of Primary Industries; • Rail Corporation NSW; • Blacktown City Council; and • the local community. The Environmental Assessment must clearly indicate issues raised by stakeholders during consultation, and how those matters have been addressed in the Environmental Assessment.
Deemed refusal period	Under clause 8E(2) of the <i>Environmental Planning and Assessment Regulation 2000</i>, the applicable deemed refusal period is extended to 120 days from the end of the proponent's environmental assessment period for the project, because the project involves a complex environmental assessment and approval process.