



## **Scoping Report for Section 4.55(2) Modification Application (SSD 5684 MOD 2)**

### **Bringelly Brickworks Extension Project**

**60 Greendale Road, Bringelly  
(Lot 100 DP 1203966)**

Prepared by Willowtree Planning on behalf of CSR  
Limited

**July 2021**

## Scoping Report

Bringelly Brickworks Extension Project – SSD 5684 MOD 2  
60 Greendale Road, Bringelly (Lot 100 DP 1203966)

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## PART A PRELIMINARY

### 1.1 INTRODUCTION

This Scoping Report has been prepared by Willowtree Planning Pty Ltd (Willowtree Planning) on behalf of CSR Limited (CSR) and is submitted to the NSW Department of Planning, Industry and Environment (DPIE) in support of a formal request for Project Scoping Environmental Assessment Requirements to support the proposed modifications in relation to **SSD 5684**, for which the Proposal represents **SSD 5684 MOD 2**.

The proposed modifications are made in relation to 60 Greendale Road, Bringelly (Lot 100 DP1203966) (the Site). The existing and approved use pertaining to the Site is identified under **SSD 5684** which was approved by the Minister for Planning on 3 March 2015 for Bringelly Brickworks (and subsequently modified on 31 October 2016 under **SSD 5684 MOD 1**). The approved development under **SSD 5684** is described as:

*"Bringelly Brickworks Extension Project"*

The development particulars approved under **SSD 5684** pertained to the following:

- *Expanding the existing extraction area and continuing brick making activities;*
- *Extracting up to 200,000 tonnes of clay/shale material a year;*
- *Continued importation of up to 96,000 tonnes of raw materials a year;*
- *Producing up to 263,500 tonnes of bricks a year;*
- *Handling, packaging, storing and transporting bricks by road;*
- *Exporting saleable overburden and spoil from the site;*
- *Constructing a new access driveway and 2 noise bunds;*
- *Upgrading and augmenting existing ancillary infrastructure; and*
- *Progressively rehabilitating the site.*

Under **SSD 5684 MOD 1**, the Proponent sought to increase the allowable amount of raw materials imported to the Site from the 96,000 tonnes per annum (tpa) to 321,000 tpa.

It is understood that CSR wish to undertake future expansion works on the Site in order to improve the operational efficiencies experienced across the business within the Sydney Metropolitan Region, which comprises of the following scope of works:

- Amendment to the approved site layout under **SSD 5684 – Appendix 2 Development Layout**, for the purposes of demolition and construction and extension to an existing building on the Site (refer to **Appendix 1**).
- Amendment to Condition 6 (Production Limits) under Schedule 2 of **SSD 5684** and as modified under **SSD 5684 MOD 1**, which involves the following:
  - Condition 6(a) – Increase in the extraction of clay/shale from 200,000 tonnes in any calendar year to 350,000 in any calendar year.
  - Condition 6(b) - Increase in the production of bricks from 263,500 tonnes in any calendar year to approximately 330,000 tonnes of bricks in any calendar year.
  - Condition 6(d) – Increase in the delivery of raw materials required for brick making from 321,000 tonnes to 350,000 tonnes in any calendar year.

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- Amendment to Condition 7 (Transportation Limits) under Schedule 2 of **SSD 5684** and as modified under **SSD 5684 MOD 1**) to increase the quantity of bricks to be transported from 263,500 tonnes to 330,000 tonnes. Additionally, the proposal seeks to increase in truck movements from the Site from 180 truck movements per day to approximately 400 truck movements per day, including the removal of 18 trucks per hour, which will be amended per the findings of the future Traffic Impact Assessment.
- Amendment to Condition 2 under Schedule 3 of **SSD 5684** and as modified under **SSD 5684 MOD 1**) of the existing noise emission criteria applicable to the Subject Site in order to support the future modifications envisaged for the Site.
- Amendment to Condition 4 under Schedule 3 to remain consistent with the subject Modification Application.
- Amendment to Condition 6(e) under Schedule 3 to undertake yearly monitoring, rather than quarterly, as this will include more data than quarterly would produce.
- Amendment to Condition 7 under Schedule 3 of **SSD 5684** and as modified under **SSD 5684 MOD 1**) of the existing Air quality criteria applicable to the Subject Site in order to support the future modifications envisaged for the Site.
- Amendment to Condition 14 under Schedule 3 following ongoing consultation with the NSW DPIE, for which the construction on the new site access road would be undertaken as part of the commencement of the subject Modification Application.
- Amendment to Condition 19 under Schedule 3 pertaining to the on-site biodiversity offset area previously established under **SSD 5684**. The subject Modification Application will look to relocate the on-site biodiversity area to a more appropriate location on the Site, whilst still satisfying the ongoing requirements embedded within the Conditions of Consent.

Accordingly, the modifications proposed (as outlined above), would be considered to be substantially and materially the same development as originally approved under **SSD 5684** (and as modified under **SSD 5684 MOD 1**).

The Site is located within the Camden Local Government Area (LGA) and is zoned RU1 Primary Production under the provisions of the *Camden Local Environmental Plan 2010* (CLEP2010). Development for the purpose of an 'Extractive Industry' is permissible with consent within the RU1 Primary Production zone pursuant to the provisions of CLEP2010, for which the proposed modifications would remain completely consistent with the existing and approved lawful use of the Site under **SSD 5684**.

CSR has met with the NSW DPIE on several occasions to discuss their multiple PGH sites and the urban pressure they are currently under – refer to **Appendix 2** for the Plan illustrating all CSR sites that are under urban pressure.

Original discussions were focused on the Schofields manufacturing site and the residential rezoning that the NSW Government is currently undertaking, followed by the Badgerys Creek manufacturing site and its recently approved application for a new facility in the newly formed Bradfield City which the Site forms part of.

PGH Bricks contributes just under half of the total bricks required to support annual NSW housing demand, with our Schofields, Bringelly and Cecil Park plants currently each producing approximately 33% of the annual requirement. Badgerys Creek is currently mothballed. However, other than Bringelly, each of these sites are facing pressures, impacting site tenure and the viability of re-investment, namely:

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- The Schofields site rezoning to residential is imminent with increased operational pressure for PGH to vacate the site.
- The Badgerys Creek manufacturing site is becoming increasingly difficult due to the new Aerotropolis zoning and the Enterprise zoning requirement for the site.
- The Cecil Park manufacturing site is earmarked as the future Cecil Park commercial village center under the Draft preferred structure plan identified for the area.

So that PGH can continue to meet the demands of the NSW housing market, CSR are actively looking to relocate the Schofields volume to another site. The Bringelly site is seen as the only and most optimal long term operational site for the PGH bricks business due to existing allowable zoning use, approvals for an operational on-site quarry, and with existing approvals that allow the business to concentrate its operations within the existing Bringelly site.

This Scoping Report provides a brief overview of the proposed modifications and the relevant planning framework that applies to enable the issuance of any further Environmental Assessment Requirements, which will guide the preparation of a formal Planning Report for future development of the land supported by a Section 4.55(2) Modification Application.

Environmental considerations relevant to the Proposed Development have been identified pertaining to the following parameters:

- Soil and water;
- Noise and vibration;
- Air quality;
- Biodiversity;
- Waste;
- Traffic and transport;
- Hazards and risks;
- Energy efficiency;
- Heritage, including Aboriginal Cultural Heritage and Non-Aboriginal (European) Heritage;
- Visual amenity and site design;
- Infrastructure and services;
- Social Impacts; and,
- Economic Impacts.

The Proposed Development would promote the enhanced development of the Sydney Metropolitan Region, ultimately providing for employment opportunities and an improved and enhanced Brick Manufacturing Facility.

Accordingly, Section 4.55(2) of the EP&A Act includes provisions to modify a Development Consent that has been granted pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The proposal (proposed modifications to **SSD 5684** and as modified under **SSD 5684 MOD 1**) as submitted to the NSW DPIE are considered to satisfy the provisions of Section 4.55(2) of the EP&A Act, as the modifications proposed will not result in significant material changes to the development neither quantitatively nor qualitatively.

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## PART B SITE ANALYSIS

### 2.1 SITE LOCATION & EXISTING CHARACTERISTICS

The identified portion of land, that is the subject of this Scoping Report is identified as 60 Greendale Road, Bringelly. The Subject Site comprises one (1) allotment as described in **Table 1** below.

Table 1: Site Identification	
Street Address	Legal Description
60 Greendale Road, Bringelly	Lot 100 DP 1203966

The entire Site comprises a total area of approximately 100 hectares (ha) and is subject to the applicable provisions outlined with CLEP2010. Access to the Site is currently obtained via Greendale Road, which is accessed from The Northern Road (Classified Road). Access into the Site is made possible via one (1) designated entry / exit (including a secondary entry / exit to the Boral cement operations), which would continue to service the Site.

The Site is situated approximately 45.30 km west of the Sydney CBD, 18.15 km west of Liverpool and 21.36 km south of Penrith. It is within close proximity to the wider regional road network, including The Northern Road, Camden Valley Way and Bringelly Road, which share links to the wider M5 & M7 Motorways. All of which provide enhanced connectivity to the Subject Site and immediate vicinity, as well as the wider locality. Additionally, the Subject Site is located within close proximity to active transport links, such as existing bicycle routes and future infrastructure networks including the outer orbital and the Western Sydney Airport, providing an additional transport link available to assist the operations on-site, including workers and visitors.

In its existing state, the Subject Site comprises a Brick Manufacturing Facility (operated by PGH Bricks – subsidiary of CSR) and a co-located concrete plant (operated by Boral).

Land surrounding the Site comprises the following zoning categories, including:

- RE1 Public Recreation;
- RU1 Primary Production
- RU4 Primary Production Small Lots; and
- SP2 Infrastructure.

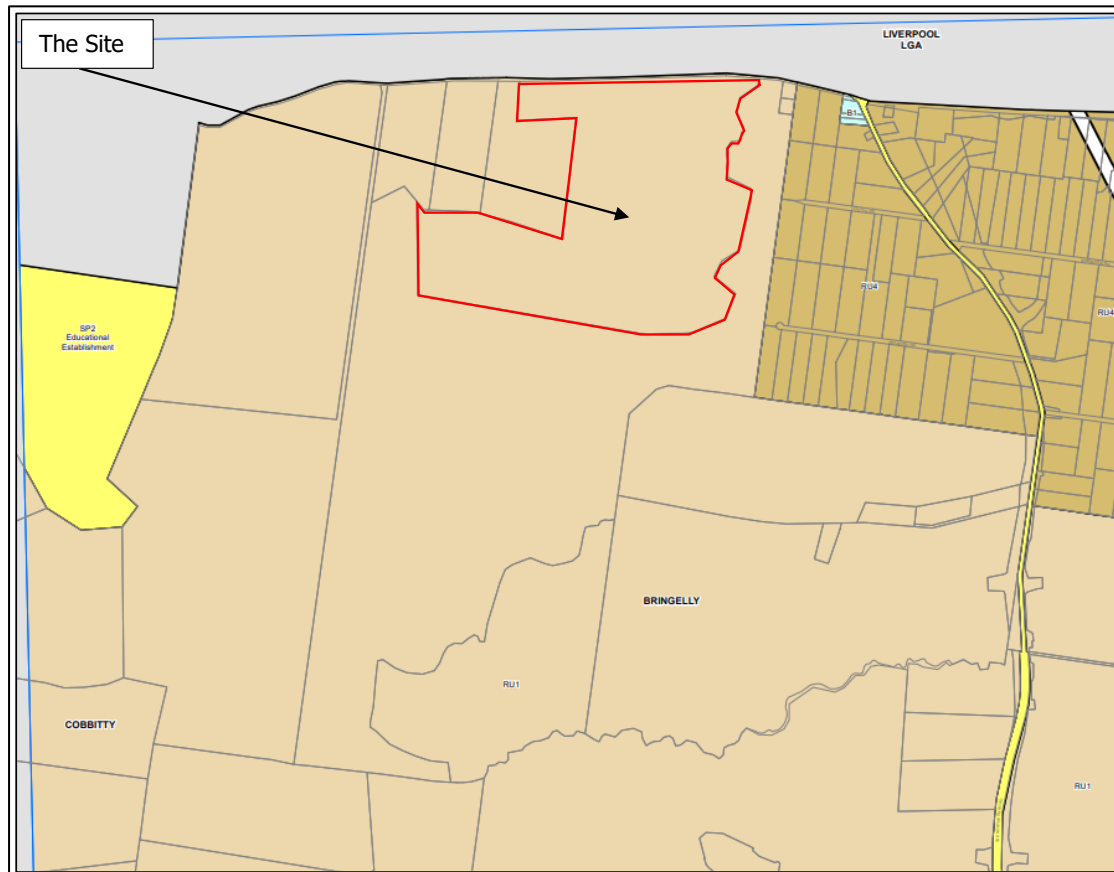
The nearest sensitive land use is comprised by the RE1 Public Recreation zone (Bringelly Park) and SP2 Infrastructure zone (Bringelly Public School) located to the north and northeast of the Subject Site, which is suitably separated from the Subject Site by Greendale Road. Accordingly, mitigation and protection measures would be required as part of any future development proposed, in order to preserve the amenity of the Subject Site.

The Site is subject to the provisions outlined within CLEP2010, which is the primary Environmental Planning Instrument (EPI) and categorises the Site within the RU1 Primary Production zone, as displayed in **Figure 1** below. The Site and surrounding context are illustrated in **Figures 2 & 3** below.



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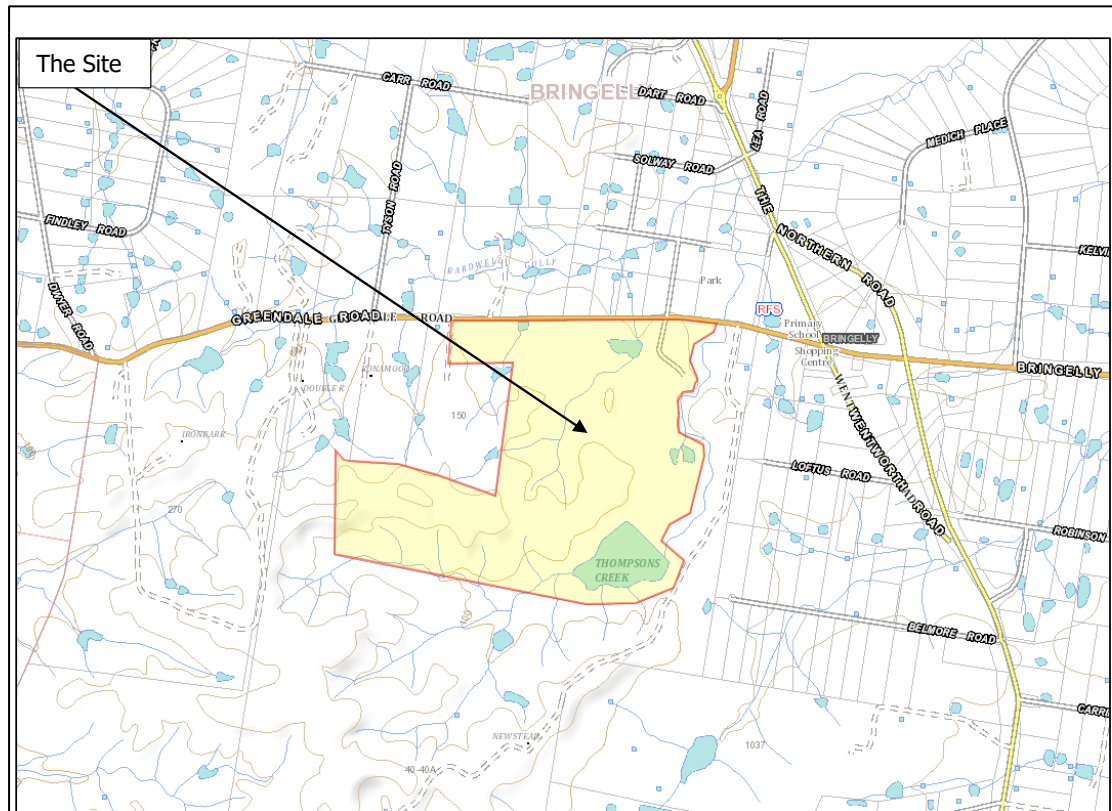
**Figure 1 Land Zoning Applicable to the Subject Site under *Camden Local Environmental Plan 2010* (Source: NSW Legislation, 2021)**



**Figure 2 Existing Site Context and Surrounding Area (Source: SIX Maps, 2021)**

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**Figure 3 Cadastral of the Site and Surrounding Area (Source: SIX Maps, 2021)**

The existing development particulars of the Subject Site are outlined in **Table 2** as follows:

Table 2: Existing Site Particulars	
Site Details	
Total Site Area	100 ha

## 2.2 LOCAL AND REGIONAL CONTEXT

The Subject Site is located in the suburb of Bringelly, which forms part of the wider Camden LGA.

The immediate Site context exhibits a rural character, being undeveloped rural-residential landholdings, with pockets of urban sprawl, primarily influenced by the nearby Western Sydney Airport currently under construction.

Other land uses in the vicinity of the Site include:

- Western Sydney Airport, to the north;
- Bringelly Public School, to the east;
- The Northern Road, to the east; and
- South West Growth Centre, to the east and south.

CLEP2010 remains the primary EPI applicable to the Subject Site. It is noted, that the surrounding regional road network is located in close proximity to the Subject Site, which includes The Northern Road, Camden Valley Way and Bringelly Road, providing enhanced connectivity to the wider Sydney Metropolitan Area.

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## PART C PROJECT SUMMARY

### 3.1 PROPOSED MODIFICATION OBJECTIVES

The aim of the proposed development (**SSD 5684**) is to provide an extractive industry, for the purposes of a Brick Manufacturing Facility. Accordingly, the proposed modifications (**SSD 5684 MOD 2**) seek to achieve and maintain the following objectives applicable to **SSD 5684**, including:

- Appropriate site access;
- Compatibility with surrounding developments and the local context;
- Promotes an employment-generating development;
- Results in minimal impact on the environment;
- Results in minimal impacts on the visual amenity of adjoining receivers; and
- Allows for the implementation of suitable mitigation measures where required.

The proposed modifications are considered to be the best means of achieving these objectives.

A Preliminary Site Plan is illustrated below for reference (refer to **Figure 4** below) and the Preliminary Architectural Plans are located in **Appendix 1** of this Scoping Report.

### 3.2 DESCRIPTION OF THE PROPOSED MODIFICATION

The proposed modifications are made in relation to 60 Greendale Road, Bringelly (Lot 100 DP1203966) (the Site). The existing and approved use pertaining to the Site is identified under **SSD 5684** which was approved by the Minister for Planning on 3 March 2015 for Bringelly Brickworks (and subsequently modified on 31 October 2016 under **SSD 5684 MOD 1**).

It is understood that CSR wish to undertake future expansion works on the Site in order to improve the operational efficiencies experienced across the business within the Sydney Metropolitan Region due to increased urbanization within both the Northwest and Southwest Growth Areas, which are resulting in the operations to be consolidated on the Subject Site. The proposed modifications comprise of the following scope of works:

- Amendment to the approved site layout under **SSD 5684 – Appendix 2 Development Layout**, for the purposes of demolition and construction and extension to an existing building on the Site (refer to **Appendix 1**).
- Amendment to Condition 6 (Production Limits) under Schedule 2 of **SSD 5684** and as modified under **SSD 5684 MOD 1**, which involves the following:
  - Condition 6(a) – Increase in the extraction of clay/shale from 200,000 tonnes in any calendar year to 350,000 in any calendar year.
  - Condition 6(b) - Increase in the production of bricks from 263,500 tonnes in any calendar year to approximately 330,000 tonnes of bricks in any calendar year.
  - Condition 6(d) – Increase in the delivery of raw materials required for brick making from 321,000 tonnes to 350,000 tonnes in any calendar year.
- Amendment to Condition 7 (Transportation Limits) under Schedule 2 of **SSD 5684** and as modified under **SSD 5684 MOD 1** to increase the quantity of bricks to be transported from 263,500 tonnes to 330,000 tonnes. Additionally, the proposal seeks to increase in truck movements from the Site from 180 truck movements per day to

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approximately 400 truck movements per day, including the removal of 18 trucks per hour, which will be amended per the findings of the future Traffic Impact Assessment.

- Amendment to Condition 2 under Schedule 3 of **SSD 5684** and as modified under SSD 5684 MOD 1) of the existing noise emission criteria applicable to the Subject Site in order to support the future modifications envisaged for the Site.
- Amendment to Condition 4 under Schedule 3 to remain consistent with the subject Modification Application.
- Amendment to Condition 6(e) under Schedule 3 to undertake yearly monitoring, rather than quarterly, as this will include more data than quarterly would produce.
- Amendment to Condition 7 under Schedule 3 of SSD 5684 and as modified under SSD 5684 MOD 1) of the existing Air quality criteria applicable to the Subject Site in order to support the future modifications envisaged for the Site.
- Amendment to Condition 14 under Schedule 3 following ongoing consultation with the NSW DPIE, for which the construction on the new site access road would be undertaken as part of the commencement of the subject Modification Application.
- Amendment to Condition 19 under Schedule 3 pertaining to the on-site biodiversity offset area previously established under **SSD 5684**. The subject Modification Application will look to relocate the on-site biodiversity area to a more appropriate location on the Site, whilst still satisfying the ongoing requirements embedded within the Conditions of Consent.



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## PART D JUSTIFICATION

### 4.1 MODIFICATION NEED

The proposed modification fulfils a significant role in satisfying market needs, as well as improving the operational efficiencies currently experienced within extractive industries throughout NSW. Additionally, the proposed modifications across the Site appropriately respond to the following:

- Increased need for employment opportunities within the Sydney Metropolitan Region, particularly Western Sydney.
- Increased need to improve the operational efficiencies of the business, by co-locating other facilities to one centralised location; thereby, reducing carbon emissions and the overall footprint of the currently undertaken.
- Increased need to implement modernised equipment that is far more sustainable than equipment utilised in current operations.
- Continual provision and supply of bricks to the growth corridors including both the northwest and southwest growth centres, for which the Subject Site is in close proximity to these locations.
- Is considered to be consistent with State, Regional and Local Government objectives intended for the region and the immediate locality.

The proposed modifications would assist in providing new employment opportunities and promoting industry diversification within both the mining and industrial sector, through promotion of a modernised and enhanced Brick Manufacturing Facility. The proposed modifications reflects a notion of co-location for CSR by allowing for the recommencement of quarrying on-site, which will minimise any offsite traffic impacts on the immediate and wider regional road network. Additionally, the proposed modifications would not alter the quantity or configuration of land currently zoned RU1 Primary Production, for which **SSD 5684** is approved as a permissible development for the purposes of an extractive industry.

The proposed modifications, for the purposes of an extension to a Brick Manufacturing Facility (as approved under **SSD 5684**) is considered to be consistent with the strategic direction of *A Metropolis of Three Cities – Greater Sydney Region Plan*; the *Western City District Plan*; and CLEP2010. It is noted, that the proposed modifications will further contribute to the growth of knowledge and professional service jobs within the Western Parkland City; hence, contributing to the Western City District's economic growth.

Further, the proposed modifications sought could support the existing operations on-site by CS (PGH Bricks), by maintaining mining / industrial land stocks and employment objectives, whilst promoting industry diversification (and generate new employment sources); and can generate more employment throughout the planning, construction and maintenance stages.

### 4.2 CONSIDERATION OF ALTERNATIVES

The intention of the proposed modifications is to provide internal and external alterations to the Subject Site, which would serve in continuing to provide the end user (CSR / PGH Bricks) with a modernised and State-of-the-Art Brick Manufacturing Facility. After several scenarios of development were investigated, the proposed modifications were deemed to be the most suitable for the Subject Site for the following reasons:

- CLEP2010 permits the proposed modifications, for the purposes of a Brick Manufacturing Facility with Development Consent in accordance with Section 4.55(2) of the EP&A Act via means of modification to **SSD 5684**.
- Access to the regional road network is provided, namely by The Northern Road, Camden Valley Way and Bringelly Road.

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- Compatibility with surrounding development and local context is achieved.
- The Site represents orderly and sequential development having regard to the Brick Manufacturing Facility approved under **SSD 5684**, with respect to the modifications proposed.
- Minimal impact on the environment would result.
- Implementation of suitable mitigation measures where required can be achieved.

The Subject Site is commensurate with the objectives of the proposed modifications as it allows industry-based activities, whilst minimising any potential impacts on the surrounding environment. The revised Site Layout demonstrates a strong connection to maintain consistency with the objectives of CLEP2010, including the RU1 Primary Production zone and enhances the underlying employment character intended for the immediate and wider localities. Accordingly, the resultant built form reinforces the nature of the employment-generating land use within the Camden LGA and the wider Western City District, whilst remaining cognisant and sensitive to the broader surrounding environment.

In determining the most appropriate outcomes for the Site, several options were considered, and subsequently dismissed, in arriving at the current proposal. These included:

### ***(a) The 'Do Nothing' Option***

This option did not meet the commercial timing or employment objectives for the Site and was therefore dismissed. If the proposal was not to proceed, the Subject Site would remain underutilised in its current form and not be able to fulfil its employment-generating, extraction and manufacturing potential. Additionally, if CSR were to 'do nothing', this would not allow the Project to achieve the Site's sustainability measures and environmental targets.

### ***(b) Development on an Alternative Site***

Due consideration was also given to developing alternative sites. The analysis undertaken showed that the Subject Site offered clearly superior outcomes for the intended development. It was also superior to other sites in terms of community and public benefit to the State, the Region and Local community groups, as it continues to allow for employment-generating opportunities in close proximity to residential communities. Some of the positive attributes of the Site were:

- It is located within the Camden LGA and is surrounded by existing and future industry-based and employment-generating development, including the Subject Site which is used as a Brick Manufacturing Facility (**SSD 5684**);
- Proximity to the wider regional road network, services and located appropriately away from surrounding sensitive land uses, including residential development;
- Relatively free of constraints and therefore able to deliver employment and commercial outcomes;
- Immediate access to the regional road network giving the Site increased economic benefits; and
- Excellent siting and context, thereby allowing a high quality, environmentally sensitive finished product, with appropriate visual amenity, given its surrounding context.

### ***(c) Different Site Configuration***

Many site configurations were also tested before arriving at the final design. The current configuration was chosen for the following reasons:

- Maximises the use of the employment-generating land within the Site boundaries off Greendale Road and the internal access road servicing the Site;

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- Takes advantage of the configuration of the Brick Manufacturing Facility approved under **SSD 5684**;
- Makes a positive contribution towards improving associated environmental parameters, including future air quality, as well as minimising noise and vibration impacts. The implementation of a Water Sensitive Urban Design (WSUD) Strategy and energy efficiency measures for the Site will also greatly improve the overall emissions and potential environmental impacts imposed by the proposal, all of which would further reinforce Ecologically Sustainable Development.

The proposed modifications are thus able to be justified on the basis that, it is compatible with the locality in which it is proposed, whilst having an obvious positive economic, environmental and social impact on its surrounding region. The proposal has obvious strategic and planning merit and demand; supports the economic and strategic vision for Western Sydney, the Western Parkland City and provides leverage to the future operations (including future development) associated with the Western Sydney Airport and is complementary to industry-based services traversing the Site.

The proposal is also totally aligned with the State, Regional and District Plan objectives.



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## PART E LEGISLATIVE AND POLICY FRAMEWORK

The following current and draft Commonwealth, State, Regional and Local planning controls and policies have been considered in the preparation of this Report:

### **Commonwealth Planning Context**

- *Environment Protection and Biodiversity Conservation Act 1999*

### **State & Regional Planning Context**

- *A Metropolis of Three Cities – Greater Sydney Regional Plan*
- *Western City District Plan*
- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning & Assessment Regulation 2000*
- *Protection of the Environment Operations Act 1997*
- *Biodiversity Conservation Act 2016*
- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy No 33 – Hazardous and Offensive Development*
- *State Environmental Planning Policy No 55 – Remediation of Land*

### **Local Planning Context**

- *Camden Local Environmental Plan 2010*
- *Camden Development Control Plan 2019*

This planning framework is considered in detail in the following sections.

### **5.1 ENVIRONMENTAL PROTECTION AND BIODIVERSITY CONSERVATION ACT 1999**

Under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), any action (which includes a development, project or activity) that is considered likely to have a significant impact on Matters of National Environmental Significance (MNES) (including nationally threatened ecological communities and species and listed migratory species) must be referred to the Commonwealth Minister for the Environment. The purpose of the referral is to allow a decision to be made about whether an action requires approval on a Commonwealth level. If an action is considered likely to have significant impact on MNES, it is declared a “controlled action” and formal Commonwealth approval is required.

Based on preliminary investigations carried out, the proposal does not warrant referral to the Commonwealth Minister for Environment.

### **5.2 A METROPOLIS OF THREE CITIES – GREATER SYDNEY REGION PLAN**

*A Metropolis of Three Cities – Greater Sydney Region Plan* (Greater Sydney Commission, 2018) divides the Sydney Region into three (3) Cities, with a vision of growth until 2056 (refer to **Figure 10** below). The Plan aims to anticipate the housing and employment needs of a growing and vastly changing population. The overall vision pursues an objective of transforming ‘Greater Sydney’ into a Metropolis of Three Cities, including:

- The Western Parkland City;
- The Central River City; and,
- The Eastern Harbour City

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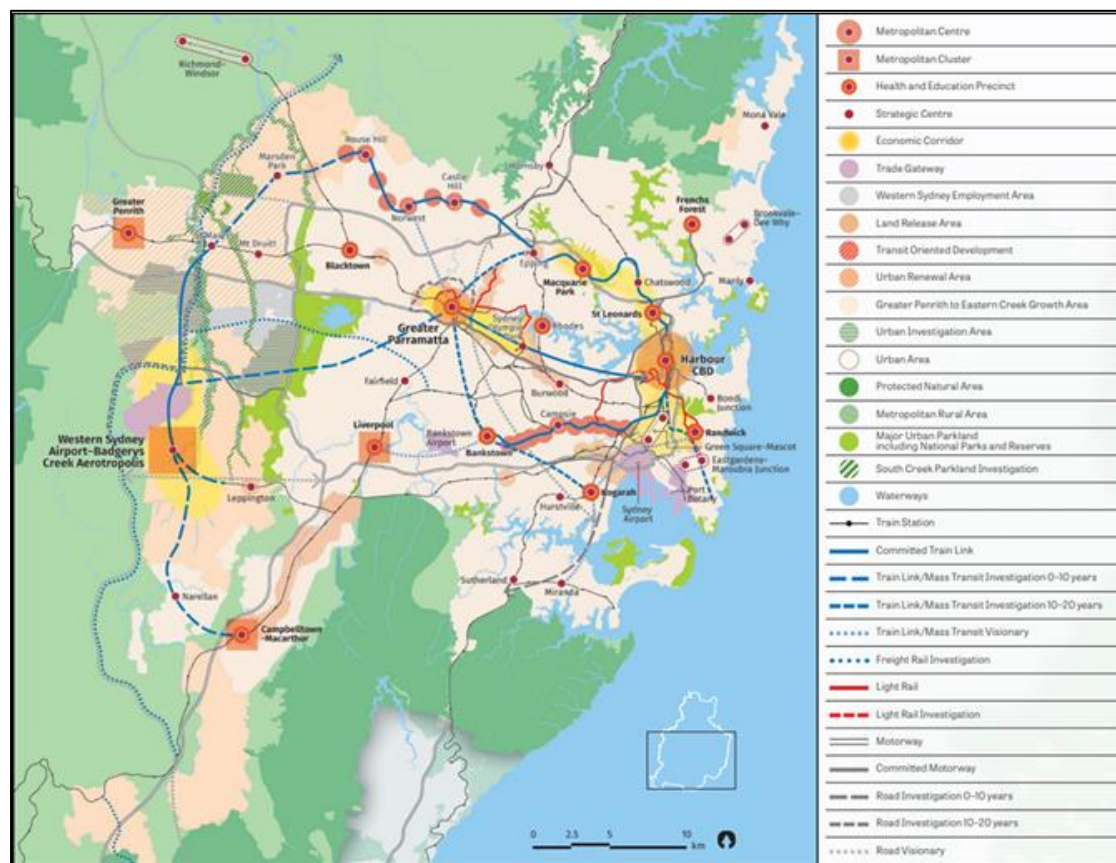
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The division into three (3) cities puts workers and the wider community closer to an array of characteristics such as, intensive jobs, 'city-scale' infrastructure & services, entertainment and cultural facilities. By managing and retaining rural land for industry-related purposes close to city centres and transport, this will ensure critical and essential services are readily available to support local businesses and community members and residents. The Proposed Development would not only achieve economic growth and prosperity but would encourage employment-generating opportunities that are considered relatively close in conjunction with residential communities, for ease of commute.

The proposed development also contributes to the four (4) standardised elements communicated across for all three (3) cities, including:

- Infrastructure and collaboration – subject to approval of the proposed modifications, future built form would be able to provide a locally derived source, readily available for distribution for local use, as well as along the wider eastern seaboard;
- Liveability – future built form of the Subject Site would encourage employment-generating opportunities and economic prosperity, which would have positive influences on the wider locality;
- Productivity – the Subject Site is situated within the *Western City District Plan (Section 5.10)*; and,
- Sustainability – the modifications proposed would not cause any detrimental impacts to its wider ecological surroundings as identified in **Part F** of this Report.

In summary, the proposed modifications would contribute to the objectives set out in the *A Metropolis of Three Cities – Greater Sydney Region Plan* by promoting minor environmental impacts and the further promotion of employment-generating opportunities to the wider locality and community, positioned within the Camden LGA.



**Figure 5 Metropolis of 3 Cities A Vision to 2056 (Greater Sydney Commission: Greater Sydney Region Plan, 2018)**

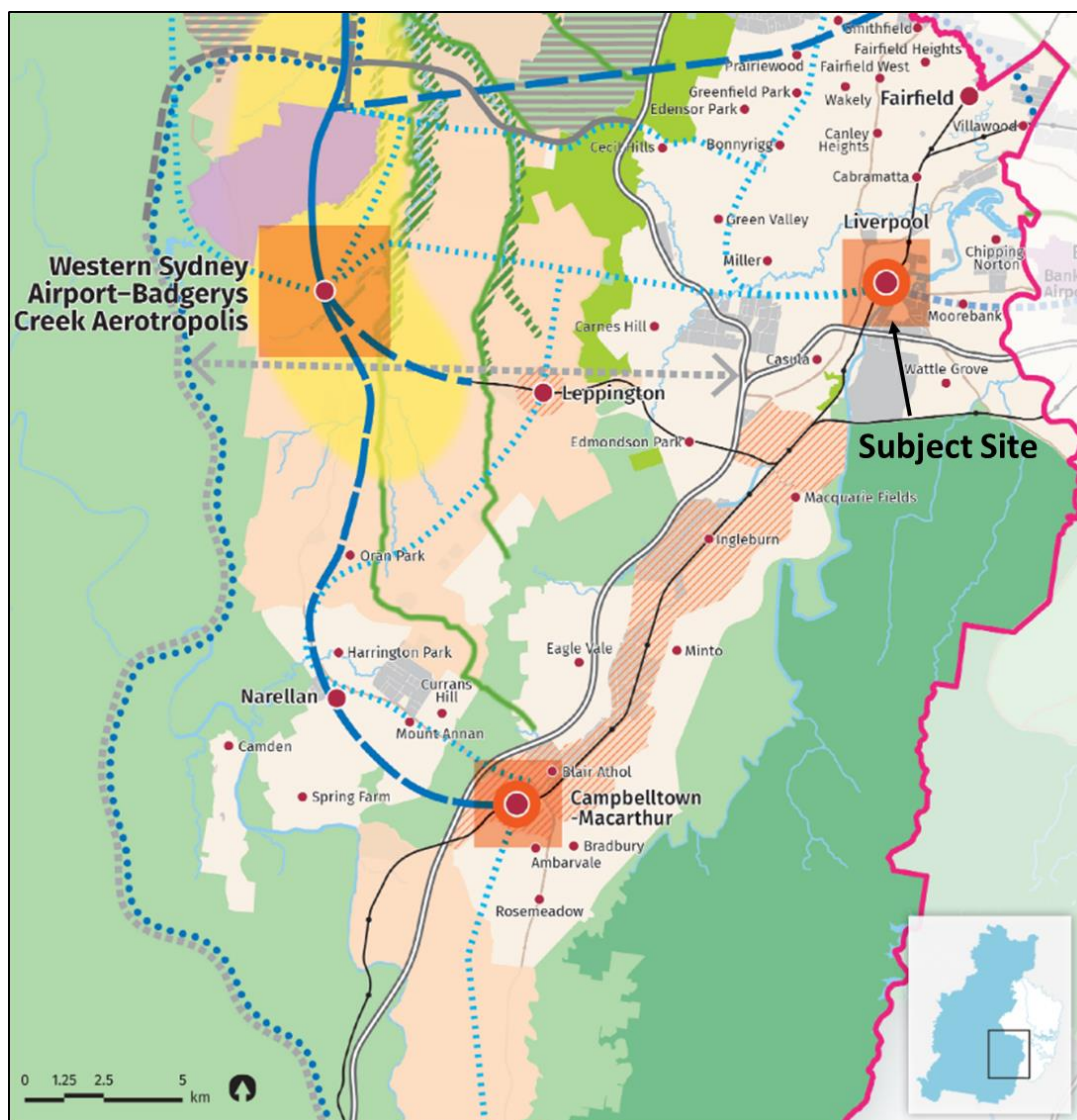
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### 5.3 WESTERN CITY DISTRICT PLAN

The *Western City District Plan* covers the Camden LGA. The Plan encourages a twenty-year plan to help encourage and establish goals set out in *A Metropolis of Three Cities – Greater Sydney Region Plan* mentioned above in **Section 5.9**. The Plan is considered the 'bridge' between Regional and Local planning.

The Subject Site – 60 Greendale Road, Bringelly is situated within the *Western City District Plan*, which falls within the Western Parkland City (refer to **Figure 6** below).



**Figure 6 Western City District Plan Structure Plan (Source: Greater Sydney Region Plan, 2018)**

The *Western City District Plan* reinforces the four (4) planning priorities of the GSC. The Plan establishes a number of priorities and actions to guide growth, development and change, relating to infrastructure & collaboration, liveability, productivity and sustainability.

The Greater Sydney Commission's mission statement further reinforces the Plan's concentrated aims by outlining its main strategies, namely:



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- *Creating a once-in-a-generation economic boom with the Western Sydney Airport and Badgerys Creek Aerotropolis bringing together infrastructure, businesses and knowledge intensive jobs;*
- *Building on the Western Sydney City Deal to transform the Western City District over the next 20 to 40 years by building on natural and community assets and developing a more contained Western City District with a greater choice of jobs, transport and services aligned with growth;*
- *Delivering the first stage of the North South Rail Link;*
- *Collaborating and building strong relationships between Liverpool, Greater Penrith and Campbelltown-Macarthur reinforced by the emerging Badgerys Creek Aerotropolis forming a unique metropolitan cluster;*
- *Providing major transport links for people and freight by unprecedented transport investments;*
- *Developing a range of housing, providing access to public transport and infrastructure including schools, hospitals and community facilities;*
- *Linking walking and cycling paths, bushland and a green urban landscape framed by the Greater Blue Mountains World Heritage Area, the Scenic Hills and Western Sydney Parklands;*
- *Enhancing and protecting South Creek, Georges River and Hawkesbury-Nepean river systems;*
- *Mitigating the heat island effect and providing cooler places by extending urban tree canopy and retaining water in the landscape;*
- *Protecting the District's natural landscapes, heritage and tourism assets, unique rural areas and villages; and,*
- *Protecting the environmental, social and economic values of the Metropolitan Rural Area.*

The proposed modifications would contribute to a variety of the objectives set out in the *Western City District Plan* by promoting a greater range of land uses of benefit to the community including the proposed development approved under **SSD 5684** within a land portion zoned for industry-related purposes and other supporting commensurate land uses; and promoting additional employment-generating opportunities to the wider locality and community closer to home, whilst supporting an economically and environmentally sustainable proposed development.

### 5.4 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Section 4.55(2) of the EP&A Act includes provisions to modify a Development Consent that has been granted pursuant to Part 4 of the EP&A Act. The proposal (proposed modifications to **SSD 5684** and as modified under **SSD 5684 MOD 1**) as submitted to the NSW DPIE are considered to satisfy the provisions of Section 4.55(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), as the modifications proposed will not result in significant material changes to the development neither quantitatively nor qualitatively.

The relevant provisions are addressed as follows:

*"A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if—*

- (a) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which consent was originally granted and before that consent as originally granted was modified (if at all), and"*

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In accordance with the application of the '*substantially the same*' test, the focus of the test is on 'the development' as a whole. Accordingly, a comparison must be made between the development as modified and the development that was originally approved (*Scrap Realty v Botany Bay City Council* [2008] NSWLEC 333 at [16]).

Further precedence confirms, that to pass the test, the result of the comparison must include a finding that the modified development is 'essentially' or 'materially' the same as the approved development (*Moto Developments (No 2) v North Sydney Council* [1999] NSWLEC 280 at [55]; *Vacik v Penrith City Council* [1992] NSWLEC 8).

Both a qualitative and quantitative assessment of the Modification Application is required. Case Law confirms, that differences in qualitative and quantitative effects do not necessarily mean that the character of a development is changed in a material respect (*Davi Development v Leichardt Council* (2007) NSWLEC 106). Accordingly, even if each of the changes / modifications proposed to be made are significant in their own right, the proposed modifications may still be considered substantially the same as a whole (*Tyagrah Holdings v Byron Bay Shire Council* [2008] NSWLEC 1420 at [12]).

### Quantitative Assessment

The proposed development is considered to be substantially and materially the same development as originally approved (and as modified) and is not considered to result in a radical transformation of **SSD 5684** (or **SSD 5684 MOD 1**) for the following reasons:

- In respect of the proposed building extension on the Site, this is not considered to result in any significant material changes to the Site layout of the approved development, nor will the functions and operations as an extractive industry for the purposes of a quarry and brick manufacturing facility be compromised as a result of the proposed modifications. Accordingly, the Subject Site would continue to operate as an extractive industry as approved under **SSD 5684**, and as modified under **SSD 5684 MOD 1**. Notwithstanding, revised Architectural Plans will be provided to confirm the proposed modifications compatibility with the existing built form on the Site.
- The proposal maintains the production of bricks on the Site and the proposed increase in brick production only represents a 25% increase in comparison to the existing quantity of brick production approved under **SSD 5684**, which is not considered to represent a material change.
- The proposed additional vehicle movements would entail an increase to the overall approved traffic thresholds and the material impacts on the wider regional road network. Further investigations will be carried out in the form of a qualitative and quantitative traffic impact assessment to confirm that there would be negligible impacts incurred as a result of any future development undertaken on the Site (refer to **Section 6.8** below).
- An Acoustic Impact Assessment will be undertaken on nearby sensitive receivers (including Bringelly Public School) in relation to the proposed modification to confirm Conditions 2 and 6(e) of Schedule 3 can be amended accordingly to implement an appropriate noise emission criteria that supports that future operations as a result of the proposed modifications, whilst achieving compliance with the relevant noise emission criteria applying to the Site.
- An Air Quality Assessment will be undertaken on nearby sensitive receivers (including Bringelly Public School) in relation to the proposed modification to confirm Condition 7 under Schedule 3 can be amended accordingly to implement an appropriate air quality emissions criteria that supports the future operations as a result of the proposed

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modifications, whilst achieving compliance with the relevant air quality emissions criteria applying to the Site.

Accordingly, it is not considered that the proposed development on the Site will result in a 'radical transformation' of the original Development Consent (**SSD 5684**) and as modified (**SSD 5684 MOD 1**). Notwithstanding, further investigations would be undertaken to confirm that the proposed development would not result in substantial environmental and amenity impacts to the surrounding area.

### Qualitative Assessment

In qualitative terms, the use and nature of the development would remain unchanged as an extractive industry for the purposes of a quarry and brick manufacturing facility at Bringelly Brickworks.

Given that the proposed development will not materially change the nature and purpose of the development approved under **SSD-5684** and as modified (**SSD 5684 MOD 1**) as an extractive industry, the proposal is not considered to result in 'radical transformation' of the approved development. Notwithstanding, further investigations will be undertaken to confirm that the proposed development would not result in unacceptable environmental and amenity impacts to the surrounding area which include (but not limited to) environmental parameters pertaining to traffic, noise and air.

The proposed modifications would not materially change either of the abovementioned items, for which it is confirmed, that the modifications sought are 'substantially the same' development as the development originally approved under **SSD 5684** and as modified (**SSD 5684 MOD 1**).

In summary, it is confirmed that the proposed modifications are capable of being approved pursuant to Section 4.55(2) of the EP&A Act.

## **5.5 PROTECTION OF THE ENVIRONMENT OPERATIONS ACT 1979**

Schedule 1 of the *Protection of the Environment Operations Act 1979* (POEO Act) contains a core list of activities that require a licence before they may be undertaken or carried out. The definition of an 'activity' for the purposes of the POEO Act is:

*"an industrial, agricultural or commercial activity or an activity of any other nature whatever (including the keeping of a substance or an animal)."*

The existing Environmental Protection Licences (EPLs) across the Site would require amending to capture the proposed modifications.

## **5.6 BIODIVERSITY CONSERVATION ACT 2016**

The *Biodiversity Conservation Act 2016* (BC Act) is the key piece of legislation in NSW relating to the protection and management of biodiversity and threatened species. The purpose of the BC Act is to maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development. The BC Act is supported by a number of regulations, including the *Biodiversity Conservation Regulation 2017* (BC Regulation).

The proposed modifications would not result in additional biodiversity impacts at the Site with respect to **SSD 5684**. Notwithstanding, a letter of support will be obtained from an ecologist to support this claim.

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### 5.7 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

Proposed developments involving activities that are listed in Schedule 1 of the SRD SEPP are identified as being State Significant Development (SSD). Schedule 1, Clause 7 of the SRD SEPP includes provisions for developments comprising Extractive Industries to be undertaken as SSD. Clause 7 states:

#### **"7 Extractive Industries"**

- (1) *Development for the purpose of extractive industry that—*
  - (a) *extracts more than 500,000 tonnes of extractive materials per year, or*
  - (b) *extracts from a total resource (the subject of the development application) of more than 5 million tonnes, or*
  - (c) *extracts from an environmentally sensitive area of State significance.*
- (2) *Subclause (1)(c) does not apply to extraction—*
  - (a) *by a public authority in maintenance dredging of a tidal waterway, or*
  - (b) *in maintenance dredging of oyster lease areas, or adjacent areas, in Wallis Lake.*
- (3) *Development for the purpose of extractive industry related works (including processing plants, water management systems, or facilities for storage, loading or transporting any construction material or waste material) that—*
  - (a) *is ancillary to or an extension of another State significant development project, or*
  - (b) *has a capital investment value of more than \$30 million.*
- (4) *This clause does not apply to development for the purpose of extractive industry or extractive industry related works that is part of a single proposed development if any other part of the development is State significant infrastructure.*
- (5) *This clause does not apply to development specified in Schedule 1 to State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007.*

The Proposed Development (as approved under **SSD 5684**) is in relation to an Extractive Industry, which would extract a total resource of more than five (5) million tonnes satisfying Schedule 1, Clause 7 of the SRD SEPP.

### 5.8 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

*State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) repeals the former *State Environmental Planning Policy No 11 – Traffic Generating Development* and, pursuant to Clause 104, provides for certain proposals, known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services (RMS) for concurrence.

Schedule 3 lists the types of development that are defined as Traffic Generating Development. The referral thresholds for 'Industry' are:

- *20,000 m<sup>2</sup> in area with site access to any road; or,*
- *5,000 m<sup>2</sup> in area where the site has access to a classified road or to a road that connects to a classified road (if access is within 90 metres of connection, measured along the alignment of the connecting road).*

The referral threshold for 'Any other purpose' are:

- *200 or more motor vehicles per hour with site access to any road; or*

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- *50 or more motor vehicles per hour where the site has access to a classified road or to a road that connects to a classified road (if access is within 90 metres of connection, measured along the alignment of the connecting road).*

The Subject Site attains an area greater than 20,000 m<sup>2</sup>. Therefore, any such future development would require referral to the NSW RMS (now TfNSW).

### 5.9 STATE ENVIRONMENTAL PLANNING POLICY NO 33 – HAZARDOUS AND OFFENSIVE DEVELOPMENT

In accordance with *State Environmental Planning Policy No 33 – Hazardous and Offensive Development* (SEPP 33), CSR confirm that there are no Dangerous Goods stored on-site currently (or proposed) which would require further consideration.

### 5.10 STATE ENVIRONMENTAL PLANNING POLICY NO. 55 – REMEDIATION OF LAND

Under the provisions of *State Environmental Planning Policy No 55 – Remediation of Land* (SEPP 55), where a Development Application (in this instance, SSD Application) is made concerning land that is contaminated, the consent authority must not grant consent unless:

- (a) *it has considered whether the land is contaminated, and*
- (b) *if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) *if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

Under **SSD 5684**, an Environmental Site Assessment was undertaken to assess the potential for contamination pertaining to the Site's soil and groundwater. It is important to note, that in the investigations undertaken, no Contaminants of Potential Concern (COPC) were detected above the Laboratory Limits of Reporting (LOR) or the NSW EPA site assessment criteria for contamination.

### 5.11 SYDNEY REGIONAL ENVIRONMENTAL PLAN NO 9 – EXTRACTIVE INDUSTRY

The approved land use under **SSD 5684** is for the purposes of an Extractive Industry, for which the Proposed Development was deemed to be completely consistent with *Sydney Regional Environmental Plan No 9 – Extractive Industry* (SREP 9). The proposed modifications would continue to support the aims and objectives of SREP 9, for the purposes of facilitating development comprising extractive industries.

### 5.12 CAMDEN LOCAL ENVIRONMENTAL PLAN 2010

CLEP2010 is the principal EPI applicable to the Site. The Site is zoned as follows:

- RU1 Primary Production.

**Table 3** outlines the relevant planning controls applicable to the Site, as stated within CLEP2010. The Proposed Development (as approved under **SSD 5684**) achieves permissibility for the purposes of an Extractive Industry pursuant to the zoning provisions of CLEP2010.



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**Table 3: Camden Local Environmental Plan 2010 (CLEP2010) – General LEP Clauses**

Requirement	Application to the Proposed Modifications
Clause 2.3 – Zone Objectives and Land Use Table	<i>(2) The consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone.</i>
<b>RU1 Primary Production Zone</b>	
RU1 Primary Production – Objectives of Zone	<ul style="list-style-type: none"> <li>To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.</li> <li>To encourage diversity in primary industry enterprises and systems appropriate for the area.</li> <li>To minimise the fragmentation and alienation of resource lands.</li> <li>To minimise conflict between land uses within this zone and land uses within adjoining zones.</li> <li>To permit non-agricultural uses (including tourism-related uses) that are compatible with the agricultural, environmental and conservation values of the land.</li> <li>To maintain the rural landscape character of the land.</li> </ul>
Permitted without Consent	<i>Extensive agriculture; Forestry; Home occupations</i>
Permitted with Consent	<i>Aquaculture; Bed and breakfast accommodation; Cellar door premises; Dual occupancies (attached); Dwelling houses; Environmental protection works; <b>Extractive industries</b>; Farm buildings; Farm stay accommodation; Garden centres; Home-based child care; Home businesses; Home industries; Intensive livestock agriculture; Intensive plant agriculture; Open cut mining; Roads; Roadside stalls; Rural industries; Rural supplies; Rural workers' dwellings; Secondary dwellings; Any other development not specified in item 2 or 4</i>
Prohibited	<i>Amusement centres; Car parks; Commercial premises; Correctional centres;; Entertainment facilities; Exhibition homes; Exhibition villages; Freight transport facilities; Function centres; Health services facilities; Heavy industrial storage establishments; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Port facilities; Public administration buildings; Recreation facilities (indoor); Recreation facilities (major); Residential accommodation; Restricted premises; Service stations; Sex services premises; Storage premises; Tourist and visitor accommodation; Transport depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Wharf or boating facilities; Wholesale supplies</i>
<b>LEP Clauses</b>	
Clause 4.1 – Minimum Subdivision Lot Size	The Site is subject to a minimum lot size of 40 hectares (ha). There is no subdivision proposed as part of the subject Modification Application.
Clause 4.3 – Height of Buildings	The Site is subject to a maximum building height of approximately 9.5 m under Clause 4.3 of CLEP2010. The height of the proposed facility to accommodate the proposed extension would be approximately 14 m (with the stack height of 30 m) complying with Clause 4.3 of CLEP2010.
Clause 4.4 – Floor Space Ratio (FSR)	The Site is not subject to a maximum FSR on-site.

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Clause 4.6 – Exceptions to Development Standards	It is noted, that the existing building height includes a 12 m high Brick Manufacturing Facility with a 30 m stack height, for which the Proposal would seek to extend the existing building height by approximately 2 m (total of 14 m building height) and a like-for-like replacement of the stack height.
Clause 5.10 – Heritage Conservation	The proposed modifications would not result in any inconsistencies with respect to the previous investigations undertaken on the Subject Site, including any ongoing recommendations to be implemented across the Site as a result of <b>SSD 5684</b> .
Clause 5.11 – Bush Fire Hazard Reduction	A Bushfire Impact Assessment will be prepared in accordance with the <i>Planning for Bushfire Protection 2019</i> (PBP) document with respect to the proposed modifications.
Clause 7.1 – Flood Planning	Any flood affectations as a result of the proposed modifications will be addressed and considered accordingly.
Clause 7.2 – Airspace Operations	A Noise Impact Assessment will consider Clause 7.2 of CLEP2010.
Clause 7.3 – Development in Areas Subject to Airport Noise	A Noise Impact Assessment will consider Clause 7.3 of CLEP2010.
Clause 7.4 - Earthworks	All bulk earthworks were approved under <b>SSD 5684</b> . Notwithstanding, minor earthworks would be required as a result of the proposed modifications, for which a cut and fill plan will be prepared and issued as part of the Modification Application.

### 5.13 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No draft EPIs apply to the Subject Site.

### 5.14 CAMDEN DEVELOPMENT CONTROL PLAN 2019

The *Camden Development Control Plan 2019* (CDCP2019) provides a non-statutory instrument to guide development in the Camden LGA that is subsequently zoned under CLEP2010. The future Planning Report will provide a compliance table in relation to the CDCP2019, for which **SSD 5684** has previously been assessed and approved against. Notwithstanding, DCPs do not apply to SSDs.

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## PART F ENVIRONMENTAL ASSESSMENT

A screening analysis of the environmental issues applicable to the Proposal are summarised below. This risk-based analysis has been used to identify the key environmental issues for further assessment and assist the preparation of the SEARs with respect to the proposed modifications.

The analysis is based on preliminary environmental assessment of the Site only. The Planning Report for the Proposal will fully address these items and other key environmental issues relevant to the Proposal.

### 6.1 SOIL AND WATER

During construction, an Erosion and Sediment Control Plan (ESCP) would be implemented to protect the downstream drainage system and receiving waters from sediment-laden runoff generally in accordance with the ESCP implemented for the Site under **SSD 5684**.

Earthworks would be designed to minimise the extent of cut and fill and allow the balance of soil to be re-used on-site. Topsoil would be stockpiled for re-use within landscaped areas where possible. Minor regrading would be required to facilitate the building pad for construction purposes.

With regard to water quantity, the proposed modifications will include provisions for on-site stormwater management to capture all site stormwater runoff and manage overland flow across the Subject Site. The OSD system will be sized accordingly to accommodate sufficient storage volume to mitigate increased peak flows generated from the newly constructed impervious areas (roofs and hardstand areas) to pre-development flows for all storm events, up to and including the 1% AEP Flood Extent, as per Council's flooding and engineering requirements. Additionally, all management and mitigation will be in accordance within the realm of compliance pertaining to the conditions of the EPL applying to the Site subject to the NSW EPA's on-site requirements.

The proposed modifications will include a stormwater quality treatment train approach to reduce pollutants contained in runoff from the Site in accordance with Council's pollution reduction targets further facilitating a Water Sensitive Urban Design (WSUD) strategy that is considered acceptable, as well as remain consistent with the EPL applying to the Site approved by the NSW EPA. It is anticipated that ongoing consultation with the NSW DPIE and Council will occur throughout the Modification Application.

### 6.2 NOISE

The Site is sufficiently separated from any sensitive receivers, including Bringelly Public School.

The Modification Application would consider both construction and operational acoustic impacts (noise and vibration) having regard to the NSW Environment Protection Authority (EPA) Industrial Noise Criteria, including the Noise Policy for Industry (NPI) document, the Interim Construction Noise Guideline, as well as relevant controls articulated within the CDCP2019.

Potential noise impacts generated during the construction phase of the proposed development would be localised through construction traffic and construction equipment, for which a Construction Noise and Vibration Management Plan (CNVMP) would be implemented to address any potential noise and vibration impacts anticipated during the construction phase.

Operational noise would be attributed to the existing and proposed brickworks plant and equipment. It is noted, that a qualitative and quantitative Noise Impact Assessment would be

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undertaken by a suitably qualified Acoustic Engineer to confirm the proposed development does not exceed the relevant acoustic emissions criteria. Where potential impacts are identified suitable acoustic attenuation and mitigation measures would be recommended and implemented where required.

### 6.3 BIODIVERSITY

All vegetation clearing has been previously undertaken across the Site where required under **SSD 5684**. Notwithstanding, a letter of support from a suitably qualified ecologist will be provided to support the proposed modifications.

### 6.4 AIR QUALITY

Given the nature of the proposed modifications being in relation to an extractive industry, for the purposes of a Brick Manufacturing Facility, air quality impacts would be considered accordingly, with particular consideration given towards air quality impacts (including emissions and greenhouse gas) from the existing and future operations.

During construction, air quality would be managed through appropriate dust mitigation measures.

An Air Quality Impact Assessment (AQIA) Report prepared by a suitably qualified expert would accompany the Planning Report to support the proposed modifications.

### 6.5 BUSHFIRE

The Subject Site is intersected by Bushfire Prone Land, for which a Bushfire Impact Assessment will be prepared to consider the Proposed Development in accordance with potential bushfire impacts, including recommendations pertaining to Asset Protection Zones (APZs), as well as ensuring compliance with the *Planning for Bushfire Protection 2019* (PBP 2019) document.

### 6.6 ABORIGINAL CULTURAL HERITAGE AND NON-ABORIGINAL HERITAGE

All Aboriginal Cultural Heritage and Non-Aboriginal (Historic) Heritage has been previously considered across the Site under **SSD 5684**. Any prior recommendations would continue to be implemented across the Site as a result of the proposed modifications, including the implementation of an unexpected finds protocol.

### 6.7 WASTE

Operational waste would be managed in accordance with a Plan of Management for the Site. Waste generated throughout the construction phase would be disposed of in accordance with a Waste Management Plan, which would include provisions for recyclables and suitable off-site disposal.

### 6.8 TRAFFIC & TRANSPORT

Suitable provision to accommodate and service the development approved under **SSD 5684** was made in terms of traffic and transport, including appropriate access from Greendale Road, which shares connectivity with the wider regional road network. Additionally, suitable parking provisions and swept paths have been provided on-site.

Notwithstanding, a Traffic Impact Assessment (TIA) would be prepared by a suitably qualified Traffic Engineer, which would consider the potential traffic related impacts as a result of the

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proposed modifications on the surrounding road network; access and design; car parking; and trip generation (including relevant swept path analysis).

To assist preliminary reporting, Colston Budd Rogers & Kafes Pty Ltd (CBRK) note the following with respect to the proposed modifications:

- Available parking provisions are appropriate;
- Access will be provided in accordance with the requirements of **SSD 5684 MOD 1**;
- New internal roads and car parking areas proposed will be designed in accordance with the requirements of the AS 2890 Series;
- The proposed modifications will result in traffic flow increases of less than 10% along Greendale Road;
- Trucks entering / exiting the Site will be capped at the existing levels during the school pick up / drop-off times; and
- The road network can accommodate the additional traffic expected to be generated as a result of the proposed modifications.

### 6.9 OTHER INFRASTRUCTURE & SERVICES

All essential infrastructure services would be augmented accordingly for the proposed modifications, including water, sewer, electricity and communications further to what was approved under **SSD 5684**.

### 6.10 VISUAL AMENITY / URBAN DESIGN

The built form would be designed to incorporate architectural elements that articulate the façades and provide a sufficient level of visual amenity within the public domain facing Greendale Road. Where potential visual impacts occur, increased landscaping provisions would be proposed, for which the subject Modification Application will be supported by Landscape Plans and a Visual Impact Assessment.

### 6.11 HAZARDS AND RISKS

It is noted, that the Subject Site operations (existing and proposed) includes minor storage quantities of diesel, aerosol and oils; however, there are no quantities which would require a Preliminary Hazard Analysis (PHA) to be undertaken. Notwithstanding, a Preliminary Risk Screening Report would be prepared to accompany the future Planning Report in accordance with SEPP 33.

### 6.12 SITE LAYOUT AND DESIGN

The Site layout and design respond to the Site constraints, thus providing a highly functional development which enhances the visual amenity of the locality. Suitable provision is made for service vehicles within the Site. Detailed swept paths would be provided within the Planning Report and Traffic Impact Assessment.

### 6.13 SOCIO / ECONOMIC

The Proposed Development would positively impact on the social and economic conditions of the Camden LGA. Construction jobs are expected to be in the order of 55-60 jobs over a two (2) year period, while operational jobs would exceed ~70 jobs (including maintenance jobs).

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## PART G CONCLUSION

The proposed modifications to Development Consent **SSD 5684** are considered to be of minor environmental impact, given the extent of changes proposed to the approved development (**SSD 5684**) and as modified (**SSD 5684 MOD 1**). Accordingly, the development as proposed to be modified would remain substantially the same as the original development, and it is therefore considered that the proposed modifications be supported on the basis that:

- There are negligible undue visual amenity impacts associated with the proposed amendments.
- The construction and future operations as a result of the proposed modifications are generally in accordance with the built form and operational outcomes envisaged for the Site under **SSD 5684**.
- The modifications proposed to Schedule 2, Condition 6 & 7 and Schedule 3, Condition 2 & 7 will not cause any adverse impacts pertaining to parameters comprising traffic, noise and air quality.

Additionally, as noted throughout this Scoping Report, the proposed modifications would be carried out in an environmentally and ecologically sustainable manner and would further implement suitable mitigation measures to ensure that the amenity and function of surrounding land uses would not be compromised.

The proposed modifications would have no undue impact on the public interest, as it would allow the Site to continue to meet the strategic land use objectives of *A Metropolis of Three Cities*, the *Western City District Plan* and CLEP2010, whilst fulfilling the Site's employment-generating potential, pursuant to the Site's RU1 Primary Production zone.

It is requested that NSW DPIE issue formal SEARs for the preparation of Planning Report for the proposed modifications to **SSD 5684**.

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## **APPENDICES**

## **Scoping Report**

Bringelly Brickworks Extension Project – SSD 5684 MOD 2  
60 Greendale Road, Bringelly (Lot 100 DP 1203966)

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## **APPENDIX 1** Preliminary Architectural Plans





PRELIMINARY MODIFICATION TO STATE SIGNIFICANT DEVELOPMENT APPLICATION (SSDA)

ADDRESS: 60 GREENDALE ROAD,  
BRINGELLY, NSW 2010

PREPARED FOR: CSR LIMITED  
3/39 DELHI ROAD,  
NORTH RYDE NSW 2113

PREPARED BY: WATCH THIS SPACE DESIGN PTY LTD  
LEVEL 3, SUITE 9, 35 BUCKINGHAM STREET,  
SURRY HILLS NSW 2010

DATE: JUNE 2021

DRAWING LIST

SHEET NO.	SHEET NAME	ISSUE DATE	DRAWN BY
DA - 00	COVER SHEET	08/06/21	EC
DA - 01	EXISTING IMAGES	08/06/21	EC
DA - 02	PROPOSED SITE PLAN	08/06/21	EC
DA - 03	PROPOSED FLOOR PLAN	08/06/21	EC
DA - 05	PROPOSED 3D VIEWS - 02	08/06/21	EC
DA - 04	PROPOSED 3D VIEWS - 01	08/06/21	EC
DA - 06	PROPOSED ELEVATIONS - 01	08/06/21	EC
DA - 07	PROPOSED ELEVATIONS - 02	08/06/21	EC





A. EXISTING VIEW FROM GREENDALE ROAD - NORTH WEST



B. EXISTING VIEW FROM GREENDALE ROAD - NORTH

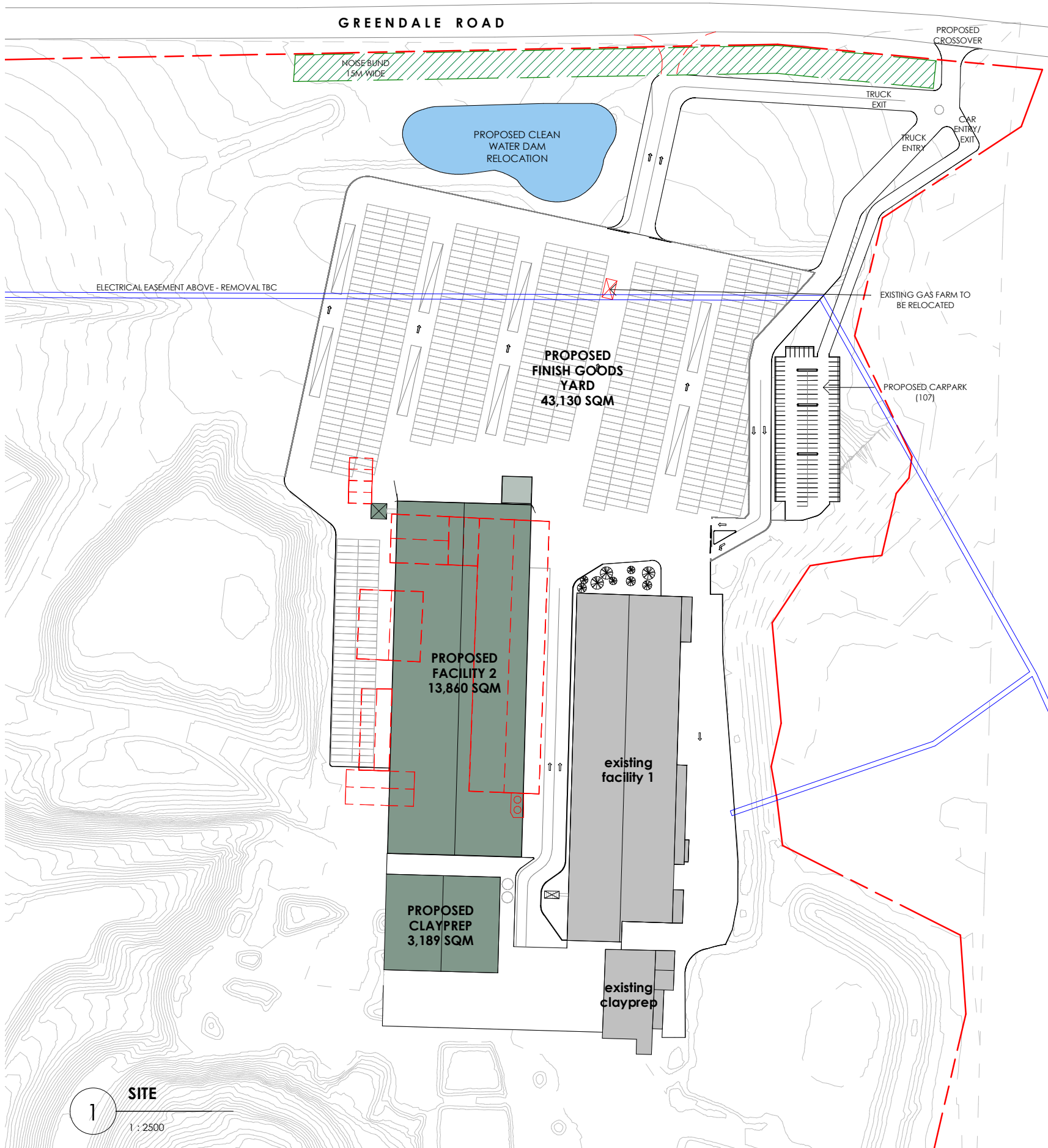


C. EXISTING VIEW FROM QUARRY - SOUTH WEST



D. EXISTING VIEW FROM WEST





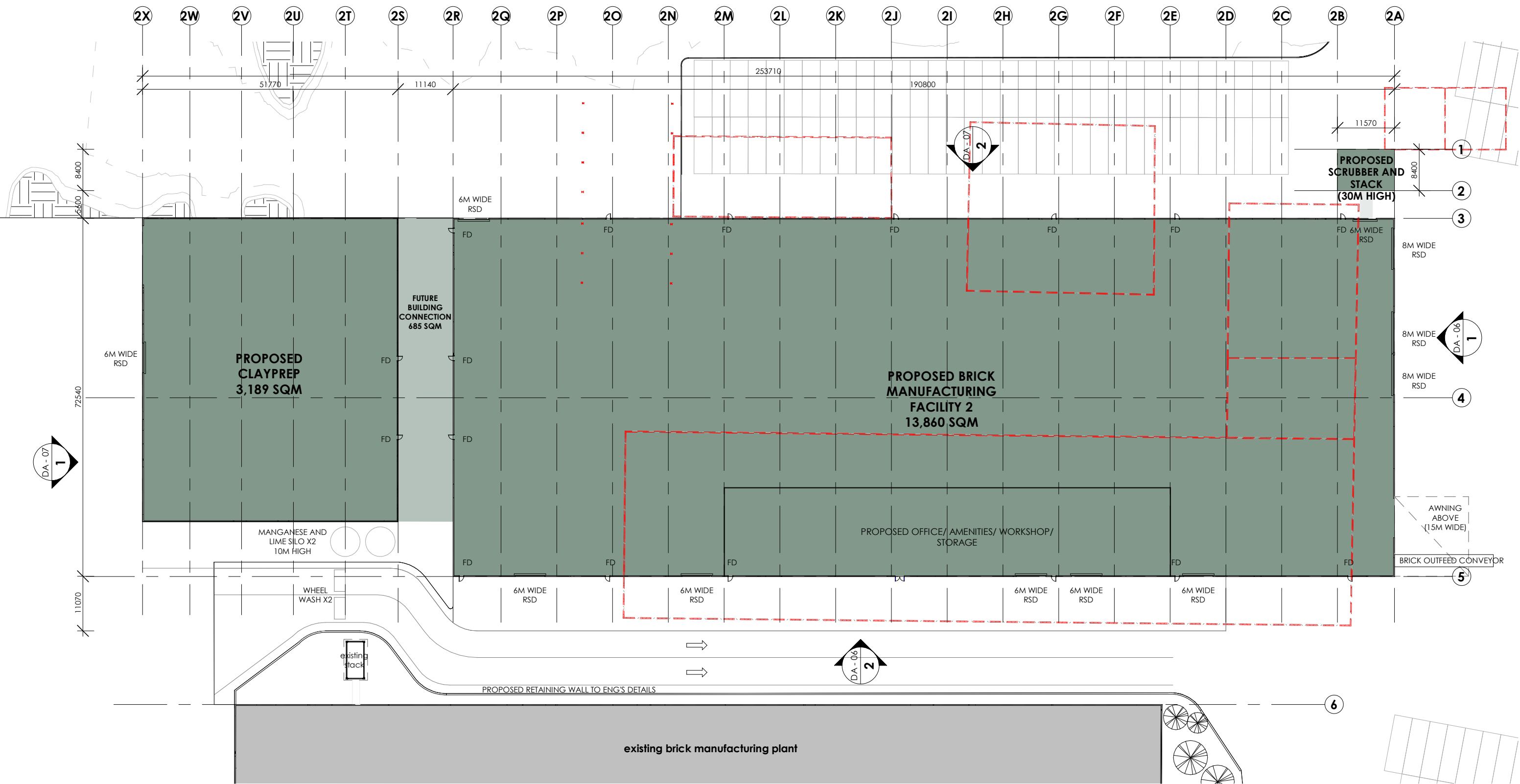
**LEGEND**

- EXISTING FACILITY TO BE RETAINED
- PROPOSED BRICK MANUFACTURING FACILITY
- DEMOLITION

UPPER CASE DENOTES PROPOSED WORKS  
lower case denotes existing building elements





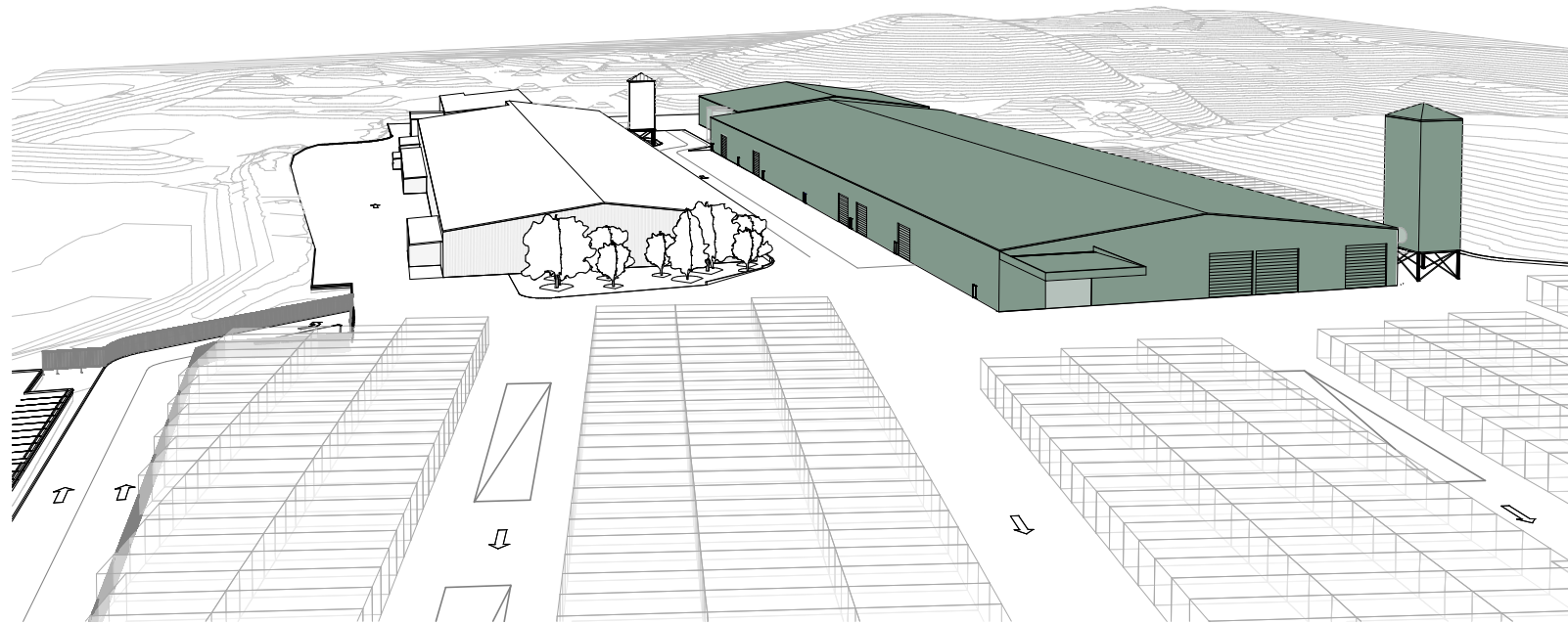


1 WH 2 GROUND FLOOR  
1 : 750

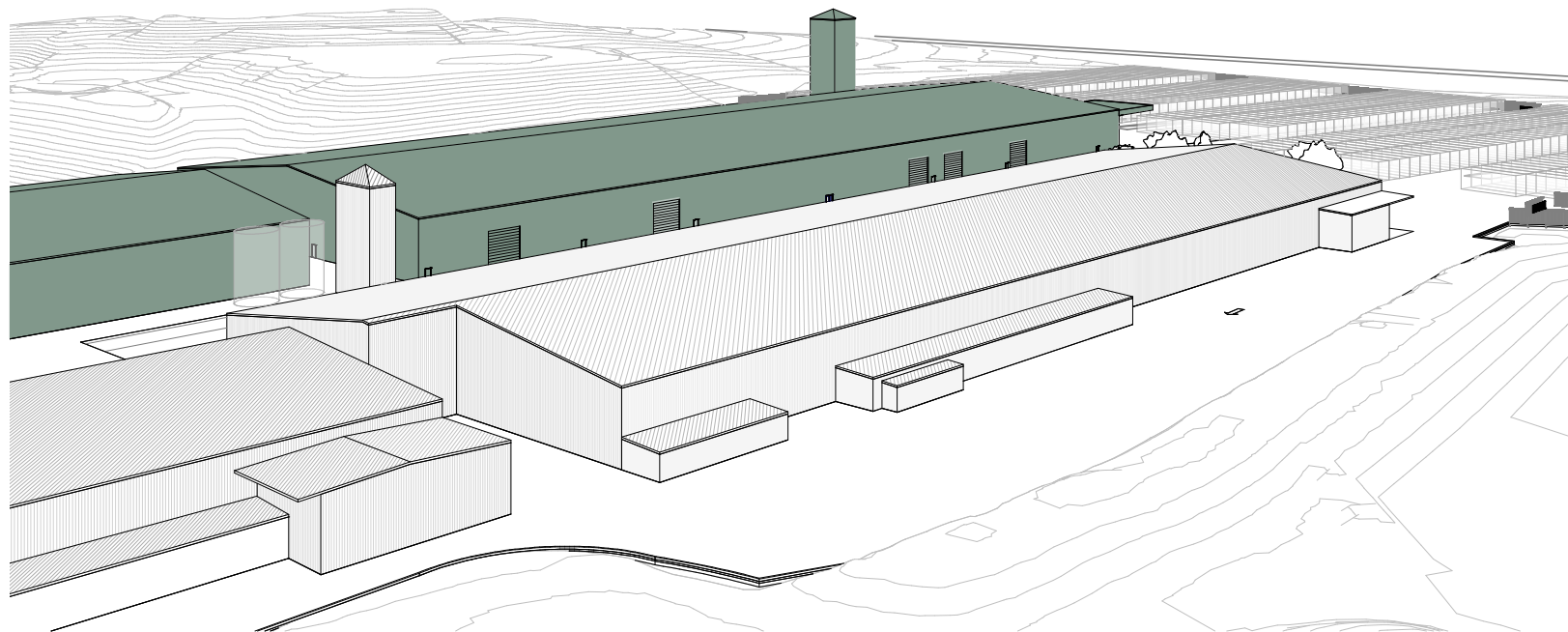
**LEGEND**

- EXISTING FACILITY TO BE RETAINED
- PROPOSED BRICK MANUFACTURING FACILITY
- DEMOLITION

UPPER CASE DENOTES PROPOSED WORKS  
lower case denotes existing building elements



1 3D View 1

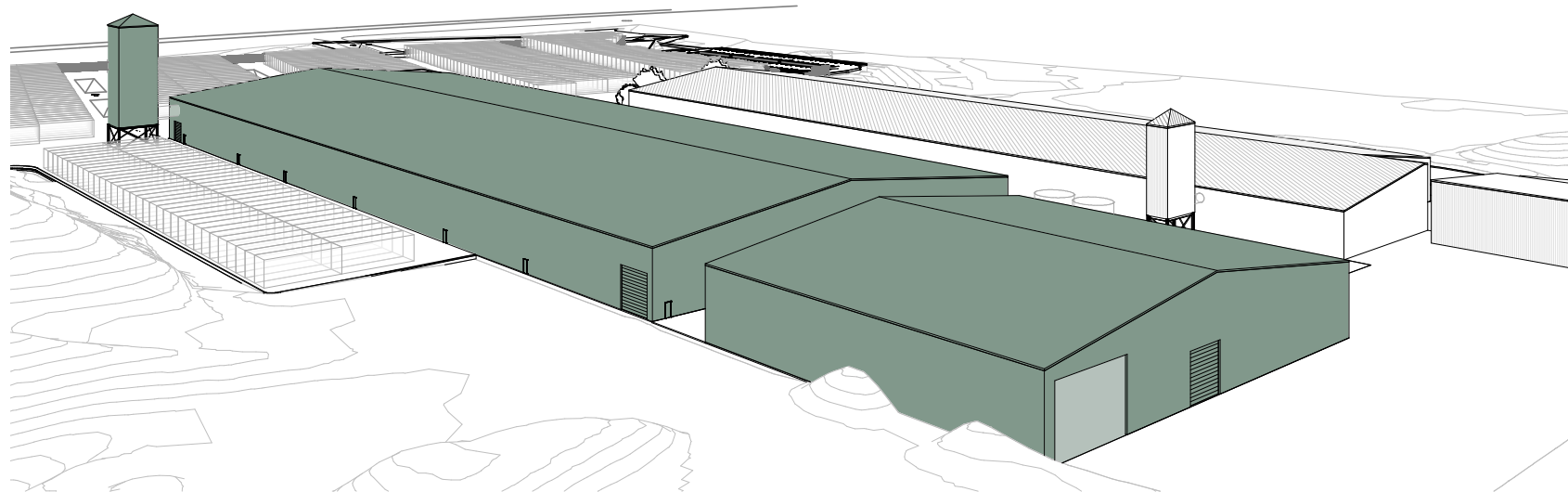


2 3D View 2

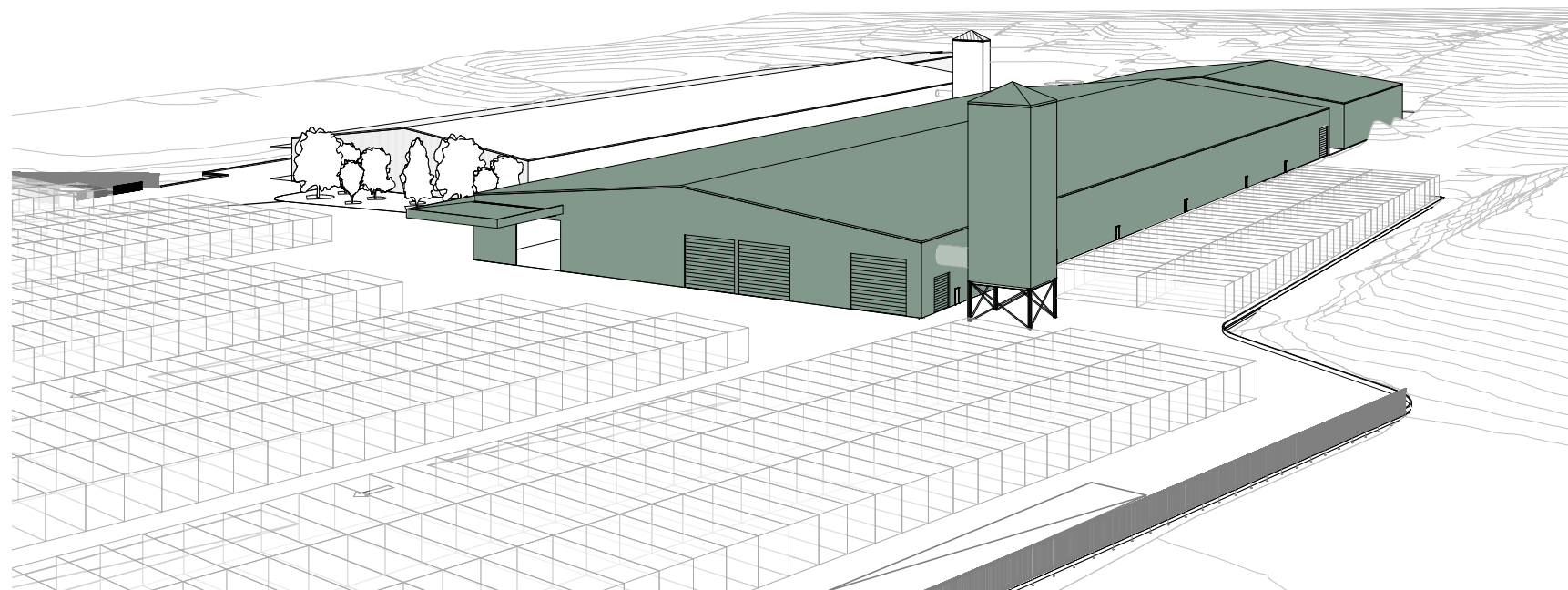
**LEGEND**

- EXISTING FACILITY TO BE RETAINED
- PROPOSED BRICK MANUFACTURING FACILITY
- DEMOLITION

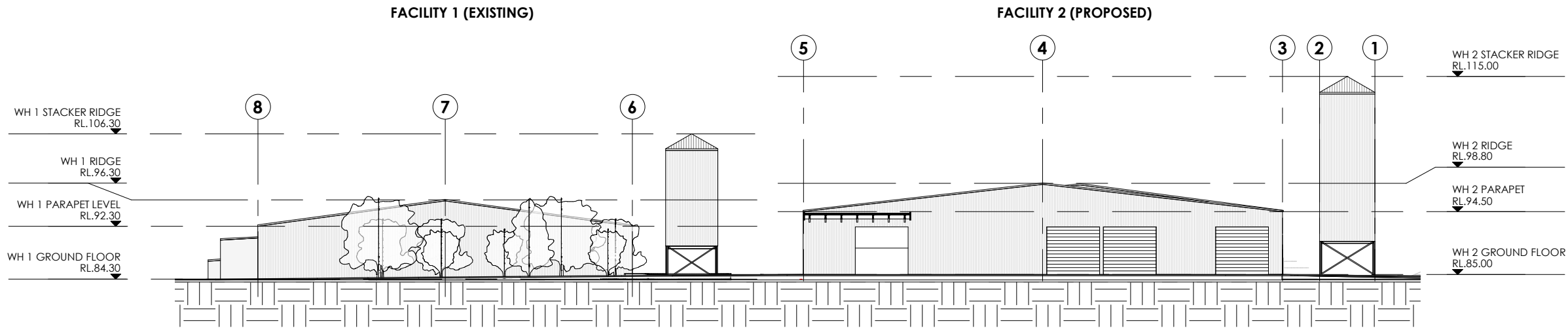
UPPER CASE DENOTES PROPOSED WORKS  
lower case denotes existing building elements



1 3D View 3



2 3D View 4



LEGEND

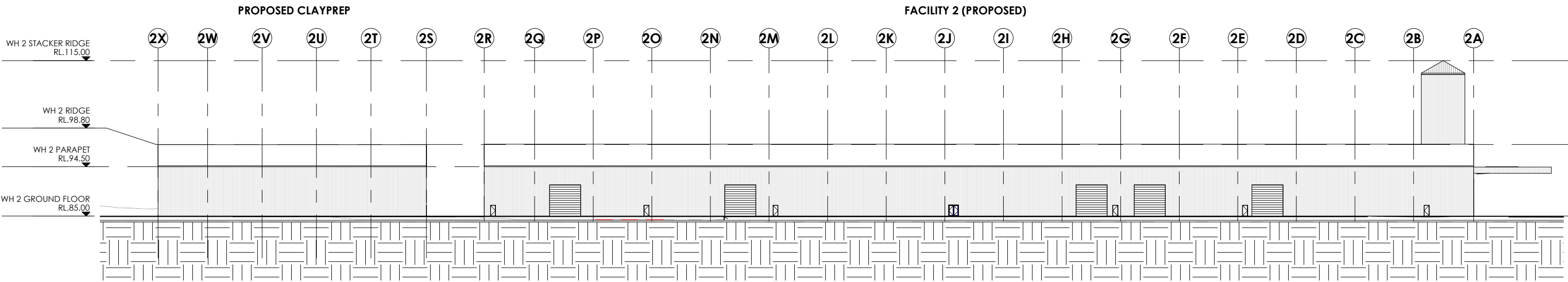
- EXISTING FACILITY TO BE RETAINED
- PROPOSED BRICK MANUFACTURING FACILITY
- DEMOLITION

UPPER CASE DENOTES PROPOSED WORKS  
lower case denotes existing building elements

NORTH ELEVATION

1

1 : 750



EAST ELEVATION

2

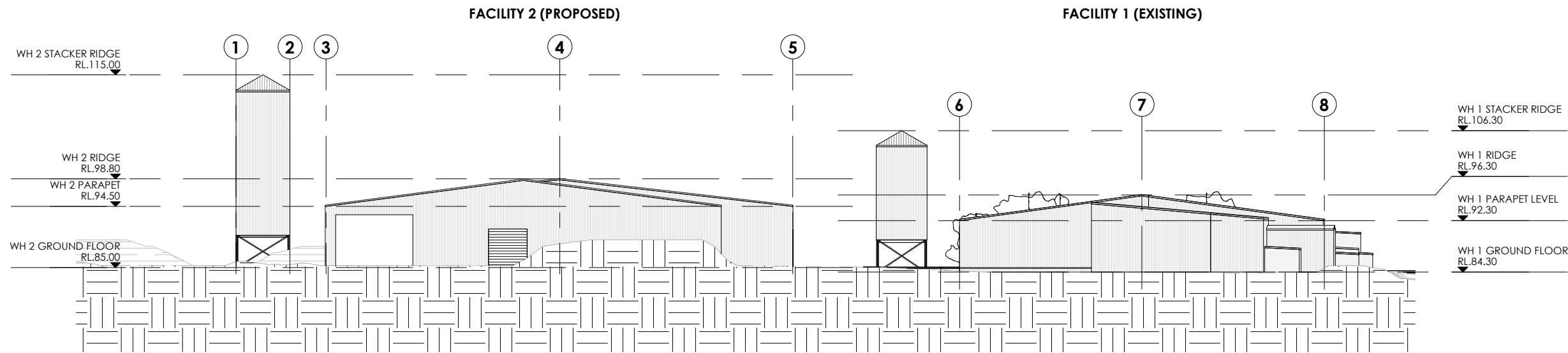
1 : 750

1:750 @A3 0 7.5 15 30 60m

**LEGEND**

- EXISTING FACILITY TO BE RETAINED
- PROPOSED BRICK MANUFACTURING FACILITY
- DEMOLITION

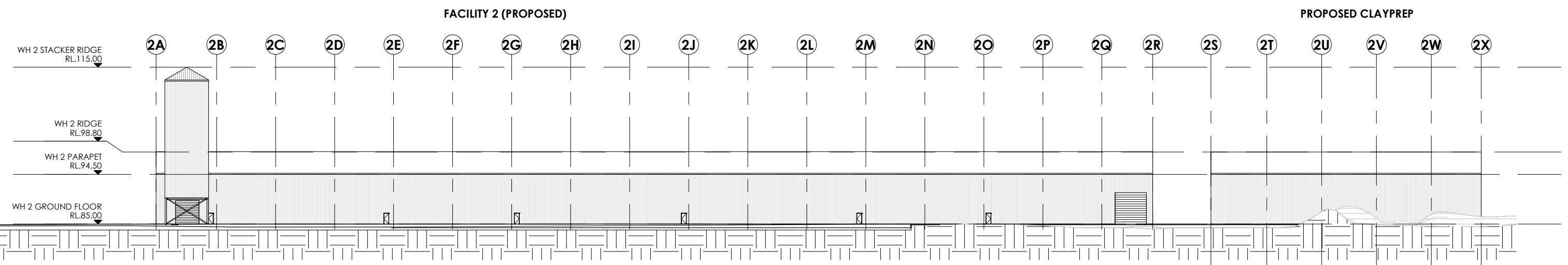
UPPER CASE DENOTES PROPOSED WORKS  
lower case denotes existing building elements



**SOUTH ELEVATION**

1

1 : 750



**WEST ELEVATION**

2

1 : 750

1:750 @A3 0 7.5 15 30 60m

Architect

WATCH THIS SPACE DESIGN PTY LTD

LEVEL 3, SUITE 9, 35 BUCKINGHAM STREET, SURRY HILLS NSW 2010  
EMAIL: info@watchthisspacedesign.com  
WEB: www.watchthisspacedesign.com

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Amendment

C CLIENT ISSUE

date

08/06/21



Client  
CSR

Project Location  
60 GREENDALE ROAD,  
BRINGELLY NSW

Drawn  
EC  
Scale  
As indicated@A3

Checked  
PM  
Date  
08/06/21

Approved  
PM  
Date  
08/06/21

Drawing Title  
PROPOSED ELEVATIONS - 02

Project Number  
CSR 60GR

Status  
SSDA

Rev

Drawing Number  
DA - 07

C

**DRAFT ONLY**



## Scoping Report

Bringelly Brickworks Extension Project – SSD 5684 MOD 2  
60 Greendale Road, Bringelly (Lot 100 DP 1203966)

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## APPENDIX 2

### CSR NSW PGH land location Network Map

