



Western Sydney
Parklands Trust

Light Horse Interchange Business Hub, Eastern Creek [SSD9667]

Consultation Report



May 2019

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ABBREVIATIONS & DEFINITIONS

Engagement Plan	Community & Stakeholder Engagement Plan
LHIBH	Light Horse Interchange Business Hub
Parklands	Western Sydney Parklands
Plan	Plan of Management 2030 (2018)
Report	Consultation Report
ECWMC	Eastern Creek Waste Management Centre
RMS	Roads and Maritime Services
SEARs	Secretary's Environmental Assessment Requirements
DPE	Department of Planning & Environment
SSD	State Significant Development
TfNSW	Transport for NSW
WSPT	Western Sydney Parklands Trust
Jemena	Jemena Gas Networks
EIS	Environmental Impact Statement
BCC	Blacktown City Council
ATSI	Aboriginal and Torres Strait Islander

DOCUMENT CONTROL

Project	Light Horse Interchange Business Hub (SSD9667)	
Document	Consultation Report	
Version	Draft	March 2019
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Prepared by	Luke Wilson	

1. THE PURPOSE

This Consultation Report ('Report') has been prepared to summarise the engagement process and outcomes achieved by Western Sydney Parklands Trust ('WSPT') as part of the consultation for the Light Horse Interchange Business Hub ("LHIBH") at Eastern Creek.

The Community and Stakeholder Engagement Plan ('Engagement Plan') was prepared to guide the engagement program for LHIBH prior to the commencement of consultation and to provide an outline of the engagement activities, program, key messages and stakeholder register. The Engagement Plan assists implementation of an effective engagement of relevant stakeholders and is an internal document for reference of WSPT and relevant consultants.

WSPT adopts an active engagement policy on all matters relating to the Parklands and has consulted with stakeholders including Blacktown City Council in preparation of the Western Sydney Parklands Trust's Plan of Management 2030 which identifies business hub locations and potential land uses.

a) Engagement objectives

The overall objective is to inform and involve the key stakeholders through the planning process and to educate the wider community about the Parklands. The following objectives apply to all engagement activities during the proposal's life cycle:

- Open and honest decision making
- Communication clearly explains 'negotiable' and 'non-negotiable' aspects of the project
- Communicate clearly to explain time periods expected with each phase of consultation
- Timely feedback after each phase of consultation
- Decision making balances stakeholder, technical and environmental constraints
- Summary reports show analysis and consideration of all comments and feedback received
- Communication is sensitive to both the history of the area as well as the future development opportunities
- Communication is available online and in hard copy for all community members and stakeholders

2. THE PROJECT

The Engagement Plan was prepared by WSPT to guide the consultation process. Subsequently, the Consultation Report was prepared to summarise the process and outcomes and form part of the planning application for the Light Horse Interchange Business Hub project.

Preparation of the planning application for LHIBH has commenced, with Secretary's Environmental Assessment Requirements (SEARs) issued to WSPT on 8 Nov 2018 (dated 7/11/2018). In accordance with the SEARs, this Engagement Plan seeks to inform the consultation process.

a) The proposed development

Western Sydney Parklands Trust has developed a long-term strategy for development of the Parklands which includes the establishment of business hubs. The business hubs are detailed in the Western Sydney Parklands Plan of Management 2020 (2010) which was adopted by the Minister for Western Sydney in January 2011.

Collectively, the business hubs will comprise a maximum of 2% of the total Parklands area with the aim of generating income to help fund the management and future development of the other 98% of the Parklands, including improvements to picnic areas and playgrounds, cycling and walking track networks, sporting facilities, and restoration and expansion of the bushland corridor. The business hubs make a significant contribution to economic development, employment and training opportunities in Western Sydney.

The Supplement (2014) to the Plan of Management was developed to outline WSPT achievements to date and further detail the key strategic directions that guide the future of the Parklands, including the business hubs.

The Parklands Plan of Management 2030 (2018) continues to provide a framework for the operation and development of the Parklands. The plan was adopted by the NSW Minister for the Environment and Heritage in December 2018.

The sites identified for business hubs have low environmental and recreational value, are located adjacent to motorways and major arterial roads, and are on the periphery of the Parklands. Accordingly, LHIBH is proposed to be developed into an industrial estate and will form a rational extension to the existing industrial areas to the north and west of the site. By locating the business hub in this location, no additional lands are likely to be required within the Blacktown City Council Local Government Area (LGA).

The business hub is approximately 29.4 hectares in size, located to the east of the M7 Motorway and south of the M4 Motorway. The large lot size, visual exposure and excellent position on the regional road network provide an excellent location for general industrial and light industrial land uses. The proposed land uses will complement the existing industrial uses in the surrounding area.

b) Site location and context

Light Horse Interchange Business Hub is irregular in shape and the proposed access is approximately 600 metres in length, from Ferrers Road. To the immediate west the site is bounded by the M7 Motorway and to the north the M4 Motorway. An existing Jemena High Pressure Gas line is positioned along the eastern boundary of the site running parallel to Eastern Creek. To the immediate south is residual Parklands and further south is the Eastern Creek Waste Management Centre ('ECWMC').

The site is approximately 35kms west of the Sydney Central Business District and provides convenient access to nearby major roads including Great Western Hwy, M7 Motorway and M4 Motorway.

The site consists of primarily cleared paddocks with some clusters of trees, dilapidated buildings and decommissioned waste treatment plant. The site was used by the Department of Defence for various purposes in the past, including forming part of the old Wallgrove Army Base. Access to the site is currently obtained from Wallgrove Road via an underpass to the west. A Sydney Water wastewater easement is located through the centre of the site running north south.

Detailed technical assessments have been prepared and submitted within the Environmental Impact Statement (EIS).

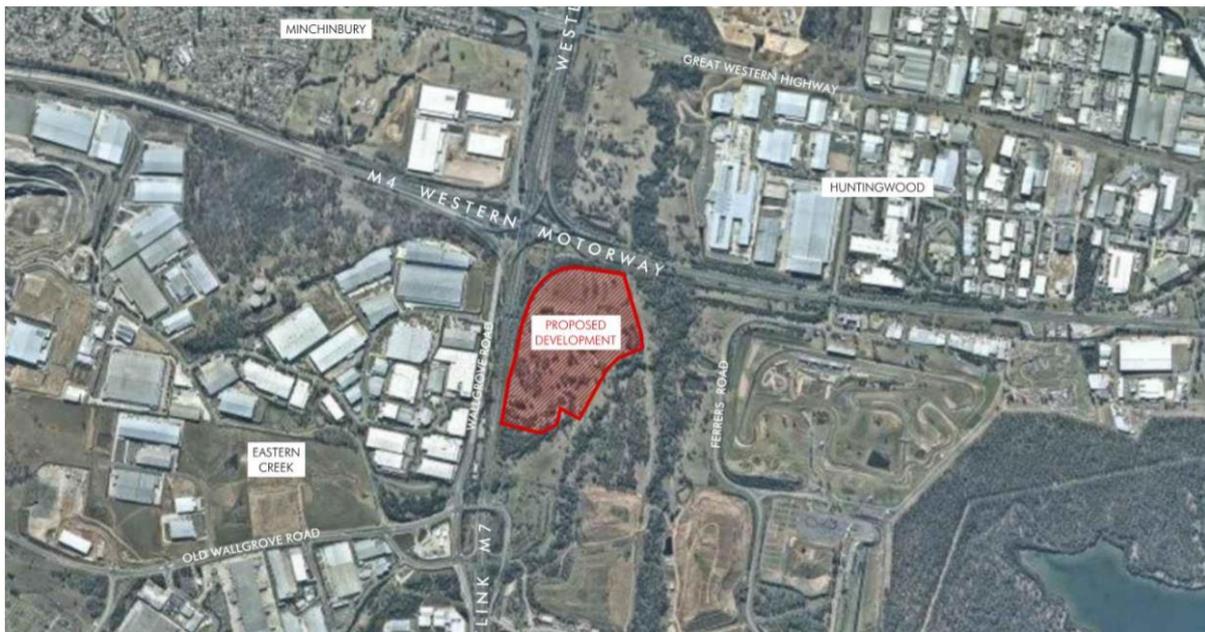


Figure 1: Locality Plan by Nettleton Tribe

3. CONSULTATION

a) Objectives

The overall objective of consultation is to inform and involve the community and key stakeholders through the various stages of the project. In order to achieve engagement of stakeholders and in the context of the project and the planning phase, the Engagement Plan proposes a combination of correspondence (posted letters and emails) and phone calls to be most appropriate.

b) Plan of Management 2020 Supplement - Consultation Report

The Western Sydney Parklands Plan of Management 2020 Supplement Consultation Report (KJA, January 2014) outlines the communication activities undertaken up to the end of 2013 including consultation as part of investigation into the business hub locations, communication in relation to public exhibition of the Supplement, and liaison with local Councils following exhibition end.

The report finds that in general, business and industry associations support the Plan and Supplement noting that the business hubs will provide a sustainable funding base for the Parklands and create employment opportunities for people in Western Sydney.

Local Councils raised concerns in relation to the business hubs potentially competing with existing commercial centres and the impacts of the Parklands being developed for commercial purposes. This is unlikely to be the case for industrial development which does not have the same impact on existing centres.

The report identifies that consultation is ongoing and that dedicated consultation will be undertaken for individual sites such as Light Horse Interchange Business Hub.

c) Plan of Management 2030

The Plan of Management is updated every seven years, and prepared in consultation with Parklands visitors, neighbours and stakeholders. For the new plan of management, WSPT undertook consultation activities between August 2017 and Sept 2017, including the release of a Future Directions Paper (FDP) to set the framework for revising the Plan of Management by focusing on key principles.

A draft Plan of Management was then prepared incorporating the feedback received during the FDP consultation process. Consultation on the Draft Plan of Management 2030 was carried out in March/April 2018 and was supported by newspaper advertisements, a dedicated webpage, online surveys, a '1800' community phone line, physical stalls throughout the local area and a stakeholder workshop. The feedback received was used to create the plan that will guide the operation and development of the Parklands towards 2030.

The draft and final reports identify Light Horse Interchange Business Hub within Wallgrove Precinct 6.

d) Community & Stakeholders

WSPT considered and assessed the nature of the project, and the extent of its direct or indirect impact on the identified stakeholders using the Department's draft Community and Stakeholder Engagement guideline 6.

The completion of the Plan of Management 2020 Supplement Consultation Report set a low to moderate level of expected involvement by community and other stakeholders. The report found that in general, business and industry associations support the Plan, noting the sustainable funding base for the Parklands and employment opportunities for people in Western Sydney. Local Councils raised concerns in relation to the business hubs potentially competing with existing commercial centres and thus engagement has been undertaken with neighbouring business to table this concern.

It was determined, that as the Light Horse Interchange proposed business hub is located on the periphery of the Parklands in areas of low conservation or recreational value, a low perception likelihood of perceived conflict of environmental, economic and social values. The total area of all business hubs will be 2% of total parkland area. Additionally, revenue generated from business hubs will support the delivery of improvements such as services and facilities for public benefit. As this land is currently unused and adjacent to major roadways and commercial properties, the proposal does not reduce or impact on any individual properties, amenity or services. Importantly, the direct community and social value of the proposal includes local economic development, employment and training opportunities.

Following analysis of the geographic location and commercial/industrial nature of the proposal, neighbouring stakeholders who are likely be most interested were identified. These include:

- Sydney Motorsports Park
- Alpha Hotel
- Sydney Dragway
- Eastern Creek Waste Management Centre/SUEZ
- Austral Bricks
- Veolia
- Joe Damjanovic
- Property NSW
- Office of Strategic Land

WSPT identified the likely impact on assets and services parallel to the proposal who may be impacted, and these stakeholders were also consulted. Those assets identified include Westlink M7 Motorway, Wallgrove Road, Great Western Highway and the M4 Motorway. The road and transport authorities were identified as Transport for NSW, NSW Roads and Maritime Services and Blacktown City Council.

Gas and water services are located on the site and therefore a high level of consultation and engagement with the relevant providers was required to understand any potential impacts and address concerns. Unfortunately, there was no response from Sydney Water in our attempts to engage with this stakeholder.

This proposal is located in a highly commercial and industrial precinct of the city, the land is currently unkept and unused and does not represent any significant environmental impacts. Consideration has been given to environmental factors including, but not limited to, flood lands, stormwater management and creek realignment. Regulatory and statutory compliance is also considered, thus the following local, state and other agencies were identified and consulted:

- NSW Department of Planning and Environment
- Office of Environment and Heritage
- Blacktown City Council
- Sydney Water
- WaterNSW
- Fire and Rescue NSW
- Rural Fire Service
- Environmental Protection Authority
- NSW Department of Industry

The following map identifies the neighbouring stakeholders in the context of the business hub site.

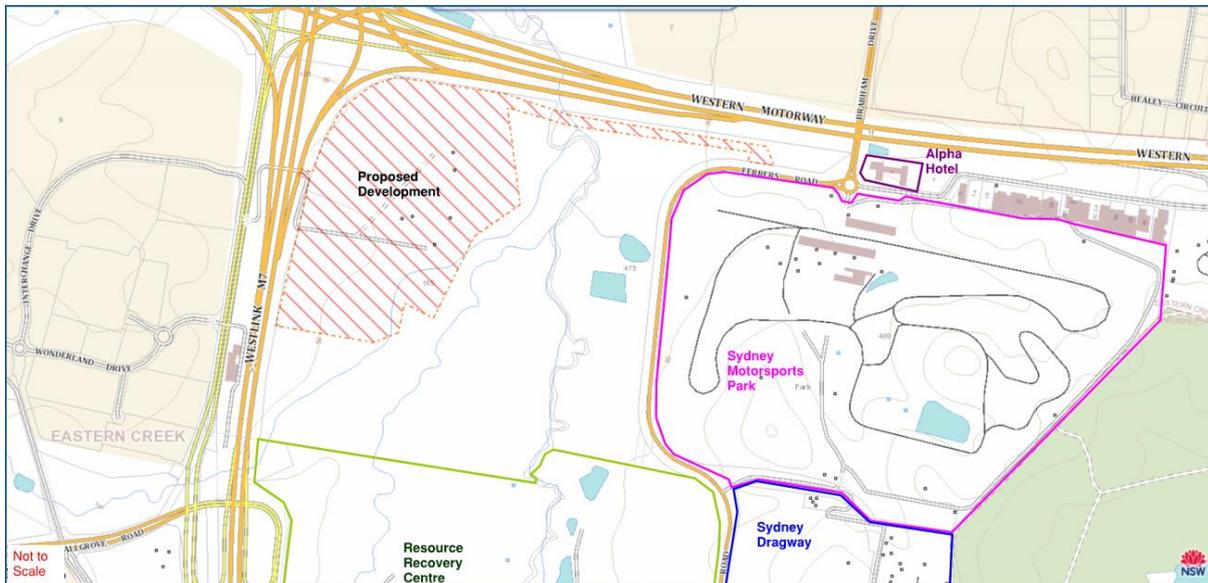


Figure 2: Map of Neighbouring Stakeholders

e) Consultation Register

The following register of consultation for LHIBH was recorded during preparation of the SSD application.

NEIGHBOURING ENTITIES	CONSULTATION
Sydney Motorsports Park Glenn Matthews - CEO Ferrers Rd, Eastern Creek NSW 2766	Letter emailed 27/11/2018. No response received.
Alpha Hotel Jonathan Wooller - Managing Partner 1 Peter Brock Dr, Eastern Creek NSW 2766	Letter emailed 27/11/2018. Response on 27/11/2018 asked what land use is proposed. WSPT stated "...industrial warehouse and logistics". Jonathan responded with "...no need for further discussions...".
Sydney Dragway Peter Beaumont Ferrers Rd, Eastern Creek NSW 2766	Letter emailed 27/11/2018. No response received.
Office of Strategic Land Scott Courtney	Letter emailed 7/01/2019. No response received.
Property NSW Peter Graham	Letter emailed 7/01/2019. Email correspondence between 9/11 to 11/1. No issues raised.
Suez	Letter posted 16/01/2019. No response received.
Joe Damjanovic	Letter emailed 8/01/2019. No response received.
Austral Bricks	Letter issued 16/01/2019 and via online form. No response received.
Veolia	Letter issued 16/01/2019 and via online form. No response received.

LOCAL, STATE AND OTHER AGENCIES	CONSULTATION
<p>NSW Department of Planning & Environment (DPE) Kane Winwood</p>	<p>Multiple emails & calls. Meetings: 29/6/2018; DPE requested that the proposal consider impacts to the adjacent high-pressure gas easement, flooding, biodiversity and traffic. 25/10/18; DPE highlighted that Hazard Risk assessment for Jemena Pipeline will be required. DPE noted that the SEARs are likely to require assessments for Aboriginal Heritage, Air Quality, Flood, Contamination, Energy Efficiency, Water, Acoustic, Stormwater, Traffic Impact (construction and operational), and bushfire.</p>
<p>Blacktown City Council (BCC) Judith Portelli</p>	<p>Multiple emails & calls. Meetings: 10/4/2018; BCC requested that the Proposal consider Aboriginal Heritage, Biodiversity, Access/Traffic, Stormwater. For Creek Realignment to consult with Water NSW. To check for unexploded ordinance. Noted that access from Ferrers Road is supportable- all other access options not viable. 3/12/2018; BCC requested external catchment be considered. Flood assessment to consider any off-site impacts. 5/12/2018; BCC requested information on how access from Wallgrove Road would be managed – with physical measures. 15.5m wide road carriageway is okay. Concerns around the private road widths. BCC requested that the Proposal comply with Council DCP car parking rates. 18/01/2018; BCC will not support secondary public access for light (or heavy) vehicles from Wallgrove Road. Emergency access would be acceptable. Concerns regarding heavy vehicles at rear of warehouses along private road. Proposal should consider B-triple vehicles. Contamination to be addressed. 22/02/2019; BCC acknowledged the new road layout with private reticulation road now removed from the Proposal. Confirmed that 6m width Right of Access for emergency access is acceptable. BCC requested that the roundabout be designed to cater for two lanes of traffic to 'future proof' Ferrers Road. Requested access be provided to the basin. Requested a 20m building setback and 10m carpark setback be applied along the Motorway frontage.</p>
<p>Jemena Gas Networks Luke Duncan</p>	<p>Multiple emails & calls. Meeting: 26/07/2018; Jemena requested that the Proposal does not have water ponding or building encroachment onto the gas easement where avoidable. Requested justification for the proposed access from Ferrers Road. Hazard Risk assessment of the gas line.</p>
<p>Office of Environment and Heritage Amy Dumbrell, Bronwyn Smith</p>	<p>Letter emailed 26/11/2018. No response received.</p>
<p>Roads and Maritime Services (RMS) Pahee Rathan, Amanda Broderick</p>	<p>Multiple emails & calls. Meetings: 2/10/2018; RMS requested that the Proposal consider traffic impacts to the surrounding intersections. Controls for vehicle management for the proposed secondary access. Noted that nwsurveys are to be consulted. 11/12/2018; RMS advised that any works on RMS land will require a Permission to Enter, Construction Traffic Management Plan to be included in the Proposal. Secondary access from Wallgrove Road would need to consider illegal dumping, pedestrian access, nroads maintenance access, traffic impacts at Wallgrove Road. 15/01/2019; RMS</p>

	requested the Proposal considers illegal dumping and vehicle management issues for the secondary access of Wallgrove Road.
Transport for New South Wales (TfNSW) Ken Ho	Letter emailed 20/11/2018. Meeting: 11/12/2018; TfNSW advised that connection to M7 Motorway Cycleway is suggested.
nwroads Glenn Archibald	Meeting: 15/01/2019; nwroads requested that access for maintenance of the M7 Motorway and for the adjacent storage yard be maintained. Cycleway connection to the M7 Motorway Cycleway is welcomed.
Environment Protection Authority John Goodwin	Letter emailed 26/11/2018. No response received.
NSW Department of Industry – Crown Lands and Water Alison Collaros	Letter emailed 26/11/2018. Response received 13/12/2018 “NSW DPI Agriculture will not be involved in any meetings regarding this project...It does not impact on agricultural lands or resources.” No further responses.
Sydney Water	Letter emailed 12/12/2018. No response received.
WaterNSW Mohammed Ismail	Multiple emails & calls. Meetings: 26/04/2018; WaterNSW requested that the development avoid (where possible) the large triangular shaped Cumberland Plain Woodland community at the far south western part of the site. WaterNSW advised that from the concept plan it is likely the Eskdale Creek realignment would be permitted between the existing sewer and gas line, subject to assessment of the full integrated DA. 12/12/2018; Acknowledged that the large triangle of trees had been avoided in the updated Proposal. Advice regarding the Creek Realignment was consistent with the initial meeting.
Fire and Rescue NSW	Letter emailed 26/11/2018. No response received.
Rural Fire Service Alastair Patton	Letter emailed 20/11/2018. No response received.

f) Website Update

A description of the proposed development was uploaded on to the Western Sydney Parklands website on 23 November 2018 at the following location;

<https://www.westernsydneyparklands.com.au/about-us/business/>

The update includes a factsheet with further information and contact details for any queries or feedback on the proposal.

g) Response of the SSD application to Concerns Raised

The following table provides a summary of issues raised during the consultation process (i.e. not necessarily from submissions to the Request for SEARs) and how WSPT has responded.

#	TOPIC	RELEVANT PARTY & ISSUE	RESPONSE
1	Flood	DPE; Pre and Post Development flood scenarios and impacts. Council; consider any impact to the M4 Motorway.	Flood modelling and assessment completed by a qualified consultant and included in the EIS.
2	High Pressure Gas Easement	Jemena, DPE.	Meeting at Jemena's office to discuss various issues. Notes with action items issued via email (1/8/18) followed by other documentation including concept sections and access review letter. Risk and Hazard assessment completed by a qualified consultant and included in the EIS.
3	Stormwater Management, Drainage & Flooding	Council, DPE, WaterNSW. Existing overland flow paths, stormwater management, and water quality and quantity.	The Civil Engineering Report was prepared for the proposed development and in direct response to submissions made in response to the SEARs Request and as requested by DPI and Council.
4	Eskdale Creek Realignment	Council, WaterN SW.	Biodiversity Assessment Report includes a riparian assessment. Meetings with DPI to confirm the requirements around relocating Eskdale Creek and documentation updated with consideration for the feedback received. This included avoiding relocating the part of the Creek within the large triangular clump of Cumberland Plain Woodland in the far south western part of the site.
5	Subdivision	Council. Lack of clarity on basin lot.	Draft Plan of Subdivision updated to show maintenance access to the estate basin and a designated lot for the basin.
6	Contamination	DPE, Council.	Detailed site investigation completed by qualified consultant and included in the EIS.
7	Consultation	DPE emphasised the importance of consultation in the meeting 3-Nov.	Consultation Report completed, various correspondence and meetings undertaken.
8	Emergency Access	Council	Design documentation updated for an emergency access point at the existing underpass from Wallgrove Road to the proposed development.
9	Biodiversity	DPE, Council	Comprehensive biodiversity assessment completed by a qualified consultant and included in the EIS. Avoided, where possible, the large triangular shaped clump of trees in the far south western part of the site.
10	Heritage	DPE, Council	Heritage assessments completed by a qualified consultant and included in the EIS. This include consultation with aboriginal stakeholders as detailed in the Aboriginal Cultural Heritage Assessment Report.

11	Bushfire	DPE, Council	Bushfire Assessment prepared by qualified Consultant and included in the EIS.
12	Traffic	DPE, RMS, Council. Site access and corresponding impacts.	Traffic Impact Assessment (TIA) and design documentation undertook multiple revisions to accommodate requests and respond to concerns. TIA considers both construction and operational traffic. Secondary public access from Wallgrove Road and private rear reticulation road removed from the final concept plan to remove concerns regarding dumping, vehicle controls and truck parking issues. Civil Engineers roundabout design revised with centre of the roundabout shifted further north to allow for any future expansion by other.
13	Connectivity	RMS, nwrads. Connection to M7 Cycleway suggested.	The plans now include a connection to the M7 Cycleway, utilising the existing underpass.
14	Car parking	Council. To adopt BCC DCP car parking rates.	Car parking rates considered in Traffic Impact Assessment with RMS guidelines adopted.
15	Setbacks	Council. Requested 20m building setback and 10m carpark setback along the Motorway frontages.	Accepted and adopted in the final concept plan.

4. CONCLUSION

The Community and Stakeholder Engagement Plan was prepared to provide guidance for the active consultation process undertaken by WSPT for LHIBH. Relevant stakeholders were identified and approached and provided the opportunity to raise concerns and voice opinions in relation to the proposed development.

WSPT has recorded concerns raised during consultation and addressed those concerns with mitigation strategies, as per Section 3 (g) of the Consultation Report. Should areas of concern require ongoing monitoring and consultation, WSPT will ensure these activities are documented through the planning, project and delivery process and the relevant consultants and stakeholders are briefed.

WSPT will continue to engage previously identified stakeholders through the life of the business hub, continue to canvas the environment for any new or emerging stakeholders and respond to any enquiries issued through the promoted feedback channels.

This includes regular updates to the Western Sydney Parklands Trust website and feedback mechanisms clearly identified and available, through that forum. The website will also include promotion of the public exhibition, when available, and the opportunity for stakeholders to review proposal details, provide further commentary or make a submission.

ATSI groups require specialised and sensitive consideration. As such, and in compliance with National Parks and Wildlife Act 1974, WSPT will continue to engage with qualified consultants to ensure the ACHAR process is followed and any enquiries will be referred to the relevant channels.

CONSULTATION DOCUMENTATION



Western Sydney Parklands Trust

Date

Contact: Luke Wilson
Phone: 0400 506 926
Email: luke.wilson@wspt.nsw.gov.au

Company
Address

Dear Contact

Re: Western Sydney Parklands Trust – Proposed Light Horse Interchange Business Hub, Eastern Creek (SSD 9667)

On behalf of the Western Sydney Parklands Trust, I am writing to advise you of the Trust's plans to submit a planning application for a business hub within the Light Horse Interchange Precinct of the Western Sydney Parklands.

The site has been identified as a business hub in the Parkland's Plan of Management 2020 Supplement. It is located immediately south of the M4 Western Motorway and east of the Westlink M7 Motorway.

We are currently undertaking studies as part of an Environmental Impact Statement (EIS) to support the application for concept layout that outlines the staged redevelopment of the site as an industrial business hub. It includes a detailed proposal to facilitate delivery of the first stage of development, including demolition, earthworks, infrastructure and subdivision.

Subject to approval of this EIS, a separate, more detailed Development Application will be required to enable built form development on each lot. After the EIS has been submitted and placed on public exhibition, you will have an opportunity to provide comments and make a submission on the proposal.

You can read more about the proposal on our website:
www.westernsydneyparklands.com.au/about-us/business.

If you have any further questions or would like to request a brief, please contact Luke Wilson on 0400 506 926 or luke.wilson@wspt.nsw.gov.au.

Yours sincerely,

Suellen Fitzgerald
Executive Director, Western Sydney Parklands Trust



Aug 16, 2018 2:03pm N:\10935\lighthorse\interchange\AerialCAD_Sketch\10935_SK005.dwg

Light Horse Interchange Business Hub fact sheet



Western Sydney Parklands Trust is preparing an Environmental Impact Statement (EIS) for the development of a business hub in the Light Horse Interchange Precinct of Western Sydney Parklands. The proposed business hub is located immediately south of the M4 Western Motorway and east of the Westlink M7 Motorway.

A concept proposal will outline the staged redevelopment of the site as an industrial business hub. After this, a detailed proposal will be prepared to facilitate delivery of the first stage of development, including demolition, bulk earthworks, infrastructure and subdivision.



Figure 1 – Concept Masterplan by Nettleton Tribe, Sept 2018

The proposed work will include:

- a concept for approximately 157,000m² of industrial and light industrial floorspace, with around 8,000m² of ancillary offices, to accommodate a range of land use activities including advanced manufacturing, freight and logistics and warehouse and distribution facilities
- Site landscaping to complement the design of the industrial buildings and provide visual screening from the surrounding road network
- stormwater management and flood mitigation works to manage the quality and quantity of water flows across the site and avoid adverse impacts to adjoining properties
- vegetation management to avoid, minimise and manage potential ecological impacts. This will include implementation of bushfire protection recommendations

Light Horse Interchange Business Hub fact sheet



- delivery of utility services required to service the proposed development, including any necessary upgrades and siting and design of the proposed industrial subdivision to incorporate the existing easements for high-pressure gas and sewer.

Primary access will be from Ferrers Road with new roads and road improvement works designed to Blacktown City Council requirements, and potential for a secondary access point for lighter vehicles via the existing Wallgrove Road driveway.

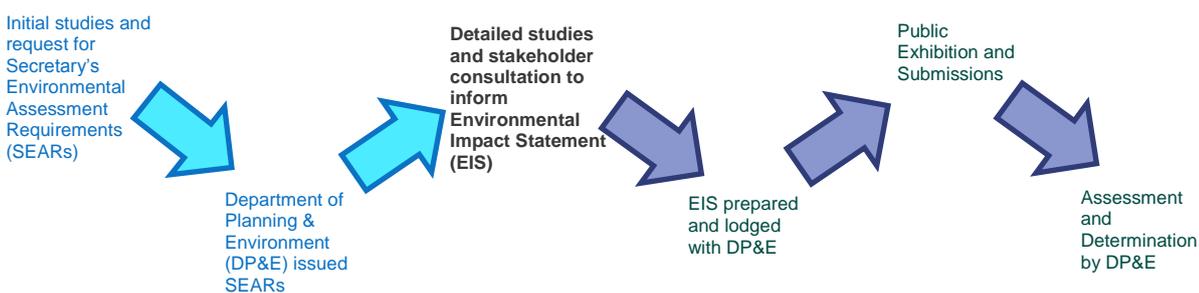
Further detailed approvals will be sought for the construction of individual buildings on each lot.

Project overview

The site was first identified as a potential business hub in the Parklands Plan of Management 2020 Supplement. Development of the site will deliver economic benefits and create jobs for Western Sydney and the Greater Sydney Region. It will remain in public ownership and be leased to industry. The revenue will assist the Trust to fund the long-term management of our park facilities and the ongoing environmental management of the Parklands.

What is an Environmental Impact Statement?

An EIS provides information about a project's environmental impacts and mitigation measures and is used to inform development consent decisions. The preparation of an EIS is the first step in the planning process and requires detailed investigation and various studies to address technical issues relating to the proposed works. We are currently consulting with key stakeholders as part of the EIS.



What happens next?

After this phase there will be further planning of the site, considering the feedback received during the preparation of the EIS. Stakeholders will have a further opportunity to have their say after the EIS is lodged and placed on public exhibition.

More information

For more information about the project and how to provide your feedback, please visit our website: <https://www.westernsydneyparklands.com.au/about-us/contact-us/>.