



Department of
Infrastructure, Planning and Natural Resources

26 May 2005

Contact: Tim Ward
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Our ref: S02/02765
Your ref:

Mr David Kelly
ReadyMix Holdings Pty Ltd
90-92 Philip Street
PARRAMATTA NSW 2150

Dear Mr Kelly

Proposed CSR ReadyMix Regional Distribution Centre, Kellogg Road, Rooty Hill, Blacktown Local Government Area

I refer to your request for the Director-General's requirements for the preparation of an Environmental Impact Statement in relation to the above proposed development. The Department notes that requirements have been issued previously for this project however, the project has been modified since the issue of these earlier requirements. In accordance with the request dated 14 April 2005, the Department acknowledges that the proposal incorporates the following components:

- a rail siding and unloading facilities and conveyor system;
- a blending plant, storage bin area, and load out facilities;
- ground storage and reclaim facilities;
- a concrete batching plant;
- a regional office building with laboratory; and
- ancillary facilities, two crossings of Angus Creek and realignment of North Parade.

The Director-General requires the matters detailed below to be addressed as part of the Environmental Impact Statement. These requirements are valid for a period of two years from the date of this letter.

Statutory Planning Provisions

At the date of these requirements, the Department confirms that the following statutory definitions apply to the proposed development:

- the proposed development includes a number of land parcels with various zoning under *Blacktown Local Environmental Plan 1988* and *Sydney Regional Environmental Plan No. 31 – Regional Parklands*. Part of the proposed development is on land within the 4(a) General Industrial Zone. Development for the purposes of industry (including a rail transport facility and a concrete works) is an innominate permissible use in this zone. Section 76A(8)(c) of the *Environmental Planning and Assessment Act 1979* would act to make any otherwise normally prohibited aspects of the State significant development project permissible with development consent.
- the proposed development would constitute State significant development as under *State Environmental Planning Policy (State Significant Development) 2005* it includes a 'rail and related transport facility' requiring the laying of heavy railway lines

- associated with extractive industries, and an 'extractive material processing facility', with a capital investment greater than \$30 million.
- the proposed development is designated development because under the *Environmental Planning and Assessment Regulation 2000*, it is a 'railway freight terminal' within 40 metres of a natural waterbody and a 'concrete works' with an intended production capacity greater than 30,000 tonnes per annum.
- the proposed development is integrated development because in addition to development consent, it requires a licence under the *Protection of the Environment Operations Act 1997*, approvals under the *Roads Act 1993*, a permit under the *Rivers and Foreshores Improvement Act 1948*, and a permit under the *Fisheries Management Act 1994*.

It is recommended that you confirm with the Department that the above provisions remain accurate and applicable to the proposal prior to the lodgement of a development application.

Form of the Environmental Impact Statement

The Department advocates the preparation of concise, accessible and justified Environmental Impact Statements, focussing on the proposed development, its likely environmental impacts and the mitigation of those impacts. All Environmental Impact Statements should be prepared to allow the Department, government agencies (including the local council and integrated approval bodies) and the public to fully comprehend the environmental implications of the development. The Environmental Impact Statement should avoid the duplication of information and information that is not directly relevant to the environmental impact assessment of the proposed development.

Mandatory issues specified in the *Environmental Planning and Assessment Regulation 2000* must be included in the Environmental Impact Statement to the extent necessary and relevant to the environmental impact assessment of the development. In addition, the Department has identified a number of key project-specific issues, through consultation with integrated approval bodies and other relevant agencies, which should form the key focus of the Environmental Impact Statement. These issues are detailed below.

Mandatory Issues

Clauses 71, 72 and 73 of the *Environmental Planning and Assessment Regulation 2000* provide those issues that must be included in any Environmental Impact Statement, and require that the Environmental Impact Statement be prepared in accordance with the Department's *EIS Guideline: Concrete Works* (available from the Department's Information Centre, (02) 9762 8044). You should ensure that each of these issues is detailed to the extent necessary and relevant to the environmental impact assessment of the development.

The Department of Environment and Conservation (DEC) has prepared a guidance document for the proposed development that will assist you in considering the level of detail necessary for the Environmental Impact Statement (copy enclosed).

Key Project-Specific Issues

The Department has identified that the following issues are likely to be of key significance to the environmental planning and assessment of the proposed development. The issues have been established through consultation with the DEC, the Roads and Traffic Authority (RTA), Department of Primary Industries and Blacktown Council. These issues do not relieve the Applicant from assessing any other key issues that it may identify during the preparation of the Environmental Impact Statement. The Environmental Impact Statement must:

1. provide a strategic assessment of the proposal, including

- a. a justification of the need for the development in relation to the strategic direction of the locality and region, and the long term purpose/ utilisation of the proposed development;
 - b. a justification for the scale, scope and location of the development with consideration of existing and future road and rail infrastructure and services, the demand for the proposed development and likely volume, origin and destination of extractive materials; and
 - c. strategic planning and analysis of the suitability of the proposed site regarding potential land use conflicts with surrounding land users, and any restrictions that the proposed development would have on future surrounding land.
2. assess road and rail transport implications of the proposed development, including:
- a. clear details of the location of the proposed rail siding and rail movements, including the nature, number and frequency of train movements and the potential conflicts with current rail traffic;
 - b. provision of a traffic impact statement, in accordance with the *Guide to Traffic Generating Development* (RTA, 1993), which includes details of peak traffic flows (including where use of the rail network is restricted), the type of vehicles, the origin and destination of heavy vehicles, the capacity, safety and design of key haulage routes to and from the development site and potential impacts of truck traffic on nearby residential areas; and
 - c. details of all necessary road infrastructure upgrades must be provided, including site ingress/ egress and any impacts to local or regional roads from the proposed development, particularly Woodstock/ Glendenning and Woodstock/ Kellogg intersections.
3. detailed assessment of flora and fauna impacts particularly impacts on any threatened species, endangered populations or communities in accordance with section 5A of the *Environmental Planning and Assessment Act 1979*. The Environmental Impact Statement should clearly justify the location of the proposed rail siding and creek crossings in relation to minimising impacts to aquatic, riparian and terrestrial ecosystems.
4. provide an assessment of natural resource impacts and management, including:
- a. detailed assessment of surface water management at the site including site water balance, predicted site runoff under various rainfall scenarios, and details of proposed surface water management infrastructure such as major drainage, first flush systems, water detention basins and erosion and sediment control devices, with specific reference to potential discharges into Angus Creek;
 - b. the flooding status of the site including 1:100 year flood zone, likely flooding frequency and consideration as to whether the development is likely to change flooding patterns in the local area;
 - c. detailed description of any works that are required to be undertaken within the bed or near the bank of any Angus Creek, including any dredging or reclamation works and the location and design of all creek crossings. Waterway crossings should be designed to minimise impacts to Angus Creek and its banks and vegetation and shall be consistent with *Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterways Crossings* (DPI, 2003) and *Policy and Guidelines for Fish Friendly Waterway Crossings* (DPI, 2003); and
 - d. details regarding the rehabilitation of Angus Creek, and the establishment of a riparian corridor no less than 20 metres on each side of the creek (with a buffer zone beyond the riparian corridor), to demonstrate best practice -- including fully structured and diverse vegetation using plants from local botanical providence.
5. assess noise impacts from the proposed development, including train shunting, in accordance with the *Industrial Noise Policy* (EPA, 1999). Road traffic noise must be assessed in accordance with the *Environmental Criteria for Road Traffic Noise* (EPA, 1999).

6. assess air quality impacts, especially dust, in accordance with the *Approved Methods and Guidance for the Modelling and Assessment of Air Pollutants in NSW* (EPA, 2001).
7. detail the results of any consultation with Blacktown City Council, Rail Corporation NSW, community groups and potentially-affected residents, including how any issues raised by these parties have been addressed as part of the preparation of the Environmental Impact Statement. The Environmental Impact Statement should justify the nature and extent of any consultation with any relevant party.
8. assess the development against the relevant heads of consideration in applicable environmental planning instruments, including *Blacktown Local Environmental Plan 1988*, *State Environmental Planning Policy No 19 – Bushland in Urban Areas*, *State Environmental Planning Policy No. 33 – Hazardous and Offensive Industry*, *State Environmental Planning Policy (State Significant Development) 2005*, *Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River* (No. 2 1997), and *Sydney Regional Environmental Plan No. 31 – Regional Parklands*.

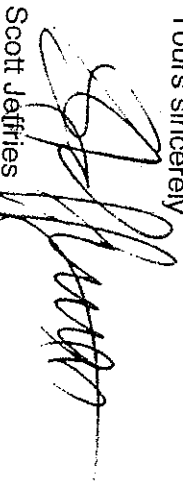
Lodgement of Development Application

The Department must be consulted at least one week prior to the lodgement of a development application for the proposal. This consultation is necessary to confirm the number and type (hard-copy or CD-ROM) required of the Environmental Impact Statement, arrangements for lodgement and integrated approval body fees, and any other relevant the development application will also assist the Department in coordinating timely public exhibition and notification of the application.

Further Information

The contact officer for this proposal is Tim Ward (phone: (02) 9228 6451, email: tim.ward@dipnr.nsw.gov.au). It is recommended that you keep the contact officer up-to-date with the progress of preparation of the Environmental Impact Statement, and seek clarification of any issues that may be unclear or may arise during this process.

Yours sincerely



Scott Jeffries

A/ Manager – Manufacturing and Rural Industries
Major Development Assessment

As delegate for the Director-General