

Modification of Minister's Approval

Section 75W of the *Environmental Planning & Assessment Act 1979*

As delegate of the Minister for Planning, under delegation dated 10 November 2014, I approve the modification of the project application referred to in Schedule 1, subject to the conditions in Schedule 2.



Chris Ritchie
Manager
Industry Assessments

Sydney 13 NOVEMBER 2014

SCHEDULE 1

The Project Approval granted by the Minister for Planning for the redevelopment of the Greystanes Southern Employment Lands on 20 July 2007 (MP 06_0181).

SCHEDULE 2

1. Delete Condition A2(a) and replace it with the following:

A2 Development in Accordance with Plans and Documents

The development shall generally be in accordance with the following plans and documentation:

- (a) *Greystanes SEL Environmental Assessment Report* dated 12 October 2006, and *Preferred Project Report* dated 20 June 2007, prepared by Environmental Resources Management Australia, except as amended by the ERM letter dated 16 October 2007, the *Revised Statement of Commitments* dated December 2007, the *Modification to Major Project No. 06_0181 Greystanes Southern Employment Lands* report prepared by APP Corporation Pty Ltd dated 29 July 2014, and the *MP06_0101 MOD 3 – Section 75W Modification Application Greystanes Southern Employment Lands – Response to Submissions* report prepared by APP Corporation dated 10 September 2014.

2. Following Condition B1 insert Condition B1(A) as follows:

B1(A) Earthworks – Acceptance and Use of Imported Excavated Natural Material and Virgin Excavated Natural Material

- (a) All soil imported to the site must meet the definition of virgin excavated natural material (VENM) as contained in the Department of Environment, Climate Change and Water 2009, *Waste Classification Guidelines Part 1: Classifying Waste*, or excavated natural material (ENM) as contained in the *Excavated Natural Material Exemption 2012 - Protection of the Environment Operations (Waste) Regulation 2005 – General Exemption* under Part 6, clauses 51 and 51A of the *Protection of the Environment Operations (Waste) Regulation 2005*.
- (b) All soil imported to the site must meet the applicable contamination threshold limits for the relevant land uses approved under this Project Approval, as contained in the

Department of Environment and Conservation, 2006 *Contaminated Sites: Guidelines for the NSW Site Auditor Scheme*.

- (c) Supporting documentation (such as records, receipts, dockets and log book entries) relating to the importation of VENM and ENM must be maintained by the Proponent at all times. These documents must be made available upon the request of the Department or the Council.

3. After Condition C2 insert Condition C2(A) as follows:

C2(A) Traffic Management Plan

All fill delivered from off-site locations must be undertaken in accordance with the requirements of the *Boral Greystanes Estate – Southern Employment Lands, Greystanes Traffic Management Plan for Fill Importation*, prepared by GTA Consultants, as identified in Schedule 3.

SCHEDULE 3

*Boral Greystanes Estate – Southern Employment Lands, Greystanes Traffic Management
Plan for Fill Importation – October 2014*

BORAL GREYSTANES ESTATE – SOUTHERN EMPLOYMENT LANDS, GREYSTANES
TRAFFIC MANAGEMENT PLAN FOR FILL IMPORTATION
OCTOBER 2014

The purpose of this Traffic Management Plan (TMP) is to detail the proposed vehicle access arrangements to and from the site and identify measures to mitigate and manage the potential implications of construction related traffic to the local road network. It has been prepared by GTA Consultants.

Background

A Part 3A consent was granted to the development of the Greystanes Estate - Southern Employment Lands in July 2007. The consent granted concept approval for development of industrial and commercial uses on the estate and project approval for roads and services.

The landform works represent the final rehabilitation of the former quarry and as such were not specifically included in the approval. At the time, it was expected that a cut to fill balance could be achieved across the quarry precinct rehabilitation area.

However the final design of batter and landform rehabilitation has been completed and it is anticipated that there may be shortfall of fill material to achieve the required landform.

An application to import in the order of up to 350,000m³ (or approximately 700,000 tonnes) of fill material has been lodged with the Department of Planning and Environment. This application was supported by a Traffic Assessment prepared by GTA (dated 18 June 2014).

The Traffic Assessment concluded that:

"The importation of fill materials to the former Boral Quarry site has indicated that the volume of trucks to be generated can be adequately accommodated within the surrounding road network with no significant impacts to existing levels of service or capacity".

This TMP has been prepared with regard to the operation of the proposed filling as set in the Traffic Assessment.

Construction Vehicle Site Access

Access to the former quarry site for fill vehicles will be via the existing signalised intersection on Reconciliation Road with the Quarry access road and Basalt Road.

At the intersection Reconciliation Road is a 4 lane road with a central median dividing the two carriageways. This intersection provides dedicated right turn lanes on both Reconciliation Road approaches. **25 YEARS**

The site access intersection has been appropriately designed to accommodate heavy vehicle turning movements on all approaches and reflects the nature of vehicle movement types of the surrounding industrial land uses.

The design and signalisation of the intersection will ensure the safety and efficient movement of construction vehicles to and from the site.

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Construction Vehicle Haulage Routes

It is not yet known exactly where fill be sourced. However it is expected that sites to the west and northwest of the former quarry will be the primary areas from where fill will be sourced.

The primary access route will be via the M7 and M4 Motorways, the Great Western Highway and Reconciliation Road (north). As such no significant volumes of fill are expected to arrive via the newly constructed southern link of Reconciliation Road to Widemere Road.

The proposed primary route for the importation of fill is consistent with the route used by former quarry trucks during the final years of operation and traverses through industrial land uses (not residential) along the route to the arterial roads.

Temporary / Permanent Road Closures

No temporary or permanent road closures are proposed as part of the site filling operation. As described above, Reconciliation Road has been opened in its intended final form including the installation of operational traffic signals at the site's access intersection with Reconciliation Road.

Impacts to Public Transport Facilities

The proposed filling works will not require modifications to existing public transport facilities. As no road closures are proposed all existing public transport routes and services (i.e. buses) can be maintained and unaffected.

Manage Impacts on Residential Amenity and School Safety

The proposed haulage routes will utilise the site's close proximity and good access to the surrounding regional road network. The regional road network can be accessed to both the north and south via Reconciliation Road without the need to pass through residential areas or school zones.

Internal Site Vehicle Circulation and Management

AWJ Civil has been engaged to undertake the fill operations and have been operating on the site for some time. AWJ Civil have prepared and implemented a Traffic Control Plan (TCP) for the internal site circulation roads and Reconciliation Road.

This TCP is shown in Attachment A.

GTA has reviewed the TCP and determined that it is appropriate for the proposed filling operations on the site and is consistent with the requirements of RMS guidelines for traffic control.

It is recommended that the AWJ Civil TCP shown in Attachment A be maintained for the duration of the filling operations on the site.

Driver Induction and Protocols

All drivers would be required to be inducted before attending the site. The induction program would be designed to inform drivers of local conditions and specific safety requirements for the site. These include:

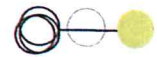
- details of the designated construction vehicle routes
- appropriate driver behaviours to limit noise
- details of internal site circulation and management measures of potential conflicts zones.



Construction Workforce Parking Demands

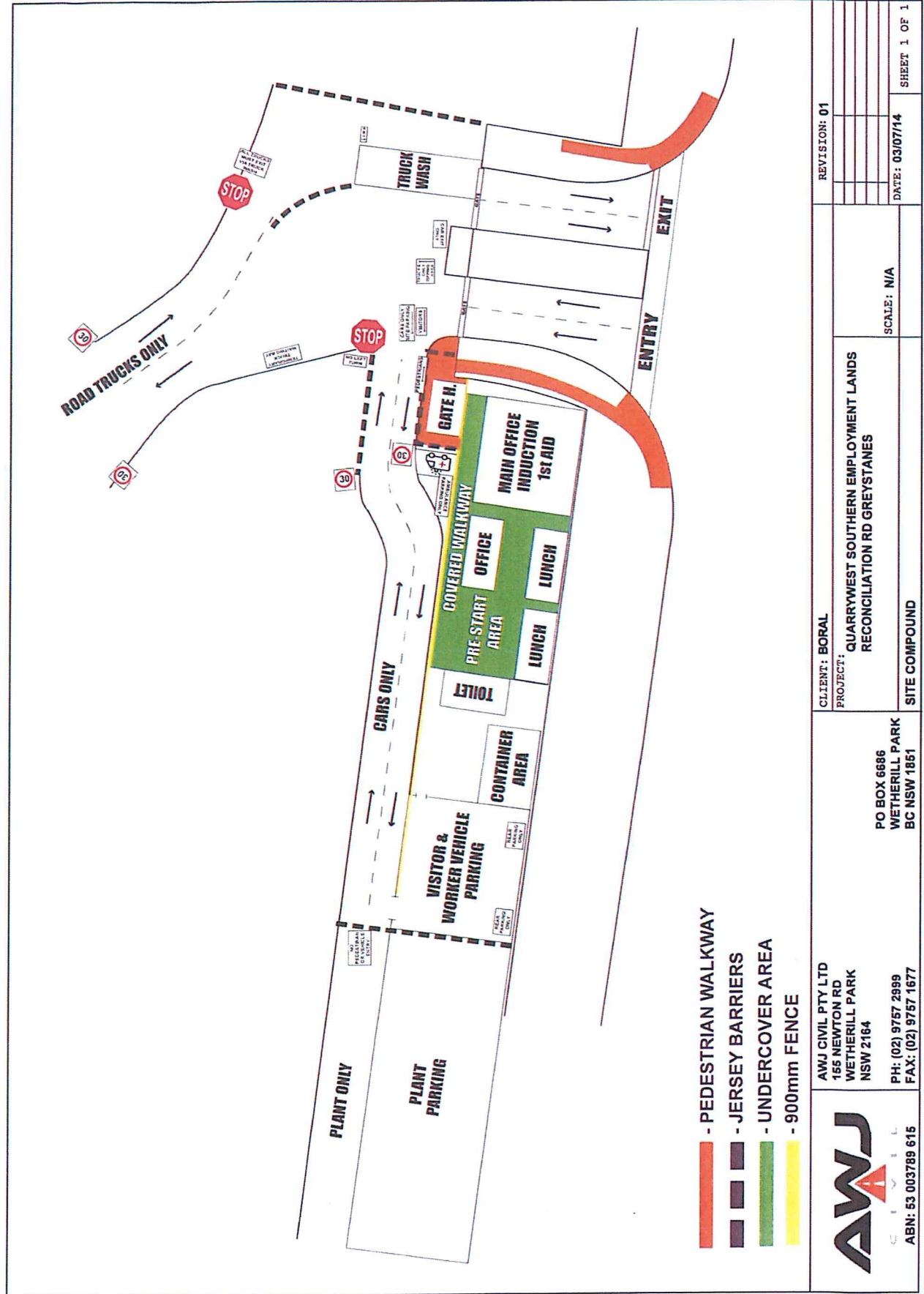
All construction worker vehicles will be accommodated on site. The site has an extensive area and no constraints to the provision of car parking for workers and visitors alike.

This TMP and the associated TCP prepared by AWJ Civil sets the proposed traffic management arrangements during the filling works of the former Boral Quarry at Greystanes.



Attachment A

AWJ Civil Traffic Control Plan (TCP)



AWJ CIVIL PTY LTD
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WETHERILL PARK
NSW 2164

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FAX: (02) 9757 1677

ABN: 53 003789 615

CLIENT: BORAL

PROJECT: QUARRYWEST SOUTHERN EMPLOYMENT LANDS
RECONCILIATION RD GREYSTANES

PO BOX 6886
WETHERILL PARK
BC NSW 1851

SITE COMPOUND

SCALE: N/A

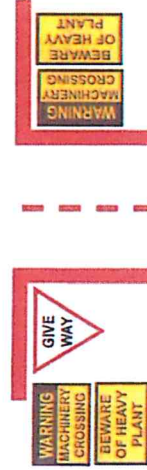




- TWO WAY PLANT HAUL ROAD
- TWO WAY ROAD TRUCK ROUTE
- CARS ONLY
- REFUELLING AREA

WARNING
MACHINERY
CROSSING
BEWARE
OF HEAVY
PLANT

T-INTERSECTION
SIGNAGE



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BC NSW 1661

CLIENT: BORAL

PROJECT:
QUARRYWEST SOUTHERN EMPLOYMENT LANDS
RECONCILIATION RD GREYSTANES

HAUL ROADS

SCALE: N/A

REVISION: 01

DATE: 3/07/14

SHEET 1 OF 1