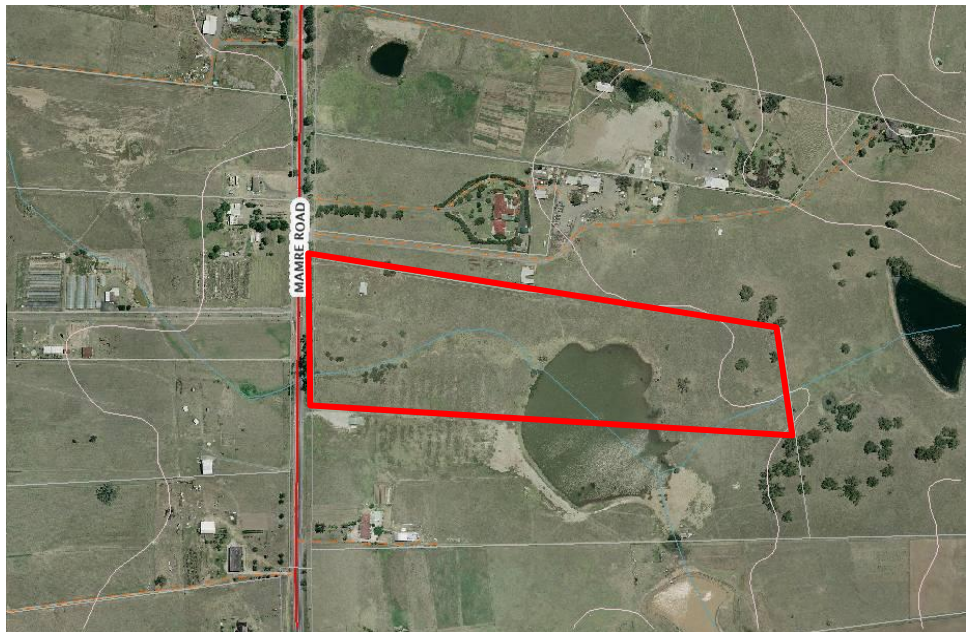
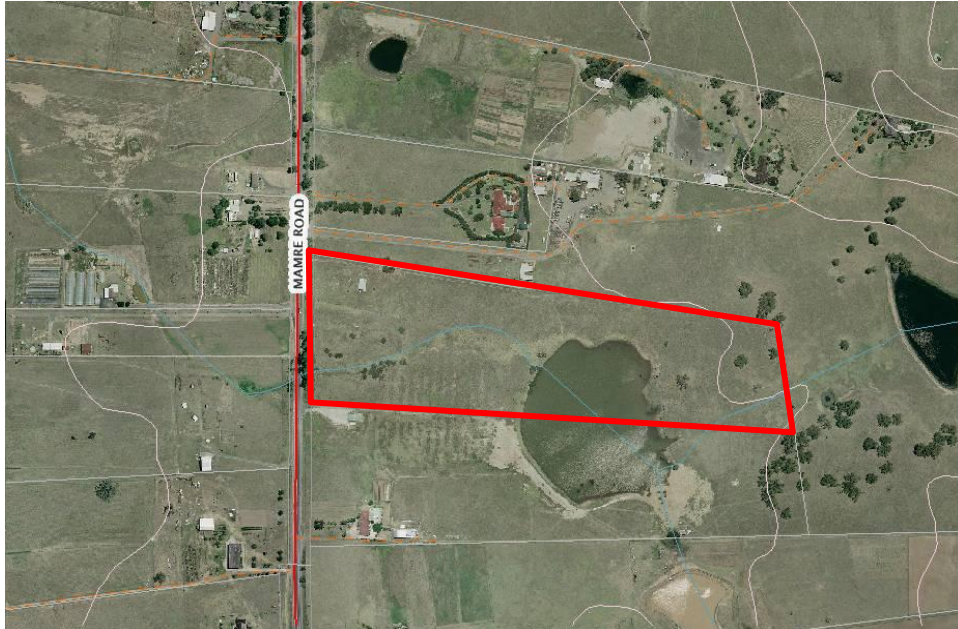


request for director general's
requirements



state significant development
at 788 – 804 mamre road,
kemps creek

request for director general's
requirements



state significant development
at 788 – 804 mamre road,
kemps creek

waste and resource management facility

prepared for
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March 2012
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Appendices

Appendix A – Site and locality aerial views

Appendix B – Indicative site plan

This document has been prepared for Silky Property Group by Willana Associates Pty Ltd to accompany an application to the NSW Department of Planning & Infrastructure. Reproduction of all or part of this document is prohibited without the prior permission of Willana Associates Pty Ltd.

1 Introduction & Summary

1.1 Introduction

This report is prepared by Willana Associates Pty Ltd on behalf of Silky Property Group ('the client'). It is intended to accompany a Planning Proposal application to the NSW Department of Planning & Infrastructure. The application proposes State Significant Development in the form of a Waste and Resource Management Facility at 788 – 804 Mamre Road, Kemps Creek. In the first instance, the application seeks 'gateway approval' and subsequently, the Director General's requirements for the proposal.

1.2 Summary

This request relates to a proposed Waste and Resource Management Facility at 788 – 804 Mamre Road, Kemps Creek. The facility seeks to manage construction and property development waste materials. With increasing awareness in the public agenda of natural resources consumption, and ongoing construction activity within the Sydney metropolitan area, such an industry represents a feasible business opportunity. It is also closely aligned with the clients existing civil earthworks and construction enterprise.

The extent of development or construction required for the proposal is minimal. It principally includes several bunded storage and sorting areas, as well as an administrative office towards the Mamre Road frontage.

The site is located within the Penrith Local Government Area. Its size is approximately 10 hectares. According to Penrith Local Environmental Plan 2010, the RU2 Rural Landscape zone applies to the site.

The site is strategically located, being in close proximity to key major thoroughfares, including the 'M4' Motorway, the 'M7' Motorway and The Great Western Highway. Further, its location ensures sensitive land uses such as suburban residential land will not be affected, but retains convenient access to an appropriate workforce.

It is intended that the proposal will handle more than 100,000 tonnes of construction and property development waste material. In this case, the proposal will be 'State Significant Development' in accordance with Clause 8 and Schedule 1 of State Environmental Planning Policy – State and Regional Development. Other relevant environmental planning instruments include State Environmental Planning Policy (Infrastructure) 2007. This SEPP provides that the proposed development is permissible in the subject RU2 Rural Landscape Zone.

2 The Proposal

2.1 Principal Purpose

The client is investigating the feasibility of a Waste and Resource Management Facility ('WRMF') at 788 – 804 Mamre Road, Kemps Creek ('subject site').

It is intended that the WRMF will process general solid waste associated with the construction and property development industries. In particular, it seeks to screen, crush and sort building and demolition materials, virgin excavated natural materials ('VENM'), and the like. It is expected that the site would process between 200,000 to 250,000 tonnes of such material annually, or approximately 10,000 tonnes per month.

Reference should be made to the site plan included at **Appendix B** for an understanding of the indicative site layout.

2.2 Ancillary Purposes

The following ancillary activities are also proposed on the site:

- Parking for 20 to 40 articulated vehicles (subject to specialist traffic assessment).
- Redistribution of materials recycled on site.
- Receiving and redistribution of construction sand and the like.

Principal Construction

The main construction works associated with the proposal include the following:

- Sealed parking area for 20 – 40 articulated vehicles (subject to specialist traffic assessment).
- Sealed wash bay for associated vehicles.
- Weigh bridge.
- A two storey office building for employees, including a café. The office building is intended to include 1,000m² per level.
- Caretaker's residence to offer permanent on site security.
- Enclosed bays for the servicing of associated articulated vehicles.

Typical Operations

Typically, the articulated vehicles will attend construction, demolition or developments sites, and collect demolished materials, waste materials, VENM and the like. The vehicles would return to the subject site and unload their materials into designated areas, or a general sorting area. The materials are subsequently processed by crushers or screens into various by products, and finally stockpiled.

The stockpiled materials will be distributed to development sites throughout the Sydney metropolitan area for use as road base, temporary roads or the like.

The vehicles associated with the transporting of recycled materials, or materials to be recycled, will be cleaned in proposed wash bays, as required or directed.

Articulated Vehicle Movements

All articulated vehicles are expected to operate during typical work days and hours. Subject to an acceptable traffic outcome, as informed by a specialist traffic assessment and/or negotiations with the Department, this may equate to between 40 - 80 articulated vehicle movements a day.

Capital Investment Value

It is expected that the proposal will require an approximate capital investment of \$10 - \$12 million.

2.3 Site Details

Details of the subject site are as follows:

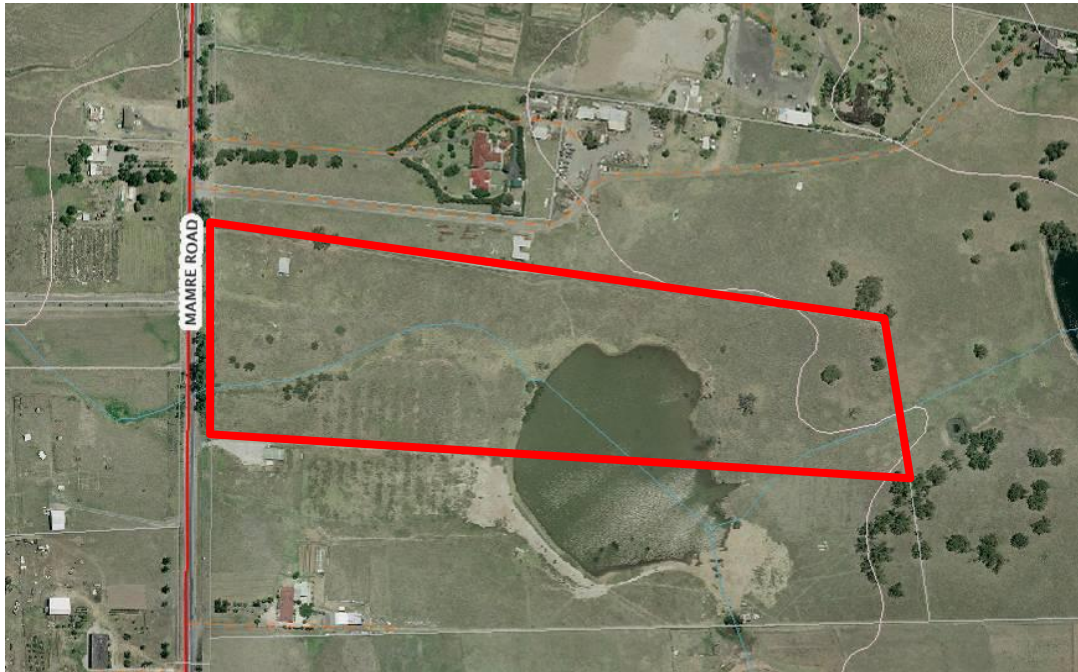
Street address	788 – 804 Mamre Road, Kemps Creek
Legal description	Lot 58 in DP 259135
Local Government Area	Penrith
Zoning	RU2 Rural Landscape
Site area	Approximately 10 hectares
Owner	Silky Property Group

2.4 Site Description

The subject site is currently vacant and without any construction or notable trees as indicated on the aerial view on the following page. It is largely covered with grass. A water body is located at approximately the midpoint of the site's southern boundary, and extends into the adjoining southern property, being 802 to 824 Mamre Road. A water course also extends through the property, in a west (front) to east (rear) direction.

The site is rectangular in shape, with an approximate frontage of 190 metres to Mamre Road and a depth of approximately 613 metres. The site area is approximately 10 Hectares.

Site Aerial View



2.5 Local Context Description

784 to 786 Mamre Road

This property adjoins the subject site to the north, and also extends around its eastern (rear) boundary. Other than a small, original dwelling towards the front boundary, the site is largely vacant. It also contains a water body towards the rear.

806 to 824 Mamre Road

This property adjoins the subject site to the south. It is also largely vacant, except for a small, original dwelling towards its frontage. It shares a water body with the subject site.

Broader Locality

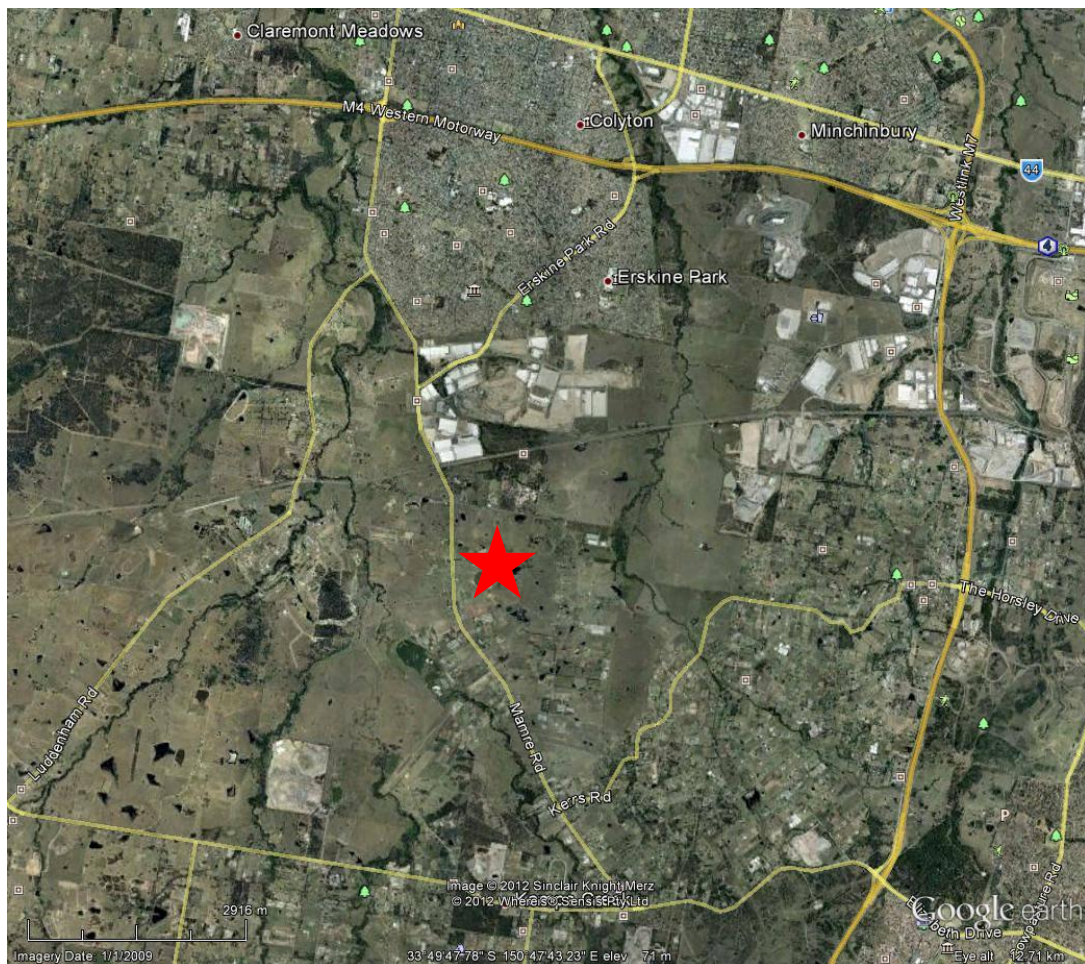
The immediate context comprises of similarly sized parcels of land. Most are similar to the subject site in that they do not contain any construction or notable vegetation. There are limited instances of dwellings and/or agricultural activity on surrounding properties.

Notable elements in the broader locality include typical urban development towards the north. In particular, it includes the Erskine Park industrial area, followed by the Erskine Park and St Claire residential suburbs. This aside, the majority of the surrounding locality is rural in nature.

Road Network

The immediate and broader locality benefits from a road network with a high degree of local and regional accessibility, with scope to cater for increasing future demands. In particular, Mamre Road is a Classified Road providing significant north south links, including a direct link into the southern adjoining local government area of Liverpool. Mamre Road also leads directly to the M4 Western Motorway as well as the Great Western Highway, with obvious statewide links. Further, the M4 Motorway and the Great Western Highway provide links to the M7 Motorway, which provides further links to the Sydney Metropolitan area, as well as interstate. The M4 Western Motorway is also accessible from Erskine Park Road, which is off Mamre Road.

Locality Aerial View



Approximate location of subject site

2.6 Strategic Context Description

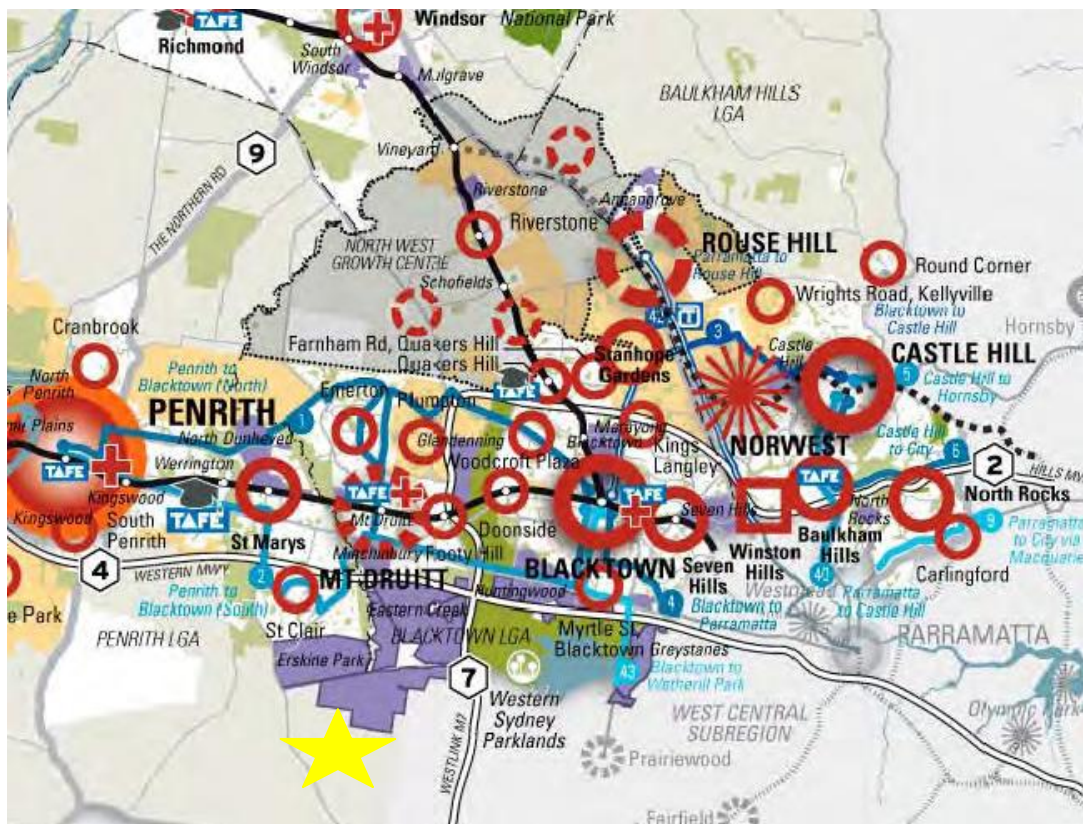
The Penrith Local Government Area forms part of the NSW Department of Planning and Infrastructure's North West Subregion (NWS) policy. The NWS has experienced significant residential growth in recent years, and is expected to

accommodate the majority of Sydney's 'greenfield' residential development over the next 30 years.

The NWS policy prescribes that employment growth has not maintained pace with residential growth. Accordingly, two (2) primary aims of the policy are to effectively manage residential growth, as well as generate employment opportunities which reflect the likely population.

The NWS policy is also concerned with consolidating primary production land, rural landscapes, as well as continuing the development of the Penrith City Centre as a regional city.

North West Subregion Plan



★ Approximate location of subject site

Site and locality photos – December 2011



Photo 1 | Typical view over subject site and surrounds



Photo 3 | View from subject property to 784 to 786 Mamre Road (adjoining northern property)



Photo 4 | Mamre Road frontage of subject site

3 The Planning Framework

The strategic and statutory planning framework applicable to the proposal is identified below. An assessment of the proposal against the framework is provided in **Section 4** of this report.

3.1 Relevant Acts

- Protection of the Environment Operations Act 1997 (POEO Act 1997)
- Environmental Planning and Assessment Act, 1979 (EP& A Act) (Part 4 – Development Assessment, Division 4.1)

3.2 Sydney Metropolitan Strategy 2036

- North West Subregion Strategy

3.3 State Environmental Planning Policies (SEPPs) and Sydney Regional Environmental Planning Policies (SREPs)

- Infrastructure SEPP (2007)
- Rural Lands SEPP (2008)
- State and Regional Development SEPP (2011)
- SEPP 33 – Hazardous and Offensive Development
- SEPP 55 – Remediation of Land
- SREP 20 – Hawkesbury – Nepean River

3.4 Local Environmental Plans (LEPs)

- Penrith LEP 2010

4 Preliminary Environmental Assessment

4.1 Preamble

The following provides an assessment of the proposal against the strategic and statutory planning framework outlined in **Section 3** of this report, insofar as they are relevant at this preliminary stage of the process. A comprehensive assessment will be undertaken as part of the preparation of an Environmental Impact Statement (EIS) in accordance with the relevant legislation, in particular the requirements outlined in Division 4.1 (State Significant Development) of Part 4 (Development Assessment) of the EP & A Act, 1979.

4.2 POEO Act 1997

This Act seeks to protect and restore the natural environment. It provides a criteria which proposed developments must satisfy, to demonstrate that the relevant natural environmental features will not be unreasonably affected. It also requires licensing for various forms of development.

As part of any EIS, specialist consultants will be engaged to assess the proposal in relation to the objects of the POEO Act.

4.3 EP & A Act 1979

Clause 89H – Evaluation of development application (s 79C)

This clause requires that any application for State Significant Development is assessed against the evaluation criteria prescribed by Section 79C of the EP & A Act 1979. The following provides such an assessment, taking into account the preliminary nature of the proposal. Section 79C requires consideration against all applicable statutory planning instruments, which for brevity, are addressed separately in the headings below. The following 'Section 79C assessment' relates to the likely impacts of the development, its suitability to the subject site, as well as the public interest.

Natural Environmental Impacts

The proposed WRMF may generate various impacts to the natural environment. They may include the following:

- Soil leaching
- Erosion/sedimentation
- Leaching into water bodies or water courses
- Salinity

- Water usage and recycling
- Recycling and reuse of building materials
- A reduction in usage of natural resources
- A reduction in landfill

As part of the preparation of the EIS, any potential impacts would be determined by specialist consultants, and/or negotiations with relevant statutory departments. The proponent would seek to tailor the proposal such that it is consistent with the reasonable potential offered by the site, as determined by specialist consultants and consultation with relevant statutory departments or other relevant stakeholders.

Built Environment Impacts

The proposed WRMF may generate various impacts to the built environment. They may include the following:

- Flooding
- Operational hazards
- Traffic
- Visual
- Infrastructure
- Noise
- Vibration
- Odour

As part of the preparation of the EIS, any potential impacts would be investigated by specialist consultants. Typically however, any potentially adverse impacts can be mitigated such that they are reasonable. In this case, it is envisaged that the proposal's impacts to the built environment will be acceptable.

Social and Economic Environment Impacts

The proposed WRMF may generate various impacts to the social and economic environments. They may include the following:

- Increased employment opportunities.
- Visual
- Facilitation of property development/redevelopment.

As part of the preparation of the EIS, any potential impacts would be investigated by specialist consultants. Typically however, any potentially adverse impacts can be mitigated such that they are reasonable. In this case, it is envisaged that the proposal's impacts to the social and economic environments will be acceptable.

Suitability of the Site

Given the site's proximity to several critical road routes, being Mamre Road, the M4 Motorway, the Great Western Highway, Erskine Park Road as well as the M7 Motorway, it is well suited to the proposal.

It is envisaged the proposal's environmental impacts will be in line with typical expectations for such developments and the locality. This also renders the site suitable.

The impending EIS will investigate the site's suitability in detail.

The Public Interest

Based on the preliminary nature of the proposal, the development would be in the public's interest given it is a sustainable industry, and will create opportunities for additional employment. Further, its environmental impacts are not envisaged to result in unreasonable outcomes to the broader locality.

4.4 North West Subregion Strategy (NWSS)

North Western Sydney has experienced significant residential development in the last decade. Current strategies have envisaged residential development of an even greater scale. Despite this, the NWSS has identified that employment growth has not kept pace with residential development. This has been identified as a key issue in the NWSS. Therefore, the proposal is particularly aligned with the NWSS in that it will provide additional employment opportunities directly, and most likely indirectly.

The proposal is also consistent with broader objectives of the NWSS as well as the Sydney Metropolitan Strategy in that it relates to a sustainable industry.

4.5 State and Regional Development SEPP (SRD SEPP)

Clause 8 – Declaration of State Significant Development

Subclause 1(b) provides that any development listed in Schedule 1 or 2 of the SRD SEPP will be declared as State Significant Development.

Item 23(2) in Schedule 1 provides that development is State Significant Development if it is *“for the purpose of waste or resource transfer stations in metropolitan areas of the Sydney region that handle more than 100,000 tonnes per year of waste.”*

Item 23(3) in Schedule 1 provides that development is State Significant Development if it is *“for the purpose of resource recovery or recycling facilities that handle more than 100,000 tonnes per year of waste.”*

The proposal seeks to recover and recycle more than 100,000 tonnes of demolition material, or the like, per year. In this case, the proposal is State Significant Development.

4.6 Infrastructure SEPP 2007

Division 23 of the SEPP relates to waste or resource management facilities.

Clause 120 - Definitions

The following definitions are provided at clause 120:

A resource recovery facility is defined as “a facility for the recovery of resources from waste, including such works or activities as separating and sorting, processing or treating the waste, composting, temporary storage, transfer or sale of recovered resources, energy generation from waste gases and water treatment, but not including re-manufacture of material or goods or disposal of the material by landfill or incineration.”

A waste or resource management facility means “a waste or resource transfer station, a resource recovery facility or a waste disposal facility.”

A waste or resource transfer station is defined as “facility for the collection and transfer of waste material or resources, including the receipt, sorting, compacting, temporary storage and distribution of waste or resources and the loading or unloading of waste or resources onto or from road or rail transport.”

A prescribed zone “means any of the following land use zones or a land use zone that is equivalent to any of those zones:

- (a) *RU1 Primary Production,*
- (b) *RU2 Rural Landscape,*
- (c) *IN1 General Industrial,*
- (d) *IN3 Heavy Industrial,*
- (e) *SP1 Special Activities,*
- (f) *SP2 Infrastructure.”*

The proposal would be consistent with all such definitions. The subject site is within zone RU2 according to the Penrith Local Environmental Plan 2010.

Clause 121 – Development permitted with consent

Sub clauses 1 and 2 provide that waste or resource management facilities and waste or resource transfer stations are permitted in prescribed zones, with consent. Given the proposal has been found to be consistent with the definition of such developments, and the subject site is within a prescribed zone, the proposal is permissible.

4.7 Penrith LEP 2010

Clause 2.1 – Land use zones

The subject site is within zone RU2 – Rural Landscape according to clause 2.1 of the PLEP 2010 and the corresponding zoning maps.

Clause 2.3 – Zone objectives and Land Use Table

Waste or resource transfer stations, as defined in the PLEP 2010, are not permissible in zone RU2 – Rural Landscape.

As noted previously, the proposal is permissible at the subject site pursuant to the Infrastructure SEPP 2007.

Part 4 – Principal development standards

The extent of construction for buildings will be minor given the nature of the development. In this case, it is expected that the proposal would not exceed the development standards contained in PLEP 2010.

5 Justification for Proposal

The demand for recycled goods is increasingly marketable. Contemporary expectations for environmental sustainability are increasing demands for recycled materials. With the rising cost of new construction materials, alternatives are being increasingly sought. Accordingly, the proposal is justified on economic and natural environmental grounds.

Justification for the use of the subject site as a WRMF is primarily based on its proximity to several critical road transport routes, being Mamre Road, the M4 Motorway, the Great Western Highway, Erskine Park Road as well as the M7 Motorway. The site is also justified given a preliminary assessment of the proposal's environmental impacts suggests they will not be beyond typical expectations.

The subject site's position in relatively close proximity to an urban environment means it can benefit from the transportation options offered by such environments, as well the convenience of being relatively close to the desired workforce. Conversely, its location beyond the limits of an urban environment means the general population will not be affected by its by products or environmental impacts. In this case, the site achieves a balance between typically competing interests in metropolitan areas.

6 Consultation

Consultation to date includes preliminary discussions with relevant State government departments in relation to relevant licenses and expectations for environmental impacts.

As part of the EIS preparation process, it is expected that the following stakeholders will be consulted:

- Penrith City Council.
- Environment Protection Authority.
- NSW Office of Water.
- Roads and Maritime Services.
- Surrounding land owners and other relevant local stakeholders.

Typically, the NSW Department of Planning and Infrastructure Director General will indicate the stakeholders requiring consultation.

7 Conclusion

This report is prepared by Willana Associates Pty Ltd on behalf of Silky Construction Group. It relates to a proposed Waste Resource Management Facility at 788 to 804 Mamre Road, Kemps Creek, within the Penrith Local Government Area.

The proposal is identified as State Significant Development in that it is expected to handle more than 100,000 tonnes per year of construction and property development waste materials. Accordingly, this report forms part of an application to the NSW Department of Planning and Infrastructure, seeking the Director General's Requirements for an impending Environmental Impact Statement.

The report provides a preliminary environmental assessment of the proposal. It finds that the proposal's impacts should be consistent with typical expectations for such development, in the subject area. The report also considers the primary reasons behind locating the proposal at the subject site.

The preliminary assessment finds that the proposal merits further investigation. Accordingly, the Director General's Requirements are sought in relation to the preparation of an Environmental Impact Statement to accompany a Development Application.