



Request for Secretary's Environmental Assessment Requirements

Proposed Brickworks Plant

416 and 524 Berrima Road, Moss Vale

Lot 1 DP785111 and Lot 1 DP414246

Prepared by Willowtree Planning Pty Ltd on behalf of
Brickworks Land and Development

January 2020

Document Control Table

| | | | |
|----------------------------|----------------|---------------|-------------------|
| Document Reference: | Ref: WTJ18-206 | | |
| Date | Version | Author | Checked By |
| 18 October 2018 | 1 | J. Miller | A. Cowan |
| 21 October 2019 | 2 | T. Lythall | A. Cowan |
| 9 January 2020 | 3 | T. Lythall | A. Cowan |

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Appendix 1 - Draft Architectural Plans

PART A PRELIMINARY

1.1 INTRODUCTION

Willowtree Planning Pty Ltd (Willowtree) has prepared this document on behalf of Brickworks Land and Development to request the NSW Department of Planning, Industry and Environment (DPIE) to issue Secretary's Environmental Assessment Requirements (SEARs). Those SEARs would direct the scope of an Environmental Impact Statement (EIS) and formal Development Application (DA) for the proposed development, to be submitted to DPIE to determine under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The proposed development would involve the construction and operation of a 50 million brick per annum plant with 24/seven operations and a Capital Investment Value (CIV) of around \$80M.

The proposed development meets the following trigger to be classified as SSD under Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP):

- Clause 9 metal, mineral and extractive material processing with a CIV of more than \$30M for the purposes of brickworks.

The proposed development would also trigger the Environment Protection Authority (EPA) to issue an Environment Protection Licence (EPL) under the *Protection of the Environment Operations Act 1997* (being for the production of more than 15,000 tonnes of bricks per annum).

PART B SITE ANALYSIS

2.1 SITE LOCATION AND EXISTING SITE CHARACTERISTICS

The site is located at 416 and 524 Berrima Road, Moss Vale. It lies to the east of Berrima Road, Moss Vale, and comprises the eastern-most portion of Lot 1 DP785111 and part of the existing access handle of Lot 1 DP414246 which will be used for heavy vehicle access and egress to the brickworks plant as well as for raw materials transport from the Mandurama quarry via a conveyor (refer to area outlined in blue on **Figure 1**). Lot 1 DP785111 has been most recently used for agricultural and rural residential purposes, supporting the Chesley Park Pastoral Land homestead (refer to **Figure 1**). It comprises an area of 51.68ha and currently contains paddocks and derived grasslands, scattered and landscaped mature trees, a storage dam, tributaries of Stony Creek, an internal access road and minor agricultural structures supporting the dominant use of cattle farming. There is an existing above ground water main traversing Lot 1 DP785111 from the north-west and travelling in a curvature to the north-east (refer to purple easement outlined on **Figure 1**). Topographically, Lot 1 DP785111 is relatively flat.

Lot 1 DP785111 is zoned IN1 General Industry under the *Wingecarribee Local Environmental Plan 2010* (WLEP 2010). It is generally bound by the following (refer to **Figure 1**):

- Berrima Road and existing rural residential land users to the west, zoned IN1;
- Agricultural land users to the east, zoned IN1;
- An existing quarry access road and the historic target club (previously used as a military training range during WWI and WWII), zoned E2 Environmental Conservation and E3 Environmental Management; and
- Berrima Road, Blue Circle rail line and other rural land uses to the south, zoned IN1.

A development application is currently being considered by Wingecarribee Shire Council for a 220,000 tonne per annum (tpa) masonry plant with 24-seven operations in the western-most portion of Lot 1 DP785111, again with proposed road access via Lot 1 DP414246 (refer to area outlined in yellow on **Figure 1**).

There is also an existing Boral Cement Works (Blue Circle Cement) located around 290m south-west of Lot 1 DP785111, at Perth Street New Berrima.

The site of the proposed development is located wholly within the bounds of Lot 1 DP785111 and Lot 1 DP414246 (refer to yellow outlined area on **Figure 1**). Lot 1 DP414246 contains the existing quarry road which will be utilised in part for heavy vehicle access to the brickworks site.

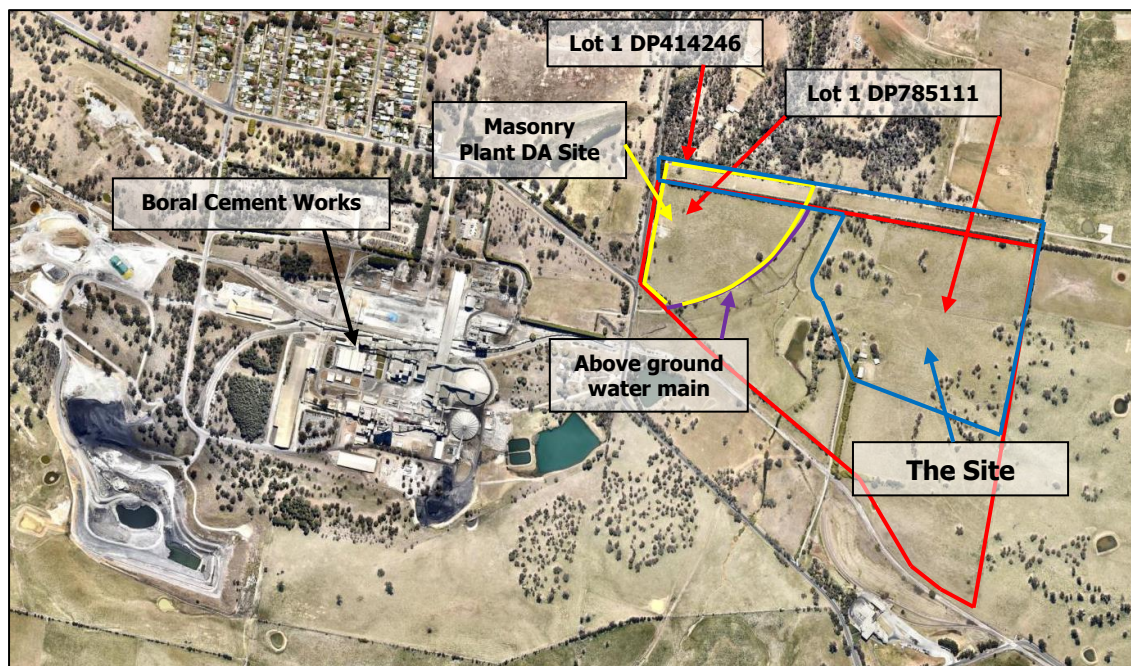


Figure 1 The Site and Surrounds (Nearmap, 2018)

Figure 2 contains a cadastral view of Lot 1 DP785111.

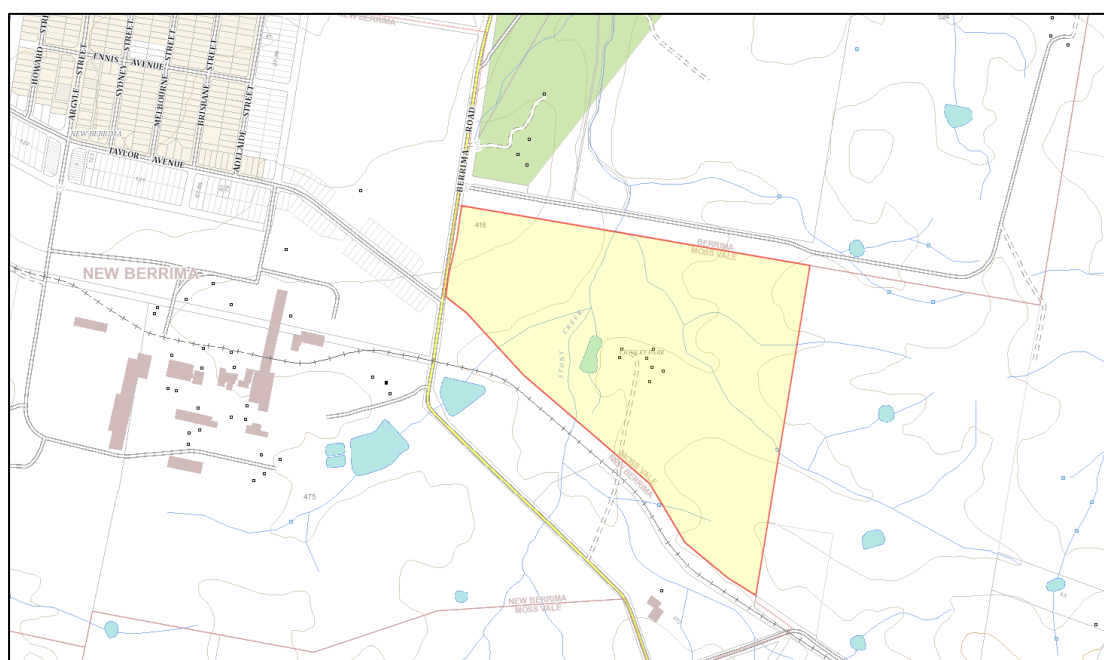


Figure 2 Cadastral View of Lot 1 DP785111 (SIXMaps, 2018)

Lot 1 DP785111's only street frontage is Berrima Road along its western boundary. Site access to Lot 1 DP785111 is currently obtained from Berrima Road to the south. This is via a right of carriageway over the southern adjoining site owned by Boral, and requires a level crossing of the Blue Circle rail line.

The topography of the area where the proposed development would take place generally falls from the northwest corner at Berrima Road (RL 678m) southeast towards the Stony Creek riparian corridor (RL 658m), at an average gradient of approximately 5%. Closer to the creek, the gradient increases up to 10% in some places. On the wider parent site, the land falls from higher ground at the eastern boundary (RL675-678) back west into the central creek corridor.

Portions of Lot 1 DP785111 contain mapped riparian lands and watercourses under the WLEP 2010 (refer to **Figure 3** below).

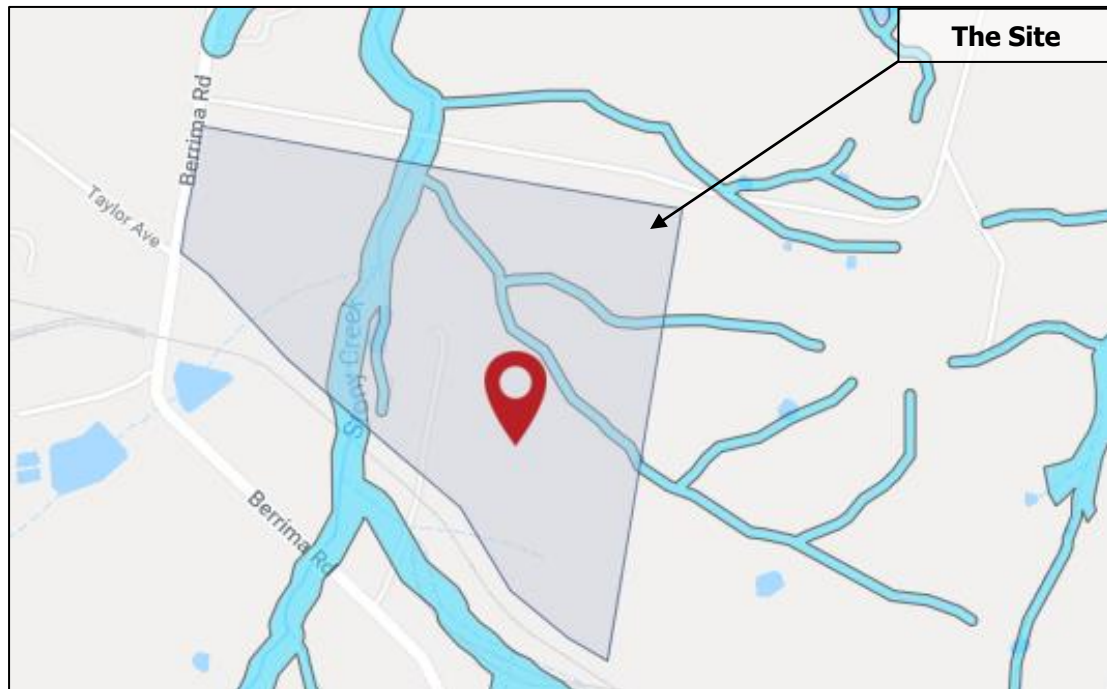


Figure 3 Riparian Lands and Watercourses

2.2 SITE CONTEXT

The site lies within the suburb of Moss Vale in the Wingecarribee LGA. It is around 6.8km south-west of Bowral and around 50.8km west of Wollongong. It is mapped within the Wingecarribee River sub-catchment of the Sydney Drinking Water Catchment under *State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011* (Drinking Catchment SEPP) (refer to **Figure 4**).

The site also falls within a mapped Enterprise Corridor (refer to **Section 4.4.3**) under the *Moss Vale Enterprise Corridor Development Control Plan 2008* (MVECDP 2008). The site is mapped as being within the General Industrial Precinct under the MVECDP 2008.

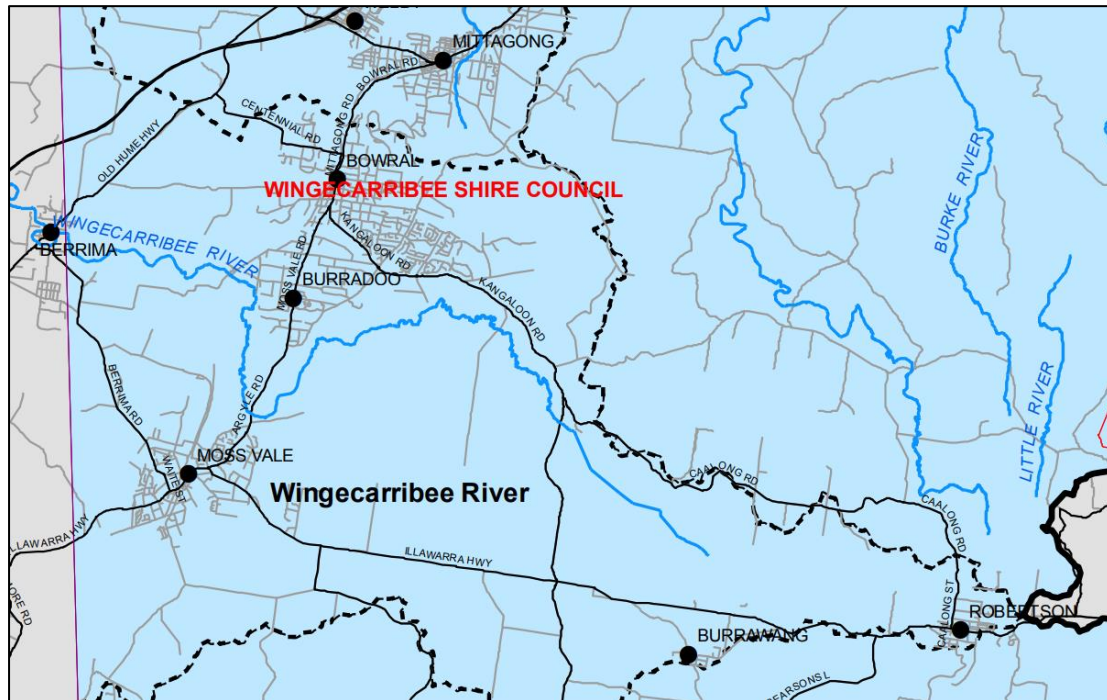


Figure 4 Sydney Drinking Water Catchment Mapping (NSW Legislation, 2018)

PART C PROJECT SUMMARY

3.1 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The extent of the proposed works is shown in **Figure 5** below (further replicated as **Appendix 1**).

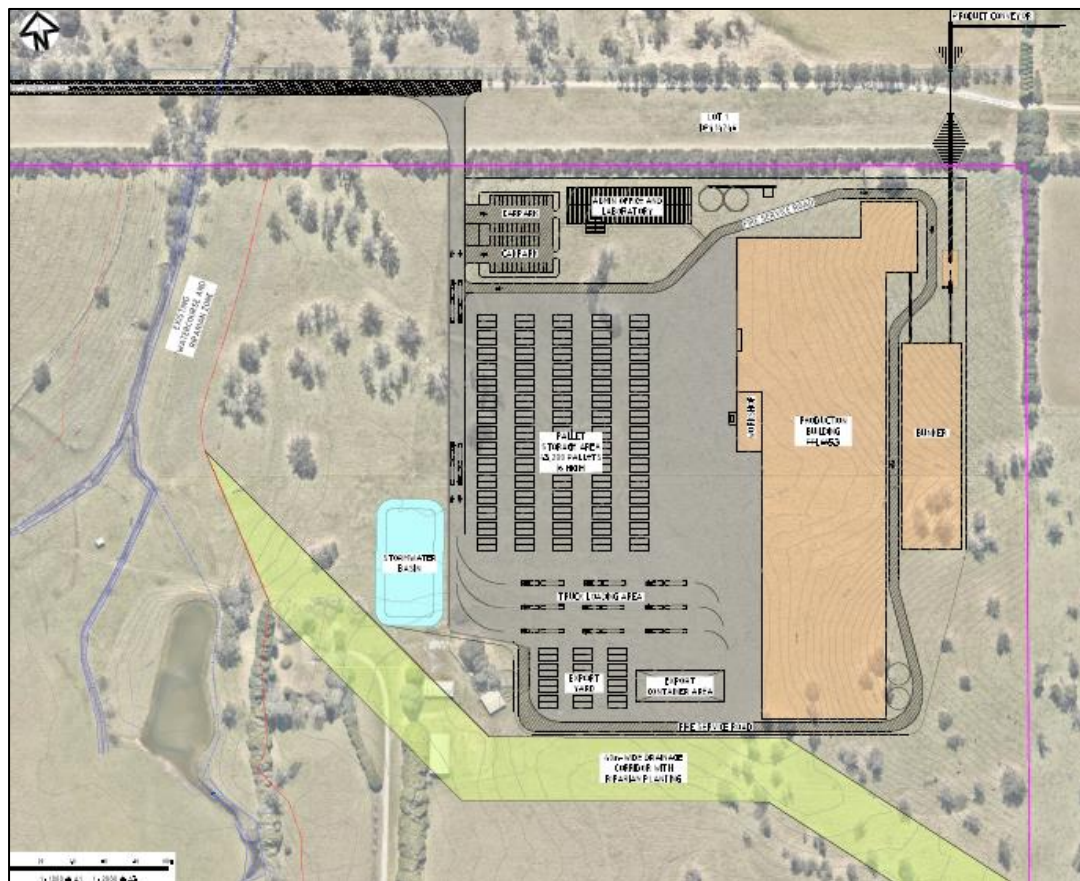


Figure 5 Proposed Development Concept Plan (at&I, 2018)

3.1.1 Proposed Development Overview

The proposed development would involve the construction and operation of a 50 million brick per annum plant with 24/seven operations. This represents an increase of 15mtpa from the currently outdated Bowral plant which the proposed development would serve to replace. Plant at the site would operate as a dry press brick plant with a tunnel kiln, producing premium dry pressed brick products including "Bowral Blues" (a premium product requiring high oxygen and high gas firing via a tunnel kiln).

It is noted that, to reduce potential noise amenity impacts, forklifts are only proposed to operate in the yard between the hours of 6am and 9pm.

The proposed development would have a CIV of around \$80M.

3.1.2 Raw Materials

A raw materials area would be located to the west of the proposed factory building. These raw materials would be delivered to the site from the Mandurama quarry via a conveyor (with tunnels under the existing quarry road). Raw materials conveyed to the site would be crushed and ground onsite before being stored onsite in raw materials bunkers prior to processing.

3.1.3 Factory Building

The proposed factory building would comprise a floorspace of around 36,800m² (230m x 160m). It would be constructed using standard industrial construction techniques. Details on the equipment foundations would be provided by the kiln manufacturer and installed by a contractor. A standard slab would be laid over the site foundations.

The factory amenities would be constructed to be suitable for around 12 members of staff at any one time. It is proposed to have staff work two separate shifts over the 24 hour period. The factory would therefore also include amenities suitable to cater for 12 member of staff at any one time, including a lunchroom, factory manager's office and a control room.

Once bricks are formed, dried and fired in the factory, they would be removed from kilns and strapped, ready for storage.

3.1.4 Yard Storage

A yard storage area of around 40,000m² would be provided in the east of the site with provision for pallets to be stored six high. A hardstand export container area would also be provided for.

3.1.5 Office

An office would be constructed, suitable for around 10 staff members, including four administrative staff, four sales representatives and two plant managers.

3.1.6 Laboratory

A laboratory would be provided, most likely near to the factory staff amenities and suitable for use by around two staff members.

3.1.7 Access and Servicing

The site would be accessed via Lot 1 DP414246 which would be used for heavy vehicle access and egress as well as for raw materials transport from the Mandurama quarry via a conveyor.

The carpark would provide 36 staff parking spaces, two visitor spaces and accessible parking spaces. The site is expected to generate around 85 trucks accessing the site per day, including around 50-60 product trucks, 10-15 trucks picking up materials from the external storage yard, and around five-10 courier/deliveries per day. At this stage, it is estimated that around 30% of all trucks accessing the site would be B-Doubles. The majority of truck movements to and from the site would occur between the hours of 5am and 5pm.

3.1.8 Production Process

The production process for brickmaking on the site is described below comprising five separate stages.



1. Raw material preparation

Extraction

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Heavy earthmoving equipment such as bulldozers, scrapers and mechanical shovels are used to extract clays and shales. The quarry located adjacent to the subject site approved under MP08_0212 is where the materials for Brickmaking will be primarily sourced from.

Crushing and proportioning

Raw materials are transported from the pit by scraper or truck stockpiled by type and fed into primary crushers to reduce the particle size to about 10cm. Various clays are then mixed, depending upon the properties required in the brick.

Grinding and screening

Conveyors carry the material for secondary crushing by a pan mill with two heavy steel wheels that crush the clay against a perforated base. Dry clay shatters into brittle pieces that fall through the perforations. Wet clay is squeezed through the perforations and falls between high-speed rollers to complete the grinding process. The crushed clay is screened and oversize pieces returned for further crushing.

2. Shaping

Semi-dry pressed bricks

Semi-dry pressed bricks are made from clay with about 10 to 12 percent water content. The powder is dry enough to fall under its own weight into the steel mould (or die box) in which it is then compressed into the finished brick shape. The resulting brick is smooth and straight with sharp arises (edges) and a frog (shallow depression) in the top surface.

3. Drying

Before bricks are fired the free water must be removed by forced drying as air drying takes up to three months and is impractical with modern production volumes.

Pressed bricks

Pressed bricks are set onto kiln cars and dried by a small fire or by hot exhaust gases from an adjacent kiln.

4. Firing

Bricks are fired (baked) at temperatures between 1000°C and 1200°C depending on the clay. Light colours are usually fired at the lower temperature and darker colours at the higher. Although there are many different kiln types, in Australia they are mostly fuelled by natural gas.

Tunnel kiln

A tunnel kiln is also continuous, with the bricks moving on kiln cars past stationary fires (similar to a conveyor pizza oven). Spent combustion gases preheat unfired bricks and airflow over cooling bricks is used to dry green bricks.

5. Packing

A vertical layer of 50 to 60 bricks may be strapped (banded) into a 'leaf' that is strapped with three or four other leaves into a 'pack' for transport. Most commonly, delivery to the building site is made by a truck carrying a crane or a special-purpose fork-lift vehicle that can enter difficult sites and place bricks or pavers strategically around the site.

3.2 JUSTIFICATION AND ALTERNATIVES

The intention of the proposed development is to change the site from an underutilised, surplus rural landholding to a productive and employment-generating industrial operation. The proposed development is justified on the basis that it would:

- Be consistent with the objectives, provisions and strategies outlined within *NSW 2021*, the *Sydney-Canberra Corridor Regional Strategy 2006-2031*, the *South East and Tablelands Regional Plan 2036*, and the *Moss Vale Enterprise Corridor Development Control Plan 2008*;
- Meet the objectives for the IN1 General Industrial zone under the WLEP 2010;
- Support future developments within the region by providing a local source of bricks;
- Meet the strategic planning aims for Enterprise Precincts under the *Moss Vale Enterprise Corridor Development Control Plan 2008* with regards to the site forming the western gateway to the Moss Vale Enterprise Corridor;
- Retain and contribute to the growth of manufacturing, which is an important industry for the region and critical to the economic welfare of Wingecarribee Shire's LGA;
- Complement significant government investment in infrastructure and strategic planning vision as enunciated in the *Sydney-Canberra Corridor Regional Strategy 2006-2031*; and
- Ensure the site is compatible with the desired future local context and character; and
- Have no unacceptable economic, environmental or social impacts.

PART D LEGISLATIVE AND POLICY FRAMEWORK

4.1 ENVIRONMENT AND PLANNING LAW FRAMEWORK

Table 1 outlines the current and draft State, regional and local planning controls and policies relevant to the proposed development.

| Table 1 Relevant Legislative Instruments | |
|---|--|
| Instrument | Application to Proposed Development |
| <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) | The proposed development is not referable as it is unlikely to have any significant impacts on Matters of National Environmental Significance or Commonwealth Land. |
| <i>Native Title Act</i> (1994) | Native Title is considered to have been extinguished at the site due to the historic freehold titles which have been issued for the site. Furthermore, a search of the Native Title Register did not identify any active Native Title claims over the site. |
| <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act) | <p>Section 4.15(1) of the EP&A Act requires that, in determining a DA, a consent authority is to consider the following matters as relevant:</p> <ul style="list-style-type: none"> ▪ Current or proposed environmental planning instruments, development control plans, planning agreements, the EP&A Regulations, and any coastal zone management plan; ▪ The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality; ▪ The suitability of the site for the development; ▪ Any submissions made in accordance with this Act or the regulations; and ▪ The public interest. <p>The matters listed in the first point above are considered in this Table 1. The remainder of the matters would be dealt with in the EIS prepared in support of the proposed development.</p> |
| <i>Protection of the Environment Operations Act 1997</i> (POEO Act) | <p>The proposed development would involve the production of up to 50mtpa of brick products, as well as raw materials crushing and grinding to produce these bricks. Item 7, Schedule 1 of the POEO Act requires an EPL to be issued where a premises would produce more than 15,000 tonnes of ceramic products per annum. Ceramics production is defined as meaning the production of ceramics (other than glass), including products such as bricks, tiles, pipes, pottery goods or refractories manufactured through a firing process.</p> <p>The proposed development would therefore require the issue of an EPL from the EPA. Brickworks Land and Development will continue to engage with the EPA for the issue of such an EPL prior to the proposed development commencing.</p> <p>During construction works, excavated materials which are deemed unsuitable for reuse as onsite fill would be transported to an offsite waste facility licensed to deal with that type of waste.</p> <p>In general, the proposed development would be undertaken so as to not contravene Section 120 (water pollution), Part 5.4 (air pollution), or Section 139 (offensive noise) of the POEO Act.</p> |

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| | The site would be required, under its EPL, to maintain a complaints handling procedure and contingency plans in the event of a potential environmental harm incident taking place. |
| <i>Water Management Act 2000</i> (WM Act) | The proposed development would require a section 91(2) controlled activity approval to carry out controlled activities on waterfront land. Consultation would be undertaken with the DPI - Water to facilitate this approval. |
| <i>Biodiversity Conservation Act 2016</i> (BC Act) | The EIS for the proposed development would consider the potential for any significant impacts to threatened species and ecological communities. |
| <i>Fisheries Management Act 1994</i> (FM Act) | The EIS for the proposed development would consider the potential for impacts to aquatic species and nearby waterways. |
| <i>National Parks and Wildlife Act 1974</i> (NP&W Act) | Potential archaeological deposits and areas of moderate-high archaeological sensitivity have been previously identified within 1 DP785111. Further investigations and consultation with the Illawarra Local Aboriginal Land Council would be undertaken as part of the EIS. An Aboriginal Heritage Impact Permit may need to be sought under Section 90 of the NP&W Act. |
| <i>Heritage Act 1977</i> | There are no previously recorded non-Aboriginal heritage items which would be impacted on by the proposed development. |

4.2 LOCAL ENVIRONMENTAL PLANNING FRAMEWORK

Table 2 outlines the local planning controls which apply to the proposed development.

| Table 2 Local Environmental Planning | |
|---|---|
| Requirement | Application to Proposed Development |
| <i>Wingecarribee Local Environmental Plan 2010 General LEP Clauses</i> | |
| Permissibility | The site is zoned IN1 General Industrial pursuant to WLEP 2010. The proposed development, being for the purposes of General Industry, is therefore permitted with consent at the site. |
| Clause 2.3 Zone Objectives and Land Use Table | <i>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> This Table 2 explains how the development is consistent with these objectives. |
| IN1 Objectives | (a) <i>To provide a wide range of industrial and warehouse land uses.</i> The proposed development would provide for an additional large-scale industrial development within what is currently an underutilised rural landholding. |
| | (b) <i>To encourage employment opportunities.</i> The proposed development seeks the construction of an additional industrial development on undeveloped rural land and would therefore generate additional employment opportunities for the region. |
| | (c) <i>To support and protect industrial land for industrial uses.</i> The proposed development is located on land that was recently rezoned for industrial purposes, and thus would support the desired land use outcome for the site and wider locality. |
| | (d) <i>To allow a range of non-industrial land uses, including selected commercial activities, that provide direct services to the</i> |

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| | <p><i>industrial activities and their workforce or that, due to their type, nature or scale, are appropriately located in the zone without impacting on the viability of business and commercial centres in Wingecarribee.</i></p> <p>The proposed development does not preclude non-industrial land uses and developments from being established within proximity to the site. The proposed development is contained to a portion of the existing lot, allowing for range of both industrial and non-industrial land uses within the site and wider locality.</p> <p><i>(e) To ensure that new development and land uses incorporate measures that take account of their spatial context and mitigate any potential impacts on neighbourhood amenity and character, or the efficient operation of the local or regional road system.</i></p> <p>The proposed development has been designed and sited to respond to the existing site conditions and wider context, as all impacts to surrounding land uses and existing developments have been appropriately mitigated. Furthermore, the proposed configuration of the development has been chosen to capitalise on the location of Berrima Road and the northern quarry road to provide suitable site access and egress as well as conveyance of raw materials from the quarry site to the north.</p> |
| Clause 4.1 – Minimum Subdivision Lot Size | The site is not subject to any minimum lot size and the proposed development does not seek to subdivide the site. |
| Clause 4.3 – Height of Buildings | The site is not subject to any maximum building height under the WLEP 2010. |
| Clause 4.4 – Floor Space Ratio | The site is not subject to any maximum floor space ratio under the WLEP 2010. |
| Clause 5.10 – Heritage Conservation | <p>Subclause 5.10(4) provides that a consent authority must consider the effect of a development on the heritage significance of heritage item or heritage conservation area. There are no previously recorded non-Aboriginal heritage items which would be impacted on by the proposed development.</p> <p>As outlined in Table 1, potential impacts to Aboriginal heritage would be assessed further as part of the EIS.</p> <p>Notification of local Aboriginal communities would therefore take place as per Subclause 5.10(8).</p> |
| Clause 6.1 – Arrangements for Designated State Public Infrastructure | The site is not mapped within an Urban Release Area under the WLEP 2010. As such, Clause 6.1 does not apply to the proposed development. |
| Clause 7.3 – Earthworks | Clause 7.3 sets out considerations for the consent authority prior to granting consent for earthworks. These matters would be considered in the EIS prepared for the proposed development. |
| Clause 7.4 – Natural Resources Sensitivity – Biodiversity | The site is not mapped as containing a Regional Wildlife Habitat Corridor under the WLEP 2010. No further consideration of Clause 7.4 is therefore required. |
| Clause 7.5 – Natural Resources Sensitivity – Water | The site is mapped as containing a Natural Waterbody under the WLEP 2010 (refer to Figure 3 in Section 2.1). The EIS would therefore consider Clause 7.5 of the WLEP 2010 in more detail. |
| Clause 7.6 – Extractive Materials | The site is not mapped as Identified and Potential Extractive Material or Identified and Potential Extractive Material-Buffer zone under the WLEP 2010. No further consideration of Clause 7.6 is therefore required. |

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| Clause 7.9 – Flood Planning | The site is not mapped as containing flood prone land under the WLEP 2010. No further consideration of Clause 7.9 is therefore required. |
| Schedule 1 – Additional Permitted Uses | The site is identified as being within the Moss Vale Industrial Corridor and may make use of an additional permitted uses subject to Clause 21 of Schedule 1. Within the Moss Vale Industrial Corridor, development for the purpose of tourist and visitor accommodation is permitted with consent. It is noted that the proposed development does not include the provision of any tourist or visitor accommodation components. |
| Moss Vale Enterprise Corridor Development Control Plan 2008 | |
| General requirements | The site also falls within a mapped Enterprise Corridor under the MVECDCP 2008. The proposed development is generally consistent with the provisions of MVECDCP 2008. Appendix 17 considers the relevant development controls in more detail. |

4.3 ENVIRONMENTAL PLANNING POLICY FRAMEWORK

Table 3 outlines the State Environmental Planning Policies and Regional Environmental Plans which apply to the proposed development.

| Table 3 State Environmental Planning Policies | |
|---|--|
| Instrument | Application to Proposed Development |
| <i>State Environmental Planning Policy (State and Regional Development) 2011</i> (SRD SEPP) | The proposed development meets the following trigger to be classified as SSD under Schedule 1 of SRD SEPP: <ul style="list-style-type: none"> Clause 9 metal, mineral and extractive material processing with a CIV of more than \$30M for the purposes of brickworks. SEARs are therefore required to be obtained from DPIE, and an EIS is to be prepared. |
| <i>State Environmental Planning Policy No. 55 – Remediation of Land</i> (SEPP 55) | Previous investigations undertaken for Lot 1 DP785111 indicate that the site is or can be made suitable for the purposes of the proposed development as per SEPP 55. These matters would be considered further in the EIS prepared in support of the proposed development. |
| <i>State Environmental Planning Policy (Infrastructure) 2007</i> (ISEPP) | The proposed development is for an industrial premise which is greater than 15,000m ² . It therefore constitutes Traffic Generating Development under ISEPP and would be referred to Roads and Maritime Services (RMS) accordingly. |
| <i>State Environmental Planning Policy No 33— Hazardous and Offensive Development</i> | Review of the quantities of dangerous goods proposed to be stored at the site against the <i>Hazardous and Offensive Development Application Guidelines Applying SEPP 33</i> (Department of Planning, 2011) would be undertaken to determine whether any of the SEPP 33 threshold quantities for dangerous goods storage/transport would be exceeded at the site. |
| <i>State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011</i> (Drinking Catchment SEPP) | The site is mapped within the Wingecarribee River subcatchment of the Drinking Catchment SEPP. The EIS would demonstrate how the proposed development can meet the relevant water quality parameters required under Drinking Catchment SEPP. |

4.4 STRATEGIC PLANNING FRAMEWORK

This **Section 4.4** outlines the strategic planning context of the site.

4.4.1 Sydney-Canberra Corridor Regional Strategy 2006-2031

The *Sydney-Canberra Corridor Regional Strategy 2006-2031* (Regional Strategy) recognises the Corridor as a region of significant potential with State and national importance, linking Sydney and Canberra. Australia's largest city, Sydney, and the nation's capital both influence the Corridor. This is most evident in terms of the extent of commuting and where development within the Corridor is largely taking place (at the northern and southern ends of the Corridor).

The site lies within the northern subregion of the Corridor, and Moss Vale itself is mapped as a Major Town (refer to **Figure 6**). Key functions of Major Town within the Corridor are the provision of local and district services and facilities, including the general range of weekly and some higher order goods and business services. The full range of housing types generally provided within these Major Towns.

The proposed development is directly aligned with the following Aims identified in the Regional Strategy:

- Ensure an adequate supply of land to support economic growth and provide capacity to accommodate a projected 27,800 new jobs, particularly in the areas of manufacturing, transport and logistics, business services, health, aged care and tourism; and
- Limit development in places constrained by important primary industry resources and significant scenic and cultural landscapes.

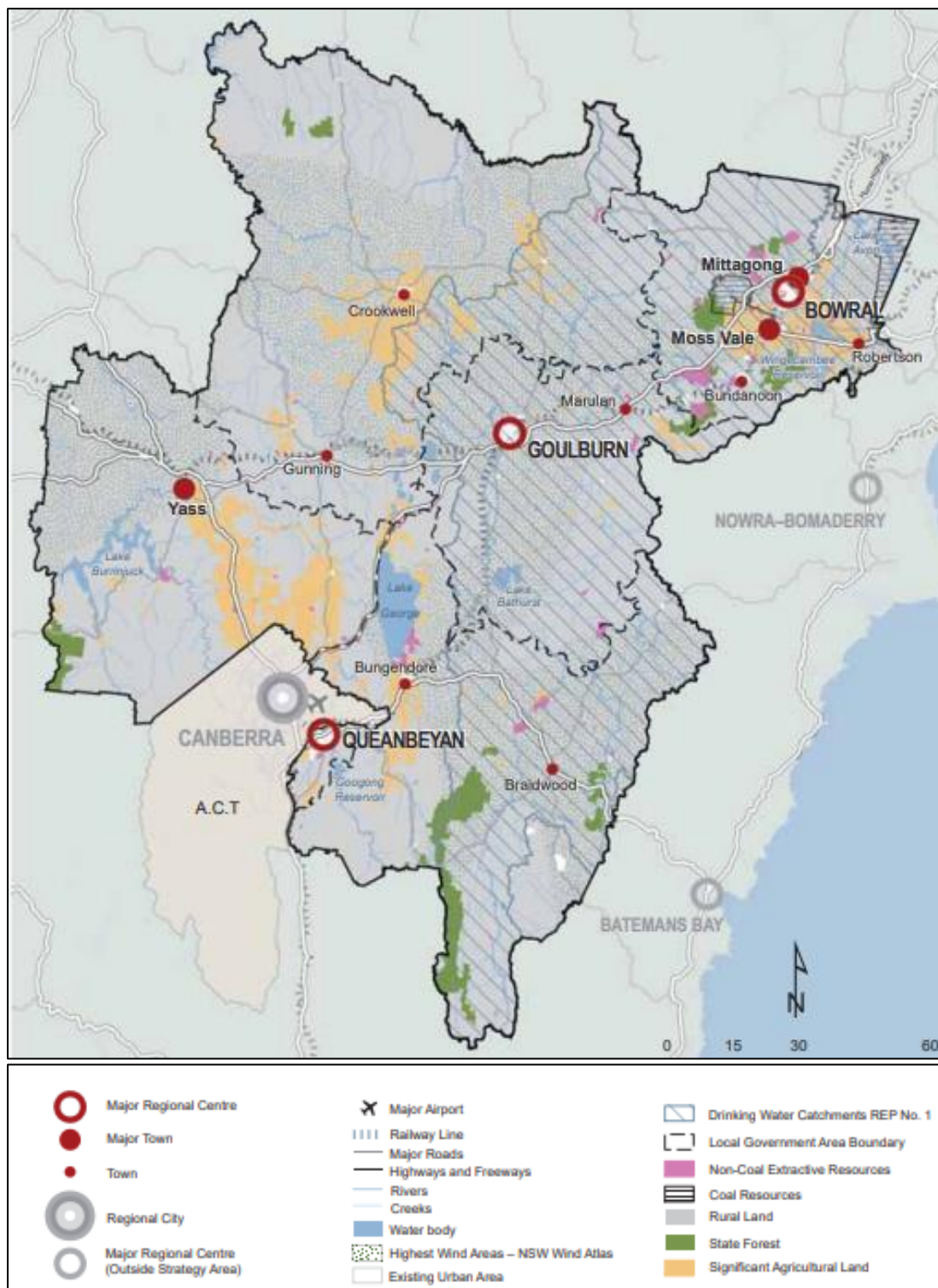


Figure 6 Natural Resources Map (Department of Planning, 2008)

4.4.2 South East and Tablelands Regional Plan 2036

The *South East and Tablelands Regional Plan 2036* (Regional Plan) recognises the South East and Tablelands Region as a borderless region in Australia's most geographically diverse natural environment with the nation's capital at its heart.

The Regional Plan identifies Moss Vale as a Strategic Centre (refer to **Figure 7**), centres being the largest commercial components of the region providing a full range of higher-order services (e.g. hospitals and tertiary education). These Strategic Centres can leverage advances in

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information technology, creating smart work opportunities that connect people physically and digitally.

The proposed development would make use of underutilised, industrially zoned land for suitable employment generating purposes near to where people live. This is particularly the case as the Regional Plan recognises how the availability of jobs enables economic development, particularly the well-located opportunity of the Moss Vale Enterprise Corridor.

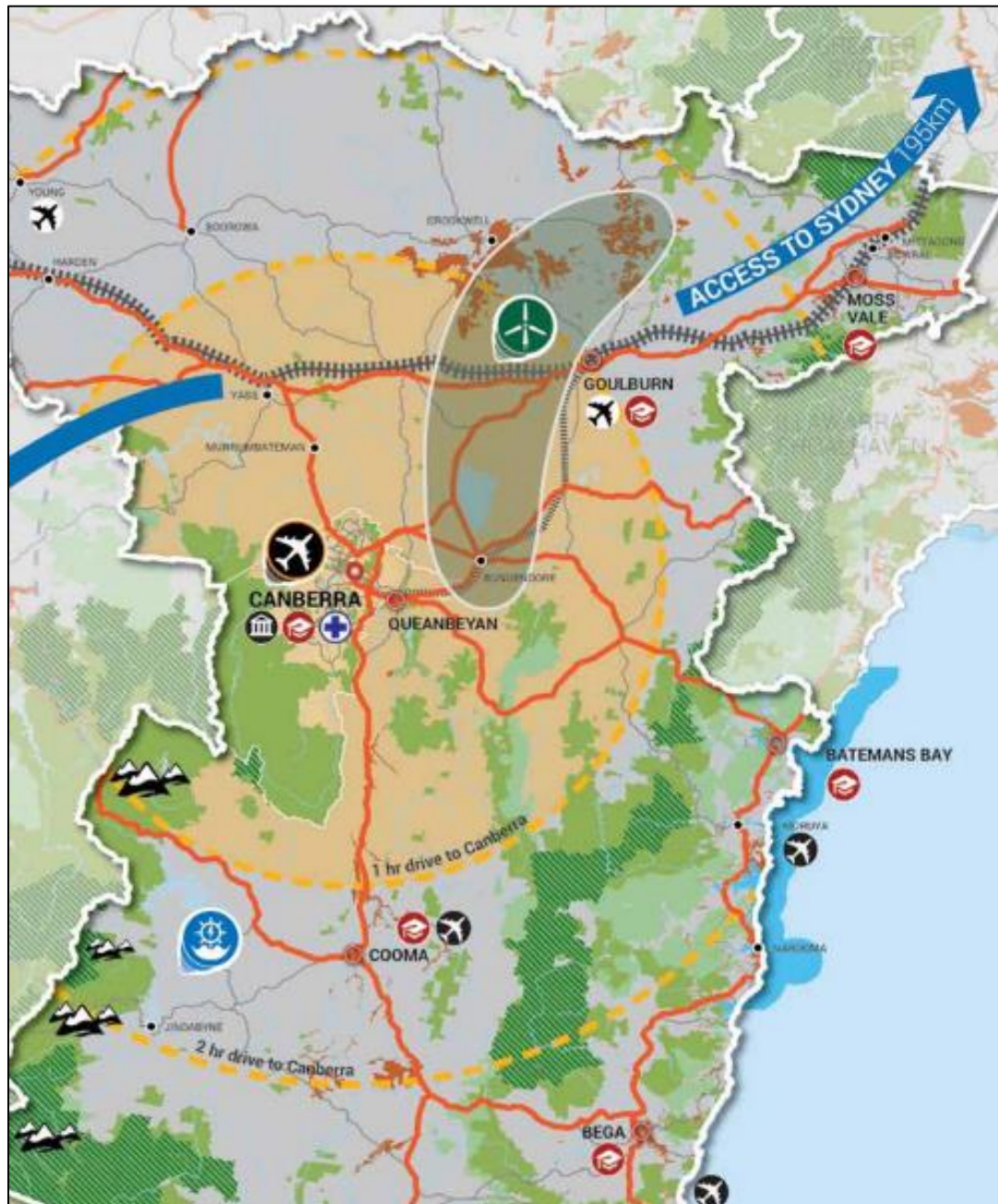


Figure 7 South East and Tablelands (DPIE, 2017)

The proposed development is furthermore directly aligned with Direction 4 of the Regional Plan (leverage growth opportunities from Western Sydney) as follows:

- Action 4.1: Foster initiatives to promote the South East and Tablelands as a suitable place for businesses to relocate; and
- Action 4.2: Maintain a supply of appropriately serviced employment land to create opportunities for new industrial development; and

The proposed development is therefore considered to be consistent with the Regional Plan.

4.4.3 Moss Vale Enterprise Corridor Development Control Plan 2008

The site falls within a mapped Enterprise Corridor (refer to **Figure 8**) under the MVECDCP 2008.

Under the MVECDCP 2008:

The Moss Vale Enterprise Corridor is to be developed as a sustainable employment area in accordance with the Development Concept Plan. The Enterprise Corridor will cater for conventional light and general industrial development to meet local and regional demands for industrial land. It is also anticipated to accommodate business park commercial development and larger scale freight storage and distribution operations associated with existing rail infrastructure and a possible intermodal freight terminal.

According to the MVECDCP 2008:

The Enterprise Precinct includes land at and near the interface with the Moss Vale township and existing light industrial development. This precinct will facilitate a transition between residential uses and heavier industrial uses across the northern parts of the Enterprise Corridor. This precinct will accommodate a mix of light industrial and commercial office uses.

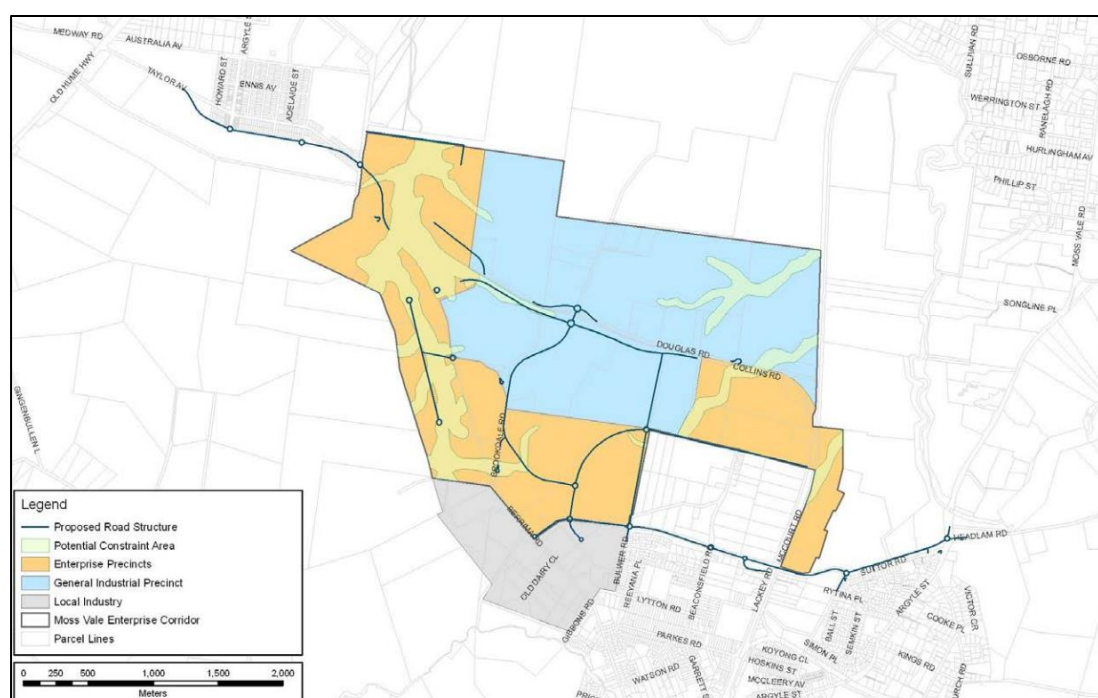


Figure 8 Land Use Precincts under the Moss Vale Enterprise Corridor (Wingecarribee, 2008)

The site forms the western gateway to the Moss Vale Enterprise Corridor. The Moss Vale Enterprise Corridor comprises 630 ha of land primarily zoned IN1 General Industrial under the WLEP2013. There are also pockets of land zoned IN3 Heavy Industrial on the corner of Berrima Road and Taylor Avenue for the existing Blue Circle Cement Works. The majority of land within the Moss Vale Enterprise Corridor continues to be used for agricultural purposes.

The proposed development is a direct response to this industrial zoning of the Moss Vale Enterprise Corridor for employment generating purposes, further realising the aims of both the Regional Strategy and the Regional Plan (refer to **Sections 4 and 4.4.2**).

PART E ENVIRONMENTAL ASSESSMENT

5.1 INITIAL ENVIRONMENTAL RISK ASSESSMENT

This **Section 5.1** contains an initial risk assessment of the proposed development's potential environmental impacts. The EIS will consider these matters in more detail.

5.1.1 Air Quality

The nature of the proposed development means that it has the potential to create air quality impacts for the surrounding locality if undertaken without adequate mitigation measures in place. The EIS will assess the potential for air quality impacts and would set out appropriate mitigation measures to manage the same.

5.1.2 Community Consultation

Engagement history

Ongoing engagement has been occurring regarding the replacement quarry to the north of the site with a cross section of the community represented in the Community Liaison Group. The Group comprises representatives from the Wingecarribee Shire Council, the New Berrima Community Action Group, interested neighbouring residents and land holders. The group has met three times a year since 2016. The group were informed that the existing brickworks was proposed for relocation to the adjoining site. There was limited objection or concern raised by the Community Liaison Group in regard to this project. It is intended to further consult and draw on information collated in previous consultation exercises with the liaison group to inform community issues scoping and consultation approaches for the brickworks project.

The Applicant has also been in consultation with government agencies and plans to continue further consultation as part of the EIS process. The general public were given the chance to make submissions on the quarry development in 2012. Submissions included concerns about visual amenity, excessive noise, health risks, effects on water quality in the Wingecarribee river and wildlife habitat. Another reoccurring concern was the negative impact on local roads, and its consequential impact on local tourism. These concerns will guide future consultation as part of the project.

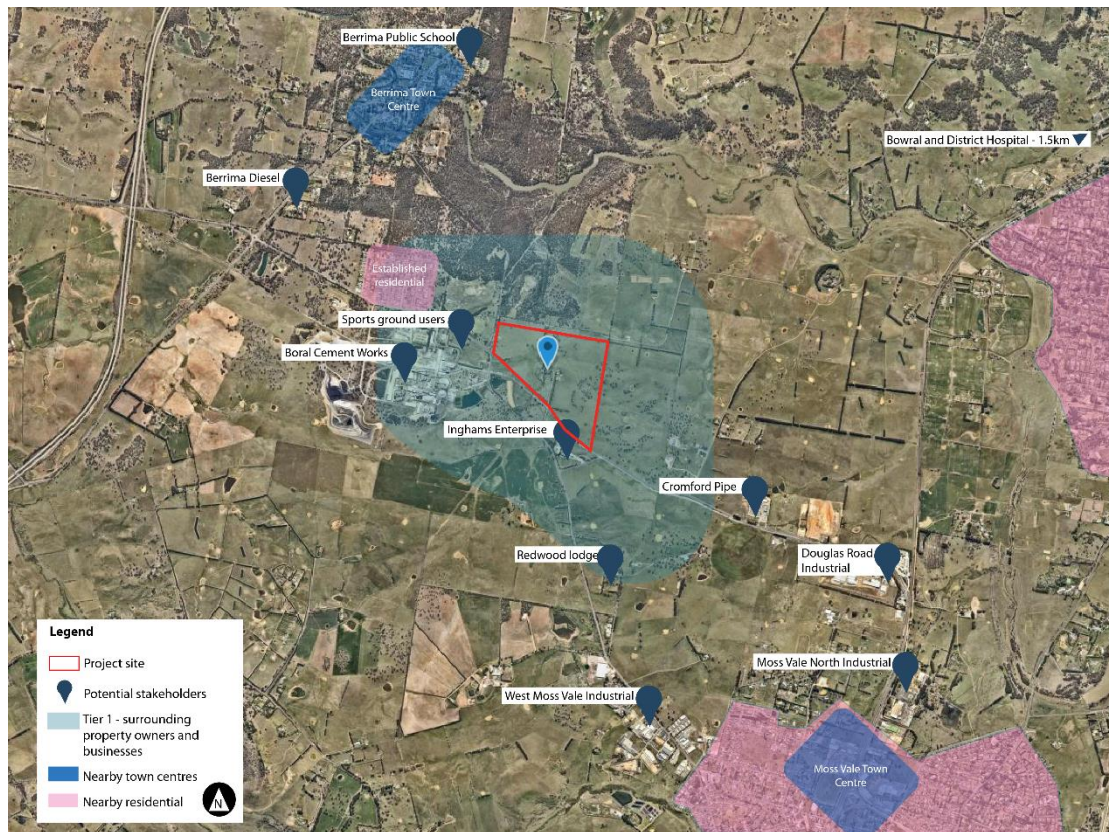
Engagement approach

The engagement for this project will be targeting various stakeholders with differing levels of interest.

- Tier 1 stakeholders are those expected to be immediately impacted by the development
- Tier 2 stakeholders are those expected to be indirectly impacted by the development
- Tier 3 stakeholders are the general community who may be indirectly impacted by the development

Several engagement methods will be utilised to ensure each stakeholder group is catered to in a way that provides them the opportunity to provide meaningful feedback for the project. **Figure 9** illustrates the potential stakeholder locations. **Figure 10** illustrates the intended engagement approach for each stakeholder tier.

State and local agencies will be formally consulted as part of the EIS process. All tiers will have the opportunity to provide submissions as part of the formal public exhibition process.



Note: not all stakeholders have been geographically represented.

Figure 9: Potential Stakeholder locations

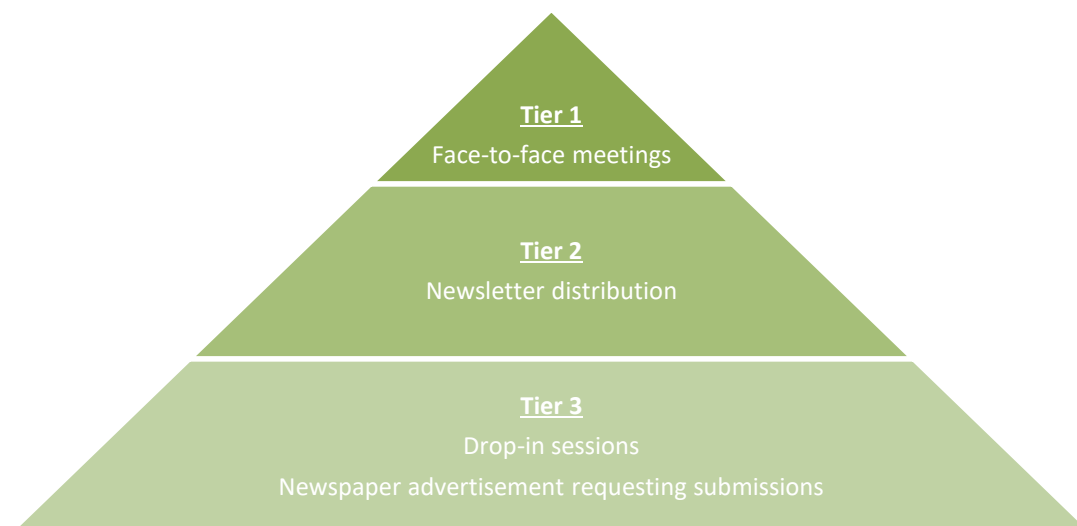


Figure 10 Engagement method per Stakeholder group

5.1.3 Biodiversity

Vegetation at the site includes remnant canopy trees, planted vegetation, and cleared areas. The site has a history of agricultural development resulting in the degradation and clearing of the vast majority of native vegetation. Previous land uses have also removed or modified fauna

habitats at the site

The EIS would assess the potential biodiversity impacts of the proposed development and would suggest appropriate mitigation measures where required.

5.1.4 Traffic and Transport

The site is expected to generate around 85 trucks accessing the site per day, including around 50-60 product trucks, 10-15 trucks picking up materials from the external storage yard, and around five-10 courier/deliveries per day. At this stage, it is estimated that around 30% of all trucks accessing the site would be B-Doubles. The majority of truck movements to and from the site would occur between the hours of 5am and 5pm.

The EIS would consider the impacts of the proposed development on the surrounding road network.

5.1.5 Noise and Vibration

Construction works to develop the site and plant, equipment and vehicles used for brickmaking works have the potential to generate noise and vibration which may be perceptible to surrounding receivers. The EIS would assess the potential noise and vibration impacts of the proposed development and would suggest appropriate mitigation measures where required.

5.1.6 Bushfire

Lot 1 DP414246 is mapped as containing bushfire prone land (vegetation buffer). The EIS would consider the potential risks to the proposed development as a result of bushfire incidents.

5.1.7 Soils, Water and Contamination

Bulk earthworks would be required to lay the foundations for the proposed development. The EIS would therefore consider the suitability of the site in terms of its underlying geological and historical contamination characteristics. The proposed development would also consider potential impacts to the tributaries of Stony Creek which traverse through Lot 1 DP785111.

Water quantity

The proposed development will include an on-site stormwater detention basin to which all site stormwater runoff will be directed via a combination of an underground piped network and overland sheet flow. The basin will be sized to accommodate sufficient storage volume to mitigate increased peak flows generated from the new impervious areas (roofs, hardstands) back to pre-development levels for all storm events up to the 1% AEP (1 in 100 year ARI) per Council requirements. Flows from the basin will discharge towards Stony Creek to the west via an outlet system comprised of a low flow pipe and a high-flow spillway.

Water quality

The proposed development will include a stormwater quality treatment train approach to reduce the pollutants contained in runoff from the site such as suspended solids, phosphorous and nitrogen. This is likely to include a gross pollutant trap, filter cartridge unit and a sediment basin (combined with OSD basin). In combination, these measures will ensure that the water quality objectives designated by Council and NSW Planning Policies are achieved. Since the site is located within the Sydney Drinking Water Catchment, WaterNSW's Neutral or Beneficial Effect (NorBe) test requirements will also be accounted for i.e. 10% reduction in mean annual pollutant loads compared with pre-development. Where practical it is also intended that rainwater will be harvested from the factory roof for on-site re-use in irrigation and toilet-flushing. The internal factory area will also incorporate a recycled water system to capture and

re-use water generated by the manufacturing processes. During the construction phase, particularly the bulk earthworks program, robust erosion and sediment control measures (such as sediment basins and silt fencing) and an accompanying monitoring regime will be employed by the civil contractor to ensure no pollution of the downstream waterway prior to site stabilisation.

Waterways

The development site is located wholly outside of the Stony Creek riparian corridor (5th order watercourse). The proposal does however include a partial diversion of an existing 1st and 2nd order watercourse, although these appear to consist of open farm gullies with little to no discernible channel in their existing state (*ecologist to confirm any ecological values*). A 40m-wide riparian corridor has been indicatively allowed for around the proposed alignment of the 2nd order watercourse – this would include a central low-flow channel and be planted up with suitable riparian vegetation. Flood modelling will be undertaken to confirm there are no adverse effects on flooding in Stony Creek or on neighbouring properties upstream/downstream of the subject site.

5.1.8 Waste Management

A Waste Management Plan would be submitted with the EIS in support of the proposed development.

5.1.9 Aboriginal and Non-Aboriginal Heritage

The EIS would consider the potential for the proposed development to impact on both Aboriginal and non-Aboriginal heritage values at the site.

5.1.10 Hazards and Risk

Review of the quantities of dangerous goods proposed to be stored at the site against the *Hazardous and Offensive Development Application Guidelines Applying SEPP 33* (Department of Planning, 2011) would be undertaken to determine whether any of the SEPP 33 threshold quantities for dangerous goods storage/transport would be exceeded at the site.

PART F CONCLUSION

The proposed development is considered to be in the public interest as it is required to change the site from an underutilised, surplus rural landholding to a productive and employment-generating industrial operation. It thereby assists in meeting the strategic planning aims for Enterprise Precincts under the *Moss Vale Enterprise Corridor Development Control Plan 2008*.

Public exhibition of the DA for the proposed development would be required under the EP&A Act. Comments raised during the exhibition process would be reviewed by Willowtree and Brickworks, and a response prepared for consideration.

It is requested that DPIE issue formal SEARs to scope the preparation of an EIS for the proposed development as SSD.

APPENDIX 1 DRAFT ARCHITECTURAL PLANS