

ENVIRONMENTAL ASSESSMENT REQUIREMENTS



NSW GOVERNMENT
Department of Planning

Contact: Scott Jeffries
Phone: (02) 9228 6426
Fax: (02) 9228 6466
Email: scott.jeffries@dipnr.nsw.gov.au

Mr David Kelly
Rinker Australia Pty Limited
PO Box 5697
WEST CHATSWOOD NSW 1515

Our ref: S02/02765 405/3436
Your ref:

Dear Mr Kelly

**Proposed CSR ReadyMix Regional Distribution and Intermodal Rail Facility,
Kellogg Road, Rooty Hill, Blacktown Local Government Area**

I refer to your correspondence of 9 September 2005, with which you seek adoption of the Director-General's requirements for the preparation of an Environmental Impact Statement for the above proposal as Environmental Assessment requirements under Part 3A of the *Environmental Planning and Assessment Act 1979*.

Pursuant to clause 8J(1) of the *Environmental Planning and Assessment Regulation 2000*, the Director-General hereby adopts the requirements issued on 26 May 2005, as Environment Assessment Requirements under section 75F(2) of the Act. These requirements have been recast to include administrative matters under Part 3A of the Act, and are attached.

It should be noted that the Director-General's requirements have been prepared based on the information provided to date. Under section 75F(3) of the Act, the Director-General may alter or supplement these requirements if necessary and in light of any additional information that may be provided prior to the proponent seeking approval for the project.

You should ensure that you consult with the Department prior to submission of a draft Environmental Assessment to determine:

- fees applicable to the application;
- relevant land owner notification requirements;
- consultation and public exhibition arrangements that will apply; and
- number and format (hard-copy or CD-ROM) of the Environmental Assessments that will be required.

Once you have lodged the Environmental Assessment, the Department will consult with the relevant authorities to determine the adequacy of the Environmental Assessment. Following this review period the Environmental Assessment will be made publicly available for a minimum period of 30 days.

You should keep the contact officer for this project, Scott Jeffries ((02) 9228 6426, scott.jeffries@dipnr.nsw.gov.au), up to date with the progress of preparation of the Environmental Assessment, and seek clarification of any issues that may be unclear or may arise during this process.

Yours sincerely



Sam Haddad
Deputy Director-General
As delegate for the Director-General

2/10/2005

REGIONAL DISTRIBUTION AND INTERMODAL RAIL FACILITY

ENVIRONMENTAL ASSESSMENT REQUIREMENTS UNDER PART 3A OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Project	The construction and operation of a regional extractive materials distribution facility, including a rail siding, unloading facility, regional office building and laboratory, storage bins and loadout facility, concrete batching plant and blending plant.
Site	Lot 1 DP 582388, Part Lot 1 DP 607084, Lot 5 DP 607084, Lot 5 DP 255515, Lot 3 DP 1042577, Lot 2 DP 582388, Lot 1 DP 607084 and Road Reserve of North Parade, Blacktown local government area
Proponent	ReadyMix Holdings Pty Ltd
Date of Issue	26 May 2005
Date of Expiration	26 May 2007
General Requirements	<p>The Environmental Assessment must be prepared to a high technical and scientific standard and must include:</p> <ul style="list-style-type: none"> • an executive summary; • a description of the proposal, including construction, operation, and staging; • an assessment of the environmental impacts of the project, with particular focus on the key assessment requirements specified below; • justification for undertaking the project with consideration of the benefits and impacts of the proposal; • a draft Statement of Commitments detailing measures for environmental mitigation, management and monitoring for the project; and • certification by the author of the Environment Assessment that the information contained in the Assessment is neither false nor misleading.
Key Assessment Requirements	<p>The Environmental Assessment must include assessment of the following key issues:</p> <ul style="list-style-type: none"> • Strategic Planning – the Environmental Assessment must include a strategic assessment of the project, including: justification of the need for the project in relation to the strategic direction of the locality and region, and the long term purpose/ utilisation of the project; 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 project and likely volume, origin and destination of extractive materials; and 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 project would have on future surrounding land. • Traffic and Transport Impacts – the Environmental Assessment must include an assessment of the road and rail transport implications of the project, including: 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; provision of a traffic impact statement, in accordance with the <i>Guide to Traffic Generating Development</i> (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 project site and potential impacts of truck traffic on nearby residential areas; and details of all necessary road infrastructure upgrades, including site ingress/ egress and any impacts to local or regional roads from the project, particularly Woodstock/ Glendenning and Woodstock/ Kellogg intersections. • Ecological Impacts – the Environmental Assessment must include detailed assessment of flora and fauna impacts, particularly impacts on any threatened species, endangered populations or communities in accordance with section 5A of the <i>Environmental Planning and Assessment Act 1979</i>. The Environmental Assessment must clearly justify the location of the proposed rail siding and creek crossings in relation to minimising impacts to aquatic, riparian and terrestrial ecosystems. • Natural Resource Management – the Environmental Assessment must provide an assessment of natural resource impacts and management, including: <ul style="list-style-type: none"> ◆ detailed assessment of surface water management at the site including site

	<p>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;</p> <ul style="list-style-type: none"> ◆ the flooding status of the site including 1:100 year flood zone, likely flooding frequency and consideration as to whether the project is likely to change flooding patterns in the local area; ◆ 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 <i>Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterways Crossings</i> (DPI, 2003) and <i>Policy and Guidelines for Fish Friendly Waterway Crossings</i> (DPI, 2003); and ◆ details of 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. <ul style="list-style-type: none"> • Noise Impacts – the Environmental Assessment must assess noise impacts from the project, including train shunting, in accordance with the <i>Industrial Noise Policy</i> (EPA, 1999). Road traffic noise must be assessed in accordance with the <i>Environmental Criteria for Road Traffic Noise</i> (EPA, 1999). • Air Quality Impacts – the Environmental Assessment must assess air quality impacts, especially dust, in accordance with the <i>Approved Methods and Guidance for the Modelling and Assessment of Air Pollutants in NSW</i> (EPA, 2001). • General Environmental Risk Analysis – notwithstanding the above key assessment requirements, the Environmental Assessment must include an environmental risk analysis to identify potential environmental impacts associated with the project (construction and operation), proposed mitigation measures and potentially significant residual environmental impacts after the application of proposed mitigation measures. Where additional key environmental impacts are identified through this environmental risk analysis, an appropriately detailed impact assessment of these additional key environmental impacts must be included in the Environmental Assessment.
<p>Consultation Requirements</p>	<p>You must undertake an appropriate and justified level of consultation with the following parties during the preparation of the Environmental Assessment:</p> <ul style="list-style-type: none"> • NSW Department of Environment and Conservation; • NSW Department of Natural Resources; • NSW Department of Primary Industries; • Rail Corporation NSW; • Blacktown City Council; and • the local community. <p>The Environmental Assessment must clearly indicate issues raised by stakeholders during consultation, and how those matters have been addressed in the Environmental Assessment.</p>
<p>Deemed refusal period</p>	<p>Under clause 8E(2) of the <i>Environmental Planning and Assessment Regulation 2000</i>, the applicable deemed refusal period is extended to 120 days from the end of the proponent's environmental assessment period for the project, because the project involves a complex environmental assessment and approval process.</p>

APPENDIX A – TABLE 1
Summary of EAR Requirements

Issues to be Addressed	EAR
General Requirements	
The Environmental Assessment prepared to a high technical standard including:	
<ul style="list-style-type: none"> - executive summary - proposal description (construction, operation, staging) - assessment of the environmental impacts of the project (focusing on the key assessment requirements) - justification for project, consideration of the benefits and impacts of the proposal - draft Statement of Commitments with measures for environmental mitigation, management and monitoring for project - certification by Environment Assessment author that the information is neither false nor misleading 	Exec. Summary Sec 5 Sec 7 Secs 2 & 10 Sec 1, App A EAR
Key Assessment Requirements	
The Environmental Assessment must include assessment of the following:	
Strategic Planning:	
<ul style="list-style-type: none"> - justification for the scale, scope and location of development with consideration of: existing and future road and rail infrastructure and services; demand for the project; likely volume, origin and destination of extractive materials - strategic planning and analysis on site suitability regarding potential land use conflicts with surrounding land use, any restriction the project would place in future surrounding land 	Sec 2 Secs 1, 2, 3 and 7
Traffic and Transport Impacts:	
<ul style="list-style-type: none"> - assessment of road/rail transport implications of project - detailed location of proposed rail siding/rail movements (nature, number, frequency of train movements, potential conflict with current rail traffic) - provision of a traffic impact statement using <i>Guide to Traffic Generating Development</i> (RTA, 1993) (peak flows, type of vehicles, origin/destination of heavy vehicles, capacity/safety/design of key haulage routes to/from site, potential impacts of truck traffic on nearby residential areas) - details of necessary road infrastructure upgrades (site ingress/egress, impacts to local/regional roads) 	Sec 5.2 Sec 7.10 & TR 8
Ecological Impacts:	
<ul style="list-style-type: none"> - assessment of flora and fauna impacts (threatened species, endangered populations or communities) - justification of the rail siding/creek crossing justification (minimising aquatic/riparian/terrestrial ecosystems impacts) 	Secs 7.4 & 7.5 TRs 3 & 4
Natural Resource Management:	
<ul style="list-style-type: none"> - assessment of surface water management at site (site water balance, predicted site runoff under various rainfall scenarios, proposed surface water management infrastructure details – major drainage, first flush systems, water detention basins, erosion/sediment control devices, reference to potential discharge into Angus Creek) - flooding status of the site (1:100 year flood zone, likely flooding frequency, consideration of whether the project would change local flooding patterns) - description of works required within the bed/near the bank of Angus Creek, dredging/reclamation works, location/design of creek crossings 	Secs 5.7 & 5.9 Secs 7.2 & 7.4 TRs 2 & 3

<ul style="list-style-type: none"> - waterway crossings designed to minimise impacts to Angus Creek with reference to <i>Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterways Crossings</i> (DPI, 2003) and <i>Policy and Guidelines for Fish Friendly Waterway Crossings</i> (DPI, 2003) - rehabilitation details for Angus Creek, establishment of 20 m riparian corridor either side of the creek using fully structured diverse local vegetation, buffer zone beyond the riparian corridor 	
Noise Impacts:	
<ul style="list-style-type: none"> - assessment of noise impacts including train shunting, using <i>Industrial Noise Policy</i> (EPA, 1999) - road traffic noise assessed using <i>Environmental Criteria for Road Traffic Noise</i> (EPA, 1999) 	Sec 7.7 TR 6
Air Quality Impacts:	
<ul style="list-style-type: none"> - assessment of air quality, especially dust, using <i>Approved Methods and Guidance for the Modeling and Assessment of Air Pollutants in NSW</i> (EPA, 2001) 	Sec 7.6 TR 5
General Environmental Risk Analysis:	
<ul style="list-style-type: none"> - inclusion of an environmental risk analysis identifying potential environmental impacts associated with the proposal (construction/operation), proposed mitigation measures, potentially significant residual environmental impacts after the application of mitigation measures - detailed impact assessment of any identified key environmental impacts 	App A
Consultation Requirements	
<p>Appropriate and justified level of consultation with the following during the preparation of the Environmental Assessment:</p> <ul style="list-style-type: none"> - NSW Department of Environment and Conservation - NSW Department of Natural Resources - NSW Department of Primary Industries - Rail Corporation NSW - Blacktown City Council - the local community 	Secs 1.4 & 7 App A
Inclusion of issues raised by stakeholders during consultation and how the issues have been addressed	Sec 4 App A
Deemed Refusal Period	
The deemed refusal period is extended to 120 days from the end of the proponent's environmental assessment period for the project as the project involved a complex environmental assessment and approval process (clause 8E(2) <i>Environmental Planning and Assessment Regulation 2000</i>)	

TR = Technical Report

App = Appendix



Australian Government

Department of the Environment and Heritage

Mr David Kelly
Planning and Development Manager (Sydney)
Readymix Holdings Pty Ltd
90-92 Phillip Street
PARRAMATTA NSW 2150

Dear Mr Kelly

Readymix Holdings Pty Ltd/Manufacturing/Rooty Hill/NSW/Concrete Batching Plant and Associated Facilities (EPBC Reference: 2005/2067)

The above action was referred by Mr Warren Atkinson of National Environmental Consulting Services Pty Ltd on behalf of Readymix Holdings Pty Ltd, and received on 30 March 2005, for decision whether or not approval is needed under Chapter 4 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The referral documentation nominated Readymix Holdings Pty Ltd as the person proposing to undertake the action.

The referral has now been considered under the EPBC Act and I have decided that the action is not a controlled action. Approval is therefore not needed under Part 9 of the Act before the action can proceed.

Please note that this decision only relates to the potential for significant impact on the specific matters of *national* environmental significance protected by the Australian Government under the EPBC Act. There may be a need for separate State or Local Government environmental assessment and approval to address potential impacts on State, regional or local environmental values.

A copy of the document recording my decision is attached for your information. I have written separately to Mr Warren Atkinson to advise of my decision.

Yours sincerely

Mark Flanigan
Assistant Secretary
Policy and Compliance Branch

May 2005



NSW DEPARTMENT OF
PRIMARY INDUSTRIES

Now incorporating NSW Fisheries
ABN 51 73 412 4190-002

Our ref: BL5-10-2233A

1 March 2005

Ms Sue Just
NECS
PO Box 271
CAMPERDOWN NSW 1450

Dear Ms Just,

**Re: PROPOSED REGIONAL DISTRIBUTION CENTRE, KELLOGG ROAD -
ROOTY HILL READYMIX HOLDINGS PTY LTD**

I refer to your letter dated 16 February requesting EIS requirements from the Department of Primary Industries (DPI now incorporating NSW Fisheries) for the above proposal. The information listed below and in Attachment A may be of some assistance in the preparation of the EIS for this proposal.

The main points to consider in relation to DPI (Fisheries) requirements include:

- Permits under Section 201 (dredging or reclamation) and Section 219 (blockage to fish passage) of the *Fisheries Management Act 1994* may be required prior to commencement of works. See our website www.fisheries.nsw.gov.au (under 'Aquatic Habitats Homepage' then via the 'Developer and Council Toolkit' link)
- Statements in relation to Threatened Species legislation (aquatic threatened species, populations and ecological communities, and key threatening processes) must be included in the EIS.
- DPI (Fisheries) requires a riparian buffer zone of at least 20m either side of the waterway to protect fish habitat.
- Any proposed waterway crossings should be in accordance with the Departments requirements as outlined in the documents *Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterways Crossings (2003)* and *Policy and*

Cronulla Fisheries Centre
PO Box 21 CRONULLA NSW 2230
202 Nicholson Parade
Tel: (02) 9527 8411 Fax: (02) 9527 8576
www.dpi.nsw.gov.au

Guidelines for Fish Friendly Waterway Crossings (2003). These documents are available on the departments website www.fisheries.nsw.gov.au (go to 'Aquatic Habitats' then via the 'Publications' link)

For further information please contact me on 9527 8553.

Yours sincerely,

LIZ BOGGIE
Conservation Manager (Central)

ATTACHMENT A

Matters to be Addressed

1. Description of proposal

The EIS must include the information outlined below:

Details of the proposal must be provided, including (where relevant):

- details of the location of all component parts of the proposal, including any auxiliary infrastructure;
- the timetable for construction of the proposal;
- details of various phases of construction (eg clearing, earthworks, temporary structures, diversions, cofferdams);
- the size of the area affected (both surface area and/or stream length, as relevant) either directly or indirectly, and;
- aspects of the management of the proposal, both during construction and after completion, which relate to impact minimisation.

A topographic map of the locality at a scale of 1:25 000 should be provided. This map should detail the location of all component parts of the proposal, any areas locally significant for threatened species (such as aquatic reserves), and areas of high human activity (such as townships, regional centres and major roads).

A plan of the study area must be provided. This plan should show:

- an appropriate legend, a scale, orientation marks and a reference point marked in a recognised co-ordinate system;
- land tenure details for all land parcels within the study area;
- the locations and types of land uses present within the study area;
- the locations of all streams and all other water bodies within the study area, and;
- recognised commercial and recreational fishing grounds, aquaculture farms and/or other waterway uses.

For each freshwater body identified on the plan, the plan should include, either by annotation or by an accompanying table, hydrological and stream morphology information. This includes flow characteristics, including any seasonal variations, bed substrate, bed width, existing water use and occurrence of ground water.

A recent aerial photograph (preferably colour) of the locality (or reproduction of such a photograph) should be provided, if possible. This aerial photograph should clearly show the subject site and indicate the scale of the photograph.

Dredging and reclamation activities

- Purpose of works
- Type(s) of aquatic/riparian vegetation in the vicinity of the proposed works
- Distance of adjacent riparian vegetation from the outer boundary of the proposed works
- Method of dredging to be used
- Duration of dredging works
- Time of dredging works
- Dimension of area to be dredged
- Depth of dredging activities
- Nature of sediment to be dredged
- Method of marking area subject to works
- Environmental safeguards to be used during and after works
- Measures for minimising harm to fish habitat under the proposal
- Spoil type and source location for reclamation activities

- Method of disposal of dredge material
- Location and duration of spoil stockpiling, if planned
- Volume of material to be extracted or placed as fill

Activities that block fish passage

- Type of activity eg works in a stream that change flow or morphological characteristics
- Length of time fish passage is to be restricted
- Timing of proposed restriction
- Remediation works

Threatened species

- Threatened aquatic species assessment pursuant to Section 5C, EP&A Act 1979 should be prepared

2. Initial assessment

The proposal area must include land or waterways that may be indirectly affected by the proposal, for example, through altered hydrological regimes, soil erosion or pollution. The study area must extend downstream and/or upstream as far as is necessary to take all potential impacts into account.

Previous land and water uses and the effect of these on the proposed site must be discussed. Relevant historical events may include land clearing, agricultural activities, water abstraction/diversion, dredging, de-snagging, reclamation, siltation, commercial and recreational activities.

The presence of different species of aquatic fauna and flora should be assessed in terms of area and density and these details mapped.

A list of threatened species, endangered populations and endangered ecological communities likely to occur in the area must be provided. In determining these species, consideration must be given to the habitat types present within the study area, recent records of threatened species in the locality and the known distributions of these species.

A description of habitat such as stream morphology, in-stream and riparian vegetation including the presence of snags, water quality and tide/flow characteristics. The condition of the habitat within the area must be described and discussed, including the presence and prevalence of introduced species. A description of the habitat requirements of threatened species likely to occur in the study area must also be provided.

Please Note: It is recommended that, prior to any field survey activities taking place, those persons proposing to undertake aquatic surveys consider their obligation to obtain the appropriate permits or licences under the relevant legislation. For example:

Fisheries Management Act 1994

- Permit to take fish or marine vegetation for research or other authorised purposes (Section 37)
- Licence to harm threatened (aquatic) species, and/or damage the habitat of a threatened species (Section 220ZW).

Animal Research Act 1985:

- Animal Research Authority to undertake fauna surveys.

3. Assessment of likely impacts

The EIS must:

- indicate the location, nature and extent of habitat removal or modification and discuss the potential impacts.
- identify any potential changes in water flows, including run-off, or the introduction of barriers to the movement of fish species and discuss the potential impacts.
- identify existing recreational and commercial fishing grounds, aquaculture farms or other waterway uses in the vicinity and discuss the potential impacts on these uses.
- describe and discuss any other potential impacts of the proposal on fish species or their habitat. This may include, for example, erosion, sedimentation, nutrient and heavy metal levels, potential acid sulphate soils, introduced pests, changes to boat traffic and waterway use, spoil disposal and overshadowing.
- consider cumulative impacts.

For all species likely to have their lifecycle patterns disrupted by the proposal to the extent that individuals will cease to occupy any location within the subject site, the EIS must describe and discuss other locally occurring populations of such species. The relative significance of this location for these species in the general locality must be discussed in terms of the extent, security and viability of remaining habitat in the locality.

4. Ameliorative measures and monitoring

The EIS must consider how the proposal has been or may be modified and managed to conserve fisheries habitat.

In discussing alternatives to the proposal, and the measures proposed to mitigate any effects of the proposal, consideration must be given to developing long term management strategies to protect areas within the study area which are of particular importance for fish species. This may include proposals to restore or improve habitat.

Any proposed pre-construction monitoring plans or on-going monitoring of the effectiveness of the mitigation measures must be outlined in detail, including the objectives of the monitoring program, method of monitoring, reporting framework, duration and frequency. Detailed monitoring, particularly for baseline studies, is beneficial to both the proponent and the environment.

5. Approvals

All approvals required from the various government agencies should be listed.

In the event of a request for the concurrence of, or consultation with the Director of DPI, one (1) copy of the EIS should be provided to DPI (NSW Fisheries) in order for the request to be processed.

Definitions

The definitions given below are relevant to these requirements:

Fish means any part of marine, estuarine or freshwater fish or other aquatic animal life at any stage of their life history (whether alive or dead). Fish include oysters and other aquatic molluscs, crustaceans, echinoderms and beachworms and other aquatic polychaetes.

Marine vegetation means any species of plant that at any time in its life must inhabit water (other than freshwater).

Waters refers to all waters including tidal waters below mean high water mark as well as flowing streams, irregularly flowing streams, gullies, rivers, lakes, coastal lagoons, wetlands and other forms of natural or man made water bodies on both private and public land.

Our Reference: 40.5314
Your Reference:
Contact: Salih Suleiman
Telephone: (02) 8814 2528
23 May 2005

Tim Ward
Environmental Planning Officer
Major Development Assessment
DIPNR
GPO Box 39, Sydney, NSW, 2001

Dear Tim

Proposed CSR ReadyMix Regional Distribution Centre, Rooty Hill

I refer to your e-mail requesting the RTA to provide items that it requires to be addressed in the proposed Environmental Impact Statement (EIS) for the proposed development.

The following are items that the RTA would like to be addressed in the EIS for the subject site:

General

1. The proposed means of vehicular access to/from the site;
2. Likely daily and peak traffic movements generated by the proposed development and the potential increase in the level and type of traffic associated with the proposal;
3. Impact of the proposed expansion of the development on surrounding arterial road intersections and the need for upgrading or improvement work;
4. Consideration of the need for the preparation of a local area traffic management plan;
5. An assessment of the likely impact of truck traffic upon nearby residential areas;
6. Details of the anticipated route of trucks on the major arterial and local road network;
7. An assessment of the potential increase in toxicity levels of loads transported on arterial and local roads and consequently, the preparation of an incident management strategy for accidents, if relevant.

Specific issues

The section of Woodstock Avenue near the proposed development is under the care and control of Blacktown City Council. However, the RTA has concerns over the operation of two roundabouts in such close proximity to one another as is the case with the Woodstock / Glendenning and Woodstock / Kellogg roundabouts (approx 50m or less apart). The EIS needs to address this issue adequately.

The RTA would like Blacktown Council to consider a 2 lane roundabout at the intersection of Woodstock Ave / Kellogg Rd. However, such a design would require 2 eastbound lanes to continue along Woodstock Ave which would then turn into Glendenning Road and merge back into a single lane a short distance north of the Woodstock Ave / Glendenning Rd roundabout.

Based on RTA Warrants, the RTA does not support the installation of traffic signals at Woodstock Ave / Kellogg Rd.

As Woodstock Ave, Glendenning Road and Kellogg Road are designated b-double routes, the design of any intersections must ensure that b-double turning paths are accommodated.

Any intersection treatments must also give consideration to the additional traffic generation resulting from any (emergency situations) whereby the rail network is shut down.

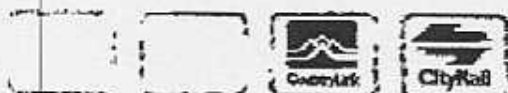
Please refer further queries to Salih Suleiman on 8814 2528.

Yours faithfully

Salih Suleiman

A/ Landuse Use Development Manager

Network Planning Section, Sydney Client Services Branch



RailCorp

Received

04 JUL 2005

27 May 2005

Mr Tim Ward
Environmental Planning Officer
Major Development Assessment
Department of Infrastructure, Planning and Natural Resources
GPO Box 39
SYDNEY NSW 2001

Fax: (02) 9228 6466

Dear Tim

Subject: PROPOSED READYMIX FACILITY AT ROOTY HILL

I refer to your email of 29 April 2005 to Ian Hill regarding the proposed Readymix distribution facility at Rooty Hill.

RailCorp supports Readymix's use of rail as an integral part of its freight transport plan for the proposed facility.

In regard to your request for RailCorp's requirements, it is requested that you note the following for the development of an Environmental Impact Statement for the project:

- Rail transport to the site will require changes to RailCorp Infrastructure, including:
 - A new crossover with overhead wiring at Blacktown between the Down Richmond line and the Up Main Western line.
 - A new crossover with overhead wiring at the eastern end of the Rooty Hill station between the Up Main and Up Suburban lines.
 - Bi-directional signalling of the Up Main Western line between Blacktown and St Marys.
 - Upgrading of the existing crossovers at St Marys for increased track speed.
 - Installation of turnouts and associated signalling changes for the new sidings.
 - Relocation of power transmission lines.

These works are to be funded by Readymix and subject to final detailed design approval by RailCorp.

- All works within the RailCorp corridor (including those outlined above) must be compliant with RailCorp's standards.
- Without further modifications to the rail network and the terminal, trains will be limited to a maximum of 805 metres in length.



- Readymix, including its contractors and rail operators, must comply with the requirements of RailCorp's DEC licence.
- Train paths to and from the site will not be scheduled between the hours of 0600-0900 and 1500-1830 on weekdays to be clear of commuter peak hour services. Paths at other times are subject to network operational constraints.
- Readymix is required to sign a Safety Interface Agreement with RailCorp prior to the commencement of operations and meet the requirements of the Rail Safety Act.
- The new sidings must be constructed and certified by a company holding appropriate rail safety accreditation.

Readymix has been working with RailCorp to identify suitable train paths and optimise the efficiency of its proposed operations. RailCorp has identified adequate paths to meet Readymix's start-up tonnage forecast, based on its likely train specification.

A preliminary hazard assessment for the proposed operations has been commenced, prior to developing a scope for the detailed design of the rail infrastructure. The hazard assessment may identify additional works that Readymix will be required to include within the project.

If you would like to discuss RailCorp's requirements, please contact me on 02 9224 2311.

Yours sincerely



TONY GAUSDEN
A/General Manager
Network Access Division



Department of
Environment and Conservation (NSW)

Your reference :
Our reference : 302240A1
Contact : Nazrul Chowdhury; (02) 9995 6862

Metropolitan Branch

Ms Sue Just
National Environmental Consulting Services
PO Box 271
CAMPERDOWN NSW 1450

Dear Ms Just

Proposed Regional Distribution Centre, Kellogg Road – Rooty Hill
Readymix Holdings Pty Ltd

I refer to your letter regarding the proposed development received by the Department of Environment and Conservation (DEC) on 7 February 2005, seeking additional requirements for preparation of an environmental impact statement (EIS).

DEC understands from your letter and discussions with Nazrul Chowdhury that the regional centre will include a concrete batching plant, for which a development approval (DA) has already been granted by Blacktown City Council, in addition to other activities requiring an environment protection licence (EPL). Further, the proposed centre will incorporate a portion of the land currently occupied by a separate DEC licensed facility, commonly known as Humes Blacktown, operated by Readymix Holdings Pty Ltd, EPL number 1310.

With the implementation of the Protection of the Environment Operations Act 1997 (POEO Act), it is the policy of the DEC to issue a single EPL for several activities occurring on a single or separate adjacent parcels of land controlled by a single entity. This facilitates the DEC to control more effectively all possible cumulative environmental impacts occurring from various activities on a premise through a single licence rather than dealing with several licences.

Therefore, DEC recommends that you seek a single development approval (DA) for the whole site including the present operation of Humes Blacktown rather than separate DAs for each activity. Once the DA is granted you should then apply for variation of the existing licence to include all new parcels of lands and activities in the licence.

You will however be required to address all possible cumulative environmental impacts from the development in your EIS including those from the existing Humes Blacktown cement works. The environmental issues that need to be addressed in the EIS should at least include the following:

- i) Air quality impacts including dust emissions (during construction and operation);
- ii) Noise impacts (during construction and operation);
- iii) Sediment control and stormwater management (during construction and operation);
- iv) Waste Management (during construction and operation); and
- v) Groundwater pollution.

Please note that, although the Environment Protection Authority (EPA) is now a part of the Department of Environment and Conservation (DEC), certain statutory functions and powers continue to be exercised in the name of the EPA.

Should you have any further queries regarding the matter, please contact Nazrul Chowdhury on (02) 9995 6862.

Yours sincerely



17 Feb '05

KIERAN HORKAN
Principal Officer Sydney Industry
Environment Protection and Regulation Division

cc:
CSR Readymix
PO Box 400
PARRAMATTA NSW 2124



Department of
Environment and Conservation (NSW)

Your reference :
Our reference : 302240A1
Contact : Kieran Horkan (02) 9995 6810
Nazrul Chowdhury (02) 9995 6862

Metropolitan Branch

Ms Sue Just
NECS
PO Box 271
CAMPERDOWN NSW 1450

Dear Ms Just,

Proposed Regional Distribution Centre, Kellogg Road – Rooty Hill
Readymix Pty Ltd

I refer to your letter of 3 March 2005, regarding the above proposal. With regard to the matters you have raised I respond to you queries as follows:

1. Development Proposal

Your request to retain the existing environment protection licence (EPL) for the Humes operation operations however you will need to have the licence varied to include the Lot number(s) the proposed administration and laboratory buildings will be located on.

2. Company Structure

Noted.

3. Cumulative Impact Assessment

Under the headings you have listed you must take into account any potential additional impact from the new buildings mentioned under 1. above. With regard to stormwater you would be expected to develop a stormwater management plan for the site with its new additions. You will also need to consider any threatened species or Aboriginal heritage issues.

Should you have any further queries regarding the letter, please contact Nazrul Chowdhury or me on the above numbers.

Yours sincerely

KIERAN HORKAN
Principal Officer Sydney Industry
Environment Protection and Regulation Division

Please note that, although the Environment Protection Authority (EPA) is now a part of the Department of Environment and Conservation (DEC), certain statutory functions and powers continue to be exercised in the name of the EPA.

All communications to be addressed to:

Headquarters
NSW Rural Fire Service
Locked Mail Bag 17
GRANVILLE NSW 2142

Headquarters
NSW Rural Fire Service
15 Carter Street
HOMEBUSH BAY NSW 2127

Telephone: (02) 8741 5555
e-mail: terence.otoole@rfs.nsw.gov.au

Facsimile: (02) 8741 5550



Ms Sue Just
National Environmental Consulting Services
PO Box 271
CAMPERDOWN NSW 1450

Your Ref:
Our Ref: A05/0682 - 1614
DEV/0010

19 APR 2005

Dear Ms Just,

**RE: PROPOSED REGIONAL DISTRIBUTION CENTRE, KELLOGG ROAD -
ROOTY HILL, READYMIX HOLDINGS PTY LTD**

I refer to your letter of 21 March 2005, seeking comments, under Section 79C of the Environmental Planning and Assessment Act 1979, regarding bush fire protection measures for the above mentioned development.

The proposed development is not subject to compliance with the NSW Rural Fire Service (RFS) document *Planning for Bushfire Protection 2001*. This document addresses bush fire protection of residential dwellings; however its principles may be applied to other forms of development in bush fire prone areas.

The RFS would recommend providing perimeter fire trail access along the boundary / bush fire hazard interface. Details of access specifications are contained within Section 4.3.3 of *Planning for Bushfire Protection 2001*.

The Developer should provide either reticulated water via hydrants or onsite water storage tanks to supply water for fire suppression activities near any structure vulnerable to damage from bush fire attack.

The surrounding vegetation may potentially produce bush fire attack intensities of 40kW/m² at 20m of separation and flame lengths of 17m along the ground. The Developer should consider these distances when determining the vulnerability of the proposed structures and locating hydrants and asset protection zones.

Should you have any further enquiries please contact Terence O'Toole on 02 8741 5447.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Rob Rogers', written over a horizontal line.

Rob Rogers AFSM
Assistant Commissioner
Community Safety



White Technics Pty Ltd
4/36 New St
RINGWOOD 3134

Attention Frank White

TO: EMU POWER DESIGN PTY LTD
APPLICATION NO: UIL2174
FROM: Ray Skinner

DATE: 22 March 2005

SUBJECT: CONNECTION OF LOAD AT
Readymix, Kellogg Road, Rooty Hill

Thank you for your application regarding the above work, this has been registered under the customer application number shown above. Please quote this number on any further correspondence.

To enable your application to be processed certain fees, as detailed in Integral Energy's *General Terms and Conditions*, are required. The fees are inclusive of GST.

The Fees and Charges for this part of the project are:

<i>Administrative Overhead Charge</i>	\$168.00	
<i>Design Information/Scope of Works Fee</i>	\$1725.00	
<i>Design Certification Fee</i>	\$1680.00	
Total Fee	<u>\$3,573.00</u>	\$3248.18 + GST

A Payment Advice for the total fee is attached and will need to be presented when payment of this fee is made.

On advice of payment of the fees, and assessment of your proposed method of supply, you will be provided with Engineering Performance Management documentation.

Thank you

Signed:

Phone: 9853 6570 Location: Huntingwood

Integral Energy

Your contact: Ray Skinner ☎ Direct 9853 6570

In Reply Quote: UIL2174

Huntingwood Drive, Huntingwood NSW 2148

Postal Address: PO Box 6366, Blacktown NSW 2148. DX 8148 Blacktown

Telephone: 131 081 Facsimile: 9853 6046

integral@integral.com.au.

10 March 2004

Officer: Mr. P. Davies

Case No. 39313

Warren Smith & Partners Pty. Ltd.
Level 1
123 Clarence Street
SYDNEY NSW 2000

Attention: Louis Panagopoulos

WARREN SMITH & PARTNERS RECEIVED		
11 MAR 2004		
VERIFIED BY DATE	BY LP	DATE 11/3/4
PROJECT NO. 2552		

Dear Sir,

Property: Kellogg Road Rooty Hill

Following our recent site meeting please see following information as supplied by Bob Lawrence.

The proposed development of the site and adjacent land impacts on the Rooty Hill Carrier, its easement and 2 x 300mm reticulation sewers. The preliminary requirements for this development in regard to existing sewerage infrastructure and based on preliminary development plans are as follows:-

1. The 300mm, 750mm and 1200mm sewers are to have a CCTV before and after completion of the railway siding, dump station, conveyor belt, bridges and other associated works in the vicinity of the sewers. The tapes are to be submitted to Wastewater Operations Nepean Hawkesbury for review.

Location of sewers to be CCTV'd are :-

Rooty Hill Carrier WO 36966,	750mm ch 00-ch 638
	1200mm ch 733-ch 852
300mm to Olympic sewer PN 362238	300mm ch 00 -ch 34
300mm to One Steel sewer WO 55754	300mm ch 00- ch 81

2. Reinforce concrete encase 750mm RCP sewer as per National Sewerage Code drawing SEW 1402 at railway crossings extending a minimum of 3m from each side of outside rail.
3. Reinforce concrete encase 1200mm RCP sewer as per SEW 1402 as per item 2 from end of existing encasement on railway land to 1m past proposed stormwater culvert/ pipes. Note that pipes will need to be uncovered to determine exactly what exists and extent of encasement etc required as method of construction of sewer in this area is uncertain.

4. Reinforce concrete encase 300mm VCP sewer to One Steel from existing MH to 1m past stormwater pipe/ bridge crossing as per SEW 1402. If existing encasement falls within this area then it is to be uncovered to determine if it is suitable to remain or requires additional work.
5. Uncover existing encasement of 300mm PVC sewer to Olympic site at railway crossing to determine if it is suitable to remain or needs additional work done for it to meet requirements of SEW 1402.
6. The minimum clearance between outside rail and centre of 750mm sewer and MH 's is to be 3m. It is also preferable for any MH's to be clear of access roads.
7. Minimum horizontal clearance between centre of sewer and side of dump bin, conveyor and any other superstructure to be 1.4m. Foundations of dump bin and any superstructure including conveyor supports to be below the zone of influence of the sewer. Where excavation is below the invert of the sewer special precautions will be required to prevent damage to the sewer.
8. All MH 's are to be adjusted to finished surface levels.
9. Property connections are to be made only to a MH.
 - 10 Vent shafts may be able to be relocated if necessary . They will need however to be changed from the present tapered type to the guyed type.
10. The Rooty Hill Carrier is located in an easement as shown on DP 594831, Dealing R724624 and Dealing S630344 which places restrictions on the use of the land within the easement area. In principle, SWC will accept the construction of the railway siding , dump bin , conveyor and associated structures within the easement area but not longitudinally over the Rooty Hill Carrier and subject to the requirements as outlined above.

To enable this to occur will involve extinguishment of the easements and recreation of easements that permit such activity and registration of a Positive Covenant on the property title which amongst other things indemnifies SWC for claims ,damages etc to its works and works being constructed. The actual legal requirements etc will need to be discussed with SWC Real Property Group, Mr K. Hanley tel 9350 5670 once detailed design has been determined.
11. SWC may require the lodgement of a bond to cover any possible damage to the sewers during the construction phase.

The following points are also to be noted:-

- (a) construction was likely to have been by benched trenching and compaction may not be to the standard you will require.
- (b) The Railway Authority may have additional requirements above that specified by SWC above.
- (c) Pipes must be supported during encasement and grade must not change.

- (d) SWC will require 24 hour access to the sewer at all times both during construction and after completion of the development.
- (e) The Rooty Hill Carrier was constructed in reinforced concrete pipes which can be subject to internal corrosion leading eventually to failure. This could affect the stability of the railway siding if not detected and rectified. SWC does at present conduct regular inspections to determine pipe condition but you may wish to consider this when determining position of the siding in relation to the sewer.

Yours faithfully



Paul Davies
Development Services
Greater Western Region

PO Box 367 Blacktown 2148, Ph: (02) 9839-7427- Fax: (02) 9839-7540

6 April 2005

Pidgeon Civil Engineering Pty Ltd
188a Annandale Street
Annandale NSW 2038

Attention: Mr A Pidgeon

Dear Sir,

Readymix- Proposed rail sidings at Rooty Hill

I refer to our discussions of late and moreover your letter and plan of 10 August 2004 advising of the above proposal.

To confirm AGL Gas Networks (AGLGN) own and operate the referenced Sydney to Newcastle high-pressure gas pipeline constrained under the NSW Pipelines Act 1967. The pipeline is located in an easement of width 24.385 metres.

Further, the 508mm pipeline is operating at 7000 kPa maximum allowable operating pressure and is the major gas transmission supply to the Hawkesbury districts of Windsor and Richmond, the Central Coast, Lake Macquarie and Newcastle/ Hunter regions. It is designed, constructed and tested in accordance with the current Australian Standard AS2885.

Also, the operation of the pipeline complies with AGL's operational, safety and maintenance requirements together with the New South Wales State Government pipeline license conditions.

At the location of your proposed rail sidings alongside the Great Western Railway line the gas pipeline crosses perpendicular under the existing railway line in a casing pipe. The details of such are attached for your information.

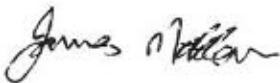
Due to the variations of land use since the time of this installation it is recommended that trial holing be undertaken to determine the true levels of the pipeline. The contact number to carry out such activity, in accordance with our policy, is **1300 665 380**. This will enable a Permit Issuing Officer to be present in order to supervise such works.

Following on from above we conclude that Agility is the authorised agent for and on behalf of the asset owner AGLGN and as such Agility has the responsibility to carry out the risk assessment from a pipelines prospective. Agility has consulting engineers who are conversant with all parameters of AS 2885.

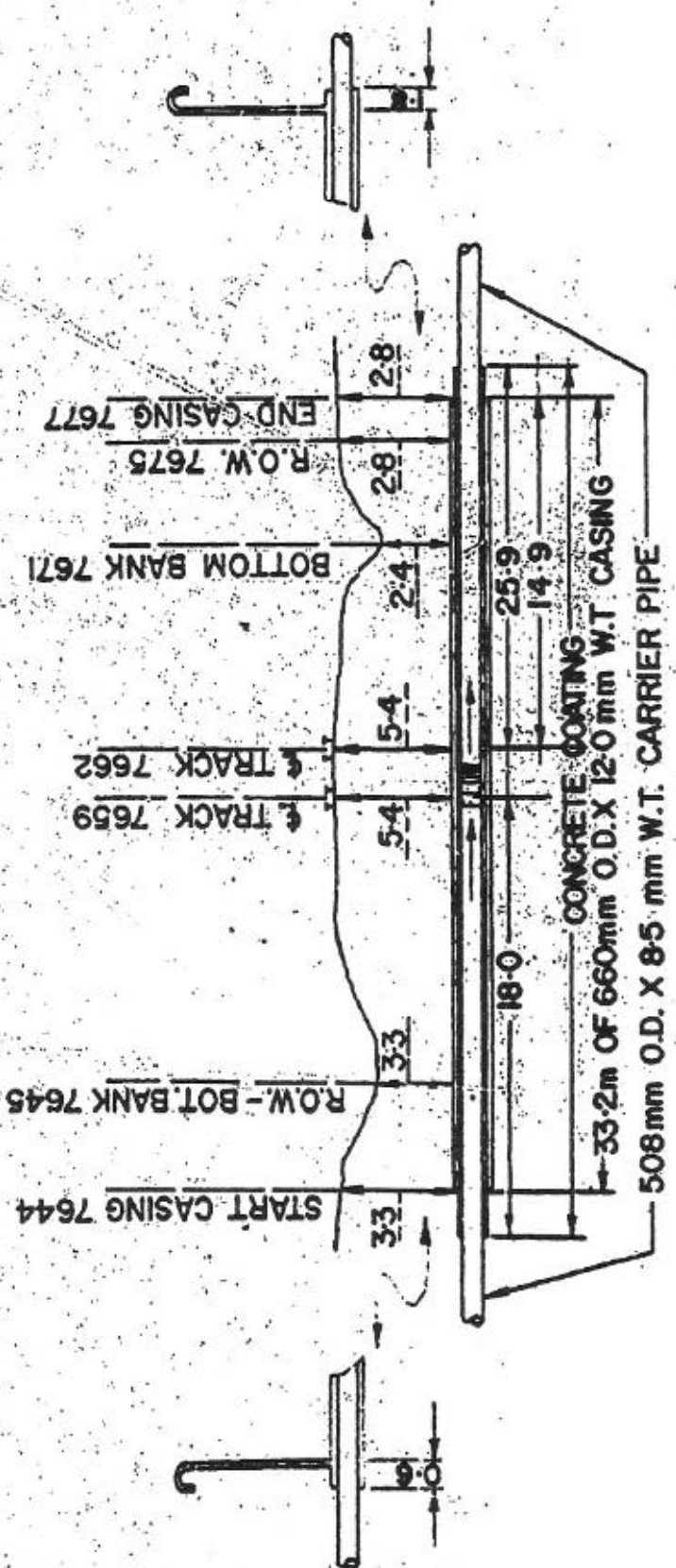
The other major issue for consideration, which is noted in your letter, is Cathodic Protection requirements. We welcome further discussion on this matter particularly with your nominated Railcorp contact.

Agility looks forward to working with you on this project and should you require further information please do not hesitate in contacting myself on telephone number 8977 6534.

Yours Faithfully
Agility Management Pty Ltd

A handwritten signature in black ink, appearing to read "James Maldon".

James Maldon
Senior Land Services Officer



METHOD OF CONSTRUCTION BORED CROSSING DATE OF INSTALLATION AUGUST 1976

INSULATOR TYPE QUANTITY SPACING

CASTING SEAL TYPE QUANTITY

VENT PIPE SIZE 0-15 QUANTITY 2

ELL'S (VENT) SIZE QUANTITY

TEST LEADS TYPE 2CR/U STA 7644 LENGTH OF WIRE

TEST LEADS TYPE 3CRR/D STA 7676 LENGTH OF WIRE

SPECIAL CONDITIONS

JOB N° 6200

MAP N° 3-AA-1002

FIELD BOOK N° AB94

PAGE N° 26-29

WILLIAMS BROS. C.M.P.S ENGINEERS
FOR
THE AUSTRALIAN GAS LIGHT COMPANY

CASED RAILWAY CROSSING OF
MAIN WESTERN RAILWAY (K.P.77)

DRN PT.	DATE 17/11/76	EKD T.W.	APP
6200	DWG No. SK-C-434		REV 0



RailCorp

Property Division

GPO Box 47

Level 15, 55 Market Street, SYDNEY NSW 2000

DX 390 SYDNEY

Tel: (02) 9224-2357 Fax: (02) 9224 4805

Contact: Sarma Nimmagadda

Ref: 220605-Readymix-EIS-ltr.doc

ABN: 59 325 778 353

Mr D A Kelly
Readymix Holdings Pty Ltd
PO Box 400
PARRAMATTA NSW 2124

Wednesday, 29 June 2005

Dear sir

REFERENCE: PROPOSED READYMIX FACILITY AT ROOTY HILL

I refer to your request for clarification of certain matters to assist in the development of Readymix's Environmental Impact Statement (EIS) for its proposed distribution facility at Rooty Hill.

For the purposes of preparing the EIS for the proposal, I can confirm the following:

1. The proposed railway siding to be constructed on the Readymix site at Rooty Hill is able to be connected to the Main Western line, subject to final detailed design work being approved by RailCorp.
2. The RailCorp network currently has capacity to meet Readymix's forecast annual tonnages, based on Readymix's likely train specification and completion of the works in 1 (above) and other works identified by RailCorp. The identified train paths are within the current operating profile but the principle of passenger priority will be applied to CityRail operations and may affect the identified paths at the commencement of operations.
3. RailCorp consents to the relocation, at the expense of Readymix, of the power transmission lines within the area identified in the attached plan, on RailCorp land or a RailCorp easement, subject to final design approval by RailCorp.

This letter is provided for the purpose of clarifying RailCorp's position in relation to specific matters, does not address the commercial terms associated with each issue and does not grant landowner's consent for the purposes of the development application.

Yours sincerely,

EDMUND R JANSEN
EXECUTIVE MANAGER
RAIL CORRIDOR MANAGEMENT GROUP

Enclosure: Project layout diagram (Fig 1.3, dated 6/6/2005)

DRAFT STATEMENT OF COMMITMENTS

Draft Statement of Commitments

The Director-General has requested Readymix to include a Draft Statement of Commitments in the EAR which details the measures proposed by Readymix for environmental mitigation, management and monitoring of the proposed RDC. The Director-General has made this request in accordance with Section 75F(6) of the Environmental Planning and Assessment Act 1979.

If development consent for the proposed RDC Readymix will commit to the following controls for construction and operation of the proposed RDC:

1. Production

- 1.1 Receipt and distribution of construction materials from the RDC will not exceed 4 million tonnes per annum (MTPA).
- 1.2 The production capacity of the concrete batching plant will not exceed 200,000 cubic metres per annum.

2. Hours of Operation

- 2.1 The proposed RDC will operate 24 hours per day, seven days per week.

3. Noise (Technical Report No. 6)

- 3.1 The following noise control measures will be implemented prior to commencement of construction of the proposed RDC;
 - Maintain all machinery and equipment in working order;
 - Construction activities would be restricted to 7.00 am to 6.00 p.m. Monday to Friday and 8.00 am to 1.00 pm on Saturdays;
 - Where possible locate noisy site equipment behind structures that act as barriers or at the greatest distance from noise sensitive areas;
 - Orient equipment so that noise emissions are directed away from noise sensitive areas;
 - Noise barriers would be constructed as soon as possible during the construction phase; and
 - Give prior notification to the community and adjoining property holders when noisy operations are to be conducted.
- 3.2 The following noise control measures will be implemented prior to commencement of operation of the proposed RDC:
 - Noise barriers and enclosures at locations identified in Section 5 in the EAR;
 - Fully enclose all conveyor drives and elevated conveyors;

- Design conveyors proposed for use on the site as follows:
 - Conveyor CV-01 would be designed to achieve a sound power level of 97 dBA/100 m;
 - All other conveyors excluding the radial stacker would be designed to achieve a sound power level of 92 dBA/100 m;
- Enclose both dust collector units located south of Angus Creek and those located on the top of the main storage bins and truck load-out bins. The other two dust collector units would be mitigated as follows:
 - Air pulse unit and clean air chamber are to be enclosed;
 - Units to be located to obtain maximum shielding from other items on site;
 - Erect a wing-wall on the south-west corner of the Concrete Batching Plant slump enclosure which would be at least the same height as the opening of the enclosure and extend a minimum of 3 m from the end of the enclosure;
 - Erect a wing-wall on either corner of the south side of the rail unloading station which would extend a minimum of 25 m from either end of the rail unloading enclosure and be the same height as the opening of the enclosure;
 - Erect a continuous noise wall, minimum of 4 m in height, along the eastern side of the subject site; from the north eastern corner of the site to conveyor CV-02, running along the proposed truck route and continuing as near as possible to conveyor CV-02 as shown in Figure 5.1 of the EAR;
 - Erect a continuous noise wall as near as possible to the eastern end of the rail siding that runs along the Nurragingy Reserve to a minimum height of 3 m above the rail level. This wall would begin at the dead-end buffer stop at Eastern Creek (wrap around the end or extend approximately 10 m east of the dead-end) and extend west to the rail unloading station (as shown in Figure 1.3);
 - Erect a noise wall as near as possible in the northern side of the rail siding from the extremity at the western end (wrap around the dead-end buffer stop) and extend east to the M7 overpass at a minimum height of 3 m above rail level;
 - Erect a continuous noise wall as near as possible on the southern side of the main rail line from the M7 overpass extending for approximately 150 m towards Rooty Hill station at a minimum height of 2 m above rail level; and
 - Construct the noise walls adjacent to the rail siding from either timber or an aerated concrete product.

Equipment Treatment

- Line rail unloading bins and the cone section of the main storage bins with noise mitigating material to reduce impact noise. Only storage bins that receive aggregate would be required to be lined. It would not be necessary for those receiving sand.

Plant Management

- Not loading the main storage bins from an empty state during the evening, night-time or morning shoulder period;
- Limit the Concrete Batching Plant to one truck being loaded and one truck slumping at any one time during the evening and night-time period. The concrete plant would not be limited to this scenario during the morning shoulder period. Operation of the front end loader and raw material/tanker deliveries would still be permissible during all periods; and

Not operating the Blending Plant/Pug Mill during the evening or night-time periods.

3.3 Meteorological conditions recorded are to include:

- Daily air temperature;
- Solar radiation;
- Daily rainfall;
- Daylight hours; and
- Continuous wind speed and direction.

4. Air Quality (Technical Report No. 5)

4.1 Air quality control measures will be implemented to ensure that air emissions from the proposed RDC do not exceed the air quality goals set out in Table 6.1

Table 6.1 – Air Quality Goals

Air Quality Parameter	PM ₁₀		TSP	Deposition
	24-hour µg/m ³	Annual µg/m ³	Annual µg/m ³	Annual g/m ² /month
Goal	50 µg/m ³	30 µg/m ³	90 µg/m ³	2

- 4.2 Dust control on site is to be aimed at prevention of air pollution and prevention of the degradation of local amenity.
- 4.3 Dust controls on the site will comply with all relevant NSW DEC guidelines and the Environment Protection Licence to be issued to Readymix under the POEO Act 1997 for the RDC.
- 4.4 All mobile equipment will be maintained in good working order to limit exhaust fumes.
- 4.5 Regular inspections for excessive visible dust generation will be undertaken and appropriate controls will be implemented when such events occur. This will include ceasing operations during high wind conditions if necessary to ensure effective dust control.
- 4.6 The following actions shall be adopted in relation to dust control on the site during construction of the proposed RDC:
- Implement erosion and sediment control plan during construction;
 - Minimise the area to be disturbed;
 - Maintaining earthworks stockpiles in a condition that minimises wind blown dust;
 - Progressively rehabilitate disturbed areas as soon as practicable;
 - Restrict vehicle movements to specified routes;
 - Ensure vehicles adhere to speed limits;
 - Dust suppression using water sprays;
 - Commence landscaping as soon as practicable; and
 - Install dust gauges to monitor dust levels at sensitive receptors. A minimum of 3 locations are proposed.
- 4.7 The following actions would be adopted in relation to dust control on the site during operation of the proposed RDC:
- Seal all roads;
 - Enclose all transfer, load-out and unloading points;
 - Cover/enclose all conveyors;
 - Cover/enclose all storage bins;
 - Use water sprays periodically on open stockpile areas and regular visual inspection will be undertaken and water sprays activated as required.

- Load cementitious products to silos pneumatically using proven technology;
- Implement a dry-dust collection system to control dust at the point where transit trucks are loaded in the Concrete Batching Plant. This area would be enclosed on three sides;
- Implement dust suppression measures on a daily basis including road sweeping;
- Sweep all areas susceptible to wind erosion as required to minimise wind erosion dust. A street sweeper would be permanently located on site; and
- Tarp (cover) all loads exiting the site prior to departure.

5. Water Management (Technical Report No. 2)

5.1 A water management system will be designed for the proposed RDC site which provides for:

- Separation of clean and dirty water;
- Management and control of stormwater flows;
- Minimisation of sediment generation, soil erosion and transport off site;
- Recycling of water where possible minimising demand for potable water; and
- Provision of water for fire fighting.

5.2 The surface water management system for the site shall be based on the following principles:

Construction

- Minimise all disturbed areas and stabilise as soon as practicable;
- Erect sediment fences and basins downslope of the proposed development in order to stop sediment from entering the Angus Creek corridor;
- Regular inspection and clearance of sediment fences and review operation after rainfall events;
- Wherever practicable, establish earthen “clean” water drains along the boundary of the construction so clean water runoff would be diverted around the disturbed areas, to minimise the volume of sediment-laden water and allow it to discharge off site; and

- Construct all temporary drains as earthen drains at grades no steeper than 1% to minimise scouring. Where steeper grades are required, which result in flow velocities that may cause scour, the drains would be provided with appropriate scour protection, eg. rubble etc. Notwithstanding this, all drains would be grassed to minimise erosion.

Operation

- Division of the site into designated separate “clean” and “dirty” areas;
 - Minimise demand for fresh water supply by recycling of water collected on the site;
 - Store recycled water on site to reduce water consumption during operation of the proposed development;
 - Design drainage and sediment control for the operation in accordance with the Landcom (2004) Managing Urban Stormwater : Soils and Construction; Department of Housing Guidelines (1998) and Department of Land and Water Conservation Urban Erosion and Sediment Control Guidelines (1992);
 - Provide a water supply for fire fighting and provision for containment of firewater;
 - Use of a first flush system to ensure “dirty” water is captured in accordance with DEC guidelines; and
 - Pass “clean” stormwater through sediment traps and Humeceptors before entering open drains and swales.
- 5.3 Prior to commencement of construction a Surface Water Management Plan will be prepared to minimise the impact on the environment. The principal objectives of the Plan are to:
- Comply with all relevant NSW DEC guidelines and the licence to be issued under the Protection of the Environment Operations Act 1997;
 - Minimise the amount of water consumed; and
 - Prevent the contamination of clean surface water run-off from potentially polluted process run-off water.
- 5.4 All samples will be analysed at a NATA registered laboratory. Results of the water quality monitoring will be analysed and included in the Annual Environmental Management Report.
- 6. Visual Amenity** (Technical Report No. 7)
- 6.1 The Landscape Master Plan which has been prepared for the RDC will be implemented to ensure the following occurs:

- Screen plantings along the western and southern edge of the site adjacent to Nurragingy Reserve using native species;
- Native ornamental shrub and groundcover screen planting along the noise wall adjacent to the storage bin facilities;
- Native ornamental planting in the proposed car park and along site boundary;
- Ornamental feature planting in the vicinity of the Kellogg Road entrance;
- Reinforcement of native vegetation with the site;
- Native ornamental shrub and groundcover planting between the rail siding and North Parade;
- Screen planting to the noise wall adjacent to Rooty Hill Station; and
- Native ornamental planting at frontage of the proposed office and laboratory building.

6.2 Visual impacts of the proposed development will be ameliorated by the following strategies:

- Landscaping will be undertaken in accordance with a Site Landscape Plan (as shown in Figures 7.1.9 and 7.2.4) which will require planting of native species along the realigned North Parade, adjacent to noise barriers, along the site boundary in particular the area adjacent to the Nurragingy Reserve, areas adjacent to the Angus Creek Corridor and the site entrance. Native ornamental ground covers, shrub and tree species would be used (refer to Technical Report No 7);
- Design night lighting to minimise light emission from the RDC; and
- Use a sympathetic colour scheme for the proposed development so that it blends into the surrounding environment. Storage bins, silos and the unloading station would be painted in a colour sympathetic to the native vegetation on the site.

7. Flora and Fauna (Technical Reports Nos. 3 and 4)

- 7.1 Prior to commencement of construction to ensure that the ecological value of the site is maintained, and where possible enhanced a Vegetation Management Plan (VMP) for the proposed RDC site would be prepared and implemented by Readymix.
- 7.2 The VMP will contain management strategies for the vegetation on the site prior to and during the construction and through the operation of the RDC.
- 7.3 The VMP would be implemented by a suitably qualified bush regenerator and include management of weeds, revegetation, erosion control and monitoring.

7.4 The VMP would include the following:

- Weed removal and control is to be conducted prior to and during revegetation works. Weed removal and any subsequent revegetation would commence upstream (westwards) and gradually progress downstream (eastwards). This is due to the fact that water acts as a mechanism for distributing weed seeds;
- Bush regeneration work is to commence in areas that are less degraded and gradually extend towards areas that are more degraded. Vegetation existing towards the western end of Angus Creek is in general, in better condition in terms of being less degraded;
- Bank stabilisation works will take place along Angus Creek after the primary weed removal has been undertaken because slopes of the banks would be vulnerable at this time. These bank stabilisation works shall assist in the suppression of weeds and consequently aid in native plant growth;
- Seeds are to be collected from locally native remnant vegetation areas and used in the revegetation works proposed for the Angus Creek Corridor;
- Newly established plants are to be monitored for up to two years following planting in order to ensure against fatalities and also to ensure that the plants maintain their health. Plants would be checked regularly for signs of insect attack, disease, lack of water, weed invasion etc;
- Rubbish and debris shall be removed from the Angus Creek Vegetation Corridor so as to improve the visual amenity of the remnant vegetation. If sections of this debris is providing habitat to native fauna than it is to remain untouched until such time as other suitable habitat has been provided (e.g. dead timber/logs, rocks, vegetation etc);
- Revegetation shall be undertaken of Cleared/Disturbed Areas outside the development footprint and areas disturbed by the construction, using locally endemic native species;
- A 20 m woodland buffer zone would be established around the *G. juniperina* ssp. *juniperina* site. Enhancement of the species would be encouraged through propagation of tubestock obtained on site;
- Fencing of the native vegetation would be undertaken outside the development footprint to encourage natural vegetation regeneration. A fence would be constructed around the Angus Creek Corridor. This would prevent vehicular and human access and ensure that disturbances to these areas are decreased. Consequently, the risk of weed invasion would be reduced and the opportunity for natural regeneration would be increased;

- Native hollow bearing trees would be protected; and
- Additional sheltering habitat would be provided for the Cumberland Plain Land Snail, in the Cumberland Woodland areas.

7.5 In addition the following measures shall be undertaken to protect the environment of the Angus Creek corridor:

- The construction of the rail siding, conveyor and bridges would be guided by DPI Fisheries Policies and Guidelines on Bridge Culverts and Causeways and designed not to impede river flow and fish passage;
- Monitoring to be undertaken would include:
 - Water quality monitoring every quarter;
 - Visual site assessment of habitat condition and aquatic vegetation (quarterly);
 - Macroinvertebrate monitoring would be undertaken in spring and autumn; and
- Except for the two creek crossings and RDC components south of Angus Creek a riparian buffer of 40 m from the banks of Angus Creek will be maintained wherever possible

8. Traffic Management (Technical Report No. 8)

8.1 Access to the proposed RDC would primarily be via Kellogg Road. Access to the site will continue to be available from North Parade and Woodstock Avenue.

8.2 Emergency access to the proposed RDC would be via Woodstock Avenue, North Parade and potentially the OneSteel site if access via Kellogg Road was restricted for any reason.

8.3 A traffic management plan would be developed for the proposed RDC to ensure that there would be no loss of service to the surrounding road network and to address all traffic issues in the construction and operational phases of the project. The plan address:

- Accident monitoring;
- Assessment of road pavement condition;
- Road traffic protocols (transport code of conduct for the RDC site); and
- Driver training on use of approved routes.

8.4 Management strategies for traffic on the RDC site will include:

- Ensuring maximum safety for pedestrians and drivers;
- Ensuring separation of heavy and light vehicles;
- Require site design to incorporate one way traffic flow and minimise the number of intersections on site;
- Provision of adequate room for vehicles to manoeuvre on the site;
- Preventing traffic from entering restricted areas;
- Provision of adequate parking;
- Monitoring of all traffic movements on the site;
- Assessment of road conditions;
- Assessment of road signage; and
- Prohibition of truck queuing in Kellogg Road.

8.5 To ensure traffic management on site would be of a high standard, the following measures will be implemented during construction and operation of the proposed RDC:

Construction Phase

- During the initial phase of construction when access is required to the southern section of the site via North Parade, install signage on the Knox Rd approaches to the intersection warning motorists of the possibility of construction traffic entering the roadway (eg. 'Construction traffic ahead', or 'Construction trucks entering');
- Undertake a condition survey of North Parade prior to, and upon completion of, RDC construction works to ensure that it remains at the same level of amenity following its limited use for construction access. It is proposed that this would be undertaken in conjunction with Blacktown City Council officers;
- Install signage along North Parade (primarily at the entry points), outlining the presence of heavy vehicles to other motorists in the Reserve;
- To maintain continued public access and for security/public safety reasons fence North Parade in the initial phase of the construction program;
- Monitor key intersections during the construction phase to ensure that the construction-related traffic does not create any unexpected safety or efficiency problems in the surrounding road network;
- Liaison with Blacktown City Council, the RTA and adjoining property holders; and

- Ensure strict compliance with the Traffic Management Plan.

Site Operation

- Implement clear and concise linemarking and signage within the site boundary to identify specific traffic routes (heavy and light);
- Enforce a 20 km/h speed limit within the site;
- Implement line marking to clearly delineate truck queuing lanes within the RDC site;
- Damage to on-site roads would immediately be reported to the Site Manager and maintenance undertaken as appropriate;
- Restrict vehicles to designated travel routes and have these routes clearly marked;
- Liaise with Blacktown City Council and the RTA in relation to the construction of a roundabout as recommended in Technical Report No 8 for the Kellogg Road / Woodstock Avenue intersection prior to the commencement of RDC operations;
- Liaison with Blacktown City Council in relation to line marking on Kellogg Road to assist in local traffic control; and
- Implement Traffic Management Plan.

9. Heritage (Technical Report No. 10)

- 9.1 During the construction phase if any Aboriginal sites or relics are uncovered the NSW NPWS is to be informed. In the event that a site or relic is found then work in the area of such a find will cease until it is assessed for significance and an appropriate management strategy is devised if necessary.

10. Environmental Management Plan

- 10.1 Prior to commencement of construction of the proposed RDC Readymix will prepare a Environmental Management Plan (EMP) and submit this plan to DOP for approval.
- 10.2 The EMP will identify mitigation and management of impacts in the following zones within the proposed RDC site:
- (a) Angus Creek Corridor Zone;
 - (b) Southern Zone;
 - (c) Northern Zone;
 - (d) Office and Laboratory Zone.

10.3 The EMP will address the following specific issues for both construction and operation of the proposed RDC:

- Air Quality;
- Noise;
- Water;
- Visual Amenity;
- Waste;
- Traffic;
- Flora and Fauna;
- Cultural Heritage;
- Site Security;
- Community Consultation and Complaint Management.

10.4 The EMP will include a comprehensive environmental monitoring program which will include monitoring of the following:

- Local Meteorological Conditions;
- Angus Creek Corridor Aquatic Ecology;
- Water Quality;
- Air Quality;
- Noise;
- Traffic.

10.5 Readymix will prepare and implement an Environmental Due Diligence Training Program which will focus on the following matters:

- The EMP;
- Environment Protection legislation;
- Understanding Due Diligence;
- Specific Environmental Impacts of construction and operation of the RDC;
- Readymix Safety Health Environmental Policy;
- Reporting and recording environmental incidents;

- Site environmental management.
- 10.6 The RDC Site Manager or his/her nominee shall be responsible for implementing the EMP.

11. Waste

- 11.1 Safe waste disposal practices of materials such as concrete slurry, sewerage, , cleared vegetation and garbage, will be applied.
- 11.2 Waste management on site will be in accordance Blacktown City Council Site Waste Management & Minimisation DCP which requires the preparation of a Waste Management Plan for the proposed RDC.
- 11.3 Waste management on site will include the following controls:

Construction

- Inform all contractors and sub-contractors working on the site prior to the commencement of work, of their responsibility to reduce waste where possible;
- All personnel will receive instructions on what waste materials can be recycled and where the appropriate bins/hoppers are located;
- Fit secure lids to bins for food waste to prevent scavenging from birds and animals; and
- Conduct regular litter patrols to ensure litter is effectively controlled on site.

Operation

- As part of Site Induction all contractors and sub-contractors working on the site are to be informed of their responsibility to reduce waste;
- All personnel, including contractors and sub-contractors, will receive instructions on what waste materials can be recycled and where the appropriate bins/hoppers would be located;
- Use normal Council collections for disposal of this waste;
- Conduct regular litter patrols to ensure litter is effectively controlled on site;
- Store all potential pollutant materials in a covered, designated area. Containment bunds would be constructed around these storage areas so as to trap any spilt materials;
- Collection of oils and greases;
- Recycling of waste produced by the batching process within the Concrete Batching Plant operations;

- Regular cleaning of Humeceptors;
- Regular cleaning of silt traps with recycling of materials within the Concrete Batching Plant; and
- Material collected by the road sweeper to be recycled within the Concrete Batching Plant.

12. Site Security

12.1 Unauthorised entry of people into the RDC is to be prevented to ensure site security and to prevent damage to components of the RDC particularly damage which may result in harm to the environment.

12.2 Security for the site would include:

- Lockable security gates;
- A security fence around the perimeter, 1.8 m high;
- security lighting within the site; and
- Controlled access to the site through the site control office, visitor reception area and site management personnel.

13. Community Consultation

13.1 A Community Liaison Committee will be created which will meet on a regular basis to review environmental performance of the RDC.

13.2 Membership of the Committee is to be determined by Readymix and the Committee is to be chaired by an Independent Facilitator and will include representatives of the local community and adjoining property holders, DOP, the DEC and Blacktown City Council.

13.3 The Environment Protection Licence for the RDC will require Readymix to keep a record of all complaints made in relation to pollution arising from any activity to which this Licence applies and will also specify the details to be provided in the record and a complaints handling procedure.

13.4 The Environment Protection Licence for the RDC will require that a telephone complaints line operates during the operating hours of the premises for the purpose of receiving any complaints from members of the public and that the telephone number of this line be notified to the community.

13.5 A 24 hour telephone complaints line will be established and the local community will be notified of the phone number. Complaints received would be recorded. All information from the complainant, including the nature of the complaint would also be recorded.

13.6 The Site Manager or his/her nominee will undertake an immediate investigation into the cause of any complaint relating to operations of the site

and in particular environmental issues and will ensure that corrective action is taken as required.

- 13.7 The Site Manager or his/her nominee will provide the complainant with an explanation of the cause of any environmental incident and details of any actions taken to mitigate its effect.
- 13.8 If necessary, the Site Manager would initiate further corrective action, such as introducing changes in operational procedures, work instructions or modifications to equipment etc as may be required to reduce the possibility of further environmental incidents.
- 13.9 A record of all complaints received will be kept on site for 4 years.

14. Environmental Incidents

- 14.1 Prior to commencement of construction an Emergency Response Plan (ERP) will be prepared for the site which will describe the general policy and approach to be adopted by Readymix when managing and responding to an emergency or incident at the site. The ERP will contain a specific definition of 'incident' and 'environmental incident' which is to be consistent with the definition of 'incident' in the POEO Act.
- 14.2 In accordance Part 5.7 of the POEO Act , the Site Manager must notify the NSW DEC of 'incidents' which occur in the course of operations of the RDC where material harm to the environment is caused or threatened, as soon as practicable after they become aware of the incident or threatened material harm.
- 14.3 Initial notification of an 'incident' (as defined) is to be made by telephoning the NSW DEC's Pollution Line.
- 14.4 The DEC may require a written report regarding an incident and the following information may be required by the DEC:
 - The time, date, nature, duration and location of the incident;
 - The location of the place where pollution is occurring or is likely to occur;
 - The nature, the estimated quantity or volume and the concentration of any pollutants involved;
 - The circumstances in which the incident occurred (including the cause of the incident, if known);
 - The action taken or proposed to be taken to deal with the incident and any resulting pollution or threatened pollution; and
 - Other relevant information.
- 14.5 The Site Manager will assess specific incidents taking into consideration the impact(s) on the environment, to determine whether what resources are

required to determine what response is required , or to assist in responding to the impacts. The Site Manager would contact an outside agency if required.

14.6 All employees working on the site will be responsible for ensuring that the Site Manager is informed of any environmental incidents. All environmental incidents would be recorded on an Environmental Incident Report form. As required by Part 5.7 of the POEO Act and the EPL, the Site Manager must notify the NSW DEC of incidents, or the threat of material harm to the environment, as soon as practicable after they become aware of the incident or threat of material harm.

14.7 The management strategies for responding to and controlling incidents/emergencies will include the following:

General Procedures

- Provide adequate resources including staffing and fire fighting equipment;
- Training of staff so that a high level of preparedness is maintained by all people who could be involved in an emergency;
- Provide a first aid station which would be fully equipped and maintained at the site with trained first aid staff on the site at all times; and
- Periodic review and update of emergency procedures for the site.

Fire

- Consultation has been initiated with the NSW Rural Fire Service and this would be ongoing;
- Consult with adjoining landholders;
- Undertake hazard reduction as required;
- Provide fire fighting equipment at site buildings;
- Provide clear signposting and access for all fire fighting equipment;
- Make available water for fire fighting from water holding tanks or mains; and
- Regularly inspect and maintain fire fighting equipment.

Chemicals

- Store all chemicals in appropriately banded areas in accordance with their Material Safety Data Sheets (MSDS) and the relevant Australian Standards; and
- Store all fuels or flammable solvents in adequately ventilated areas

- 14.8 All environmental incidents are to be recorded on an Environmental Incident Report form.
- 14.9 An Environmental Incident Folder is to be maintained and shall contain the following:
- Copies of work instructions on how to deal with particular situations;
 - Incident contact names/numbers; and
 - Environmental Incident Report form containing all the details required in the “Notification of Environmental Harm” procedure.

15. Environmental Monitoring

- 15.1 The Site Manager will be responsible for ensuring that any monitoring carried out is done so in accordance with the requirements specified by the site Environment Protection Licence (EPL) and relevant standards. Implementation of the Site EMP will be the basis for compliance with monitoring requirements which are to be reported to the relevant agencies as required by the EPL and Conditions of approval.
- 15.2 The monitoring requirements identified in the EAR are to be incorporated into the environmental monitoring programme, to ensure that the project has minimal impact on the physical, social and economic environments.
- 15.3 Components of the monitoring programme shall include:
- Local Meteorological Conditions – Meteorological conditions to be monitored would include daily air temperature, solar radiation, daylight hours, daily rainfall, daily evaporation and continuous wind speed and direction. This information is currently available from local established monitoring stations;
 - Angus Creek Corridor - Aquatic Ecology, water quality, flora and fauna. Monitoring of water quality, habitat and vegetation conditions, and fauna monitoring programs would be implemented over the construction and rehabilitation phases. Reviews and improvements would occur if necessary;
 - Water Quality – Monitoring of water quality would be undertaken to ensure no contamination as a result of site operations. Parameters to be monitored include pH, Dissolved Oxygen, Temperature, Conductivity, Turbidity, Total Nitrogen and Total Phosphorus. Inspection and maintenance of diversion drains, basins and sediment traps would be undertaken on a regular basis (All samples will be analysed at a NATA registered laboratory);
 - Air Quality - Monitoring to meet DEC requirements. This would include installation of dust gauges during construction and as required for operation;

- Noise – Monitoring would be conducted to meet DEC requirements. A suitably qualified acoustic consultant would conduct the monitoring; and
- Traffic - All traffic entering the site would be directed to the appropriate area for example delivery and raw materials trucks to the weighbridge, staff and visitors to the carpark and concrete agitators to the Concrete Batching Plant. Any traffic incidents would be reported to the Site Manager.

15.4 All monitoring results will be analysed and included in the Annual Environmental Management Report.

16. Reporting

16.1 The RDC Manager will be responsible for all environmental management at the RDC including ensuring that adequate funding is provided to fulfil Readymix's commitments and that all monitoring and reporting is undertaken in accordance with these commitments and any requirements of any approvals which apply to the proposed RDC including the Environment Protection Licence.

16.2 An Annual Environmental Management Report detailing Readymix's performance in relation to these commitments will be prepared for the 12 month period from the Date of Commencement of Construction and for each 12 month period thereafter.

16.3 The Annual Environmental Management Report will be submitted to the Director-General within three months of the end of each successive 12 month period, unless otherwise agreed by the Director-General. Copies of the Annual Environmental Management Report will also be provided to Blacktown City Council and DEC.

16.4 Readymix will operate a 24 hour contact hotline for the construction and operation of the RDC. Any enquiries received on the hotline will receive an initial response within 24 hours. A log of all enquiries will be kept and included in the Annual Environmental Management Report.

16.5 Readymix will prepare and circulate an annual community newsletter providing an overview of the operation of the RDC and Readymix's performance against its commitments as stated in the EAR. Within two years of the Date of Commencement of Operations of the RDC and every two years thereafter, Readymix will hold an open day to provide the opportunity for local residents to visit the RDC and discuss aspects of its operation.

GENERAL ENVIRONMENTAL RISK ANALYSIS

General Environmental Risk Analysis - Construction and Operation of Rooty Hill RDC

Potential Environmental Impacts (Construction & Operation)	Area of Impact	Proposed Mitigation Measures	Identification and Assessment of Residual Environmental Impact following Implementation of Mitigation Measures
Noise	<ul style="list-style-type: none"> • Nurragingy Reserve • Blacktown Olympic Centre • Surrounding residential and industrial areas 	<ul style="list-style-type: none"> • Management and mitigation measures are described in Section 6.5.2 of the EAR and at section 7 of the Technical Report No 6. Readymix's Draft Statement of Commitments ("SOC") significantly reduces the potential of risk exceeding EAR predictions. 	<ul style="list-style-type: none"> • No residual impacts are predicted based on the conclusions of Technical Report No 6 and Readymix's obligations to comply with the Part 3A Approval and conditions of the Environment Protection Licence for construction and operation of the RDC. • Vandalism of noise walls particularly graffiti may occur - If this occurs it will be removed in accordance with the Blacktown City Council Graffiti Removal Program. • Visual impact of noise walls may exist for the term of the use of the RDC site - This will be subject to continual management and mitigation with particular emphasis on painting and landscaping. • In future residual risks are reduced through ongoing compliance with the EPL issued by DEC which is subject to 3 yearly review.
Visual	<ul style="list-style-type: none"> • Nurragingy Reserve • Blacktown Olympic Centre • Main Western Rail line. 	<ul style="list-style-type: none"> • Management and mitigation measures are described in Section 6 of the EAR and at section 7 and 8 of the Technical Report No 7. • Readymix's SOC significantly reduces the potential of risk exceeding that identified in the EAR. • The proponent will implement a Landscaping Masterplan which includes planting of native species along the new North Parade adjacent to noise barriers and along the site boundary adjacent to Nurragingy Reserve and Angus Creek Corridor. 	<ul style="list-style-type: none"> • No residual impacts are predicted based on the conclusions of the technical report and implementation of management and mitigation measures proposed combined with compliance with the Part 3A Approval. • Given the extent of the visual impact assessed and the content of the Landscape Masterplan it is unlikely that additional visual impact will occur during the construction and operation of the RDC.
Flooding	<ul style="list-style-type: none"> • Angus Creek • North Parade 	<ul style="list-style-type: none"> • Management and mitigation measures are described in Section 6 of the EAR and in Technical Report No 2 - Flooding. 	<ul style="list-style-type: none"> • No residual impacts are predicted based on the conclusions of the technical report and implementation of management and mitigation measures proposed in the EAR as well as compliance with the Part 3A Approval. • Flooding will also be addressed in the EMP and ERP and will be subject to constant review through the annual environment management reporting and review process

Potential Environmental Impacts (Construction & Operation)	Area of Impact	Proposed Mitigation Measures	Identification and Assessment of Residual Environmental Impact following Implementation of Mitigation Measures
Traffic	<ul style="list-style-type: none"> Kellogg Road North Parade Woodstock Avenue 	<ul style="list-style-type: none"> A traffic management plan will be developed for the Site to ensure that there is no loss of service to the surrounding road network and to address all traffic issues in the construction of operation phases of the project. Traffic impacts will be included in the Site's EMP. Management and mitigation measures are described in Section 6 of the EAR and at section 8 of the Technical Report No 8. Readymix's SOC significantly reduces the potential of risk exceeding that predicted in the EAR. 	<ul style="list-style-type: none"> No residual impacts are predicted based on the conclusions of the technical report and implementation of management and mitigation measures proposed as well as compliance with the Part 3A Approval. Residual traffic impacts will be considered as part of the review of the EMP and the annual environmental management report
Air Quality	<ul style="list-style-type: none"> Nurranginy Reserve Blacktown Olympic Centre Surrounding residential areas 	<ul style="list-style-type: none"> Management and mitigation measures are described in Section 6 of the EAR and section 6 of Technical Report No 5. Readymix's SOC significantly reduces the potential of risk exceeding that predicted in the EAR. 	<ul style="list-style-type: none"> No residual impacts are predicted based on the conclusions of the Technical Report and implementation of management and mitigation proposed as well as compliance with the Part 3A Approval. Residual risks are reduced through full compliance with the EPL issued by DEC and which is subject to review of the EPL required every 3 years. Risks will be reassessed during regular reviews of the EMP and preparation of the annual environmental management report which will include analysis of air quality monitoring data.
Water Quality	<ul style="list-style-type: none"> Angus Creek (tributary to Eastern Creek) Nurranginy Reserve 	<ul style="list-style-type: none"> A Surface Water Management Plan will be prepared to minimise the impact on the environment with particular emphasis on minimising the risk of pollution of waters as defined in the POEO Act. Management and mitigation measures are described in Section 6 of the EAR and in Technical Reports Nos 2 and 4. Readymix's SOC significantly reduces the potential of risk of exceeding impacts predicted in the EAR. 	<ul style="list-style-type: none"> No residual impacts are predicted based on the scope and conclusions of the Technical Report combined with implementation of management and mitigation measures recommended in the SOC and Technical Report. Compliance with the Part 3A Approval will ensure that no residual environmental impact will arise during the life of the development. Risks will be reassessed during regular reviews of the EMP which will include analysis of water quality monitoring data. Annual compliance reporting which is a compulsory obligation required by an EPL for the RDC will ensure that

Potential Environmental Impacts (Construction & Operation)	Area of Impact	Proposed Mitigation Measures	Identification and Assessment of Residual Environmental Impact following Implementation of Mitigation Measures
Heritage	<ul style="list-style-type: none"> No known area of impact 	<ul style="list-style-type: none"> During the construction phase if any Aboriginal sites or relics are uncovered the NSW NPWS is to be informed. In the event that a site or relic is found then work in the area of such a find will cease until it is assessed for significance and an appropriate management strategy is devised if necessary. 	<p>water quality management will be maintained at the highest level particularly given the strict liability offence of 'pollution of waters' in section 120 of the POEO Act.</p> <ul style="list-style-type: none"> Once construction is completed and the site becomes operational because of the nature of the development the only possible risk of residual impact will occur in remaining undisturbed predominantly vegetated areas. Readymix is aware of its statutory obligations under the <i>National Parks and Wildlife Act 1974</i> and the <i>Heritage Act 1977</i> in relation to the protection of Aboriginal and European heritage.
Flora and Fauna	<ul style="list-style-type: none"> Riparian forest along the banks of Angus Creek. Population of Cumberland Plain Land Snail on the north western side of the Angus Creek corridor. 	<ul style="list-style-type: none"> A VMP will be prepared and implemented. This will outline the preservation and rehabilitation on the site prior to and during construction and through operation of the RDC. All relevant management and mitigation measures are described in section 6 of the EAR and in Section 6 of Technical Report No 3. Readymix's SOC significantly reduces the potential of risk exceeding that predicted in the EAR. 	<ul style="list-style-type: none"> No residual impacts are predicted based on the conclusions of the technical report and implementation of management and mitigation proposed as well as compliance with the Part 3A Approval. Environmental risks will be reassessed during regular reviews of the EMP with particular emphasis the interface with Nurragingy Reserve.