

## **SECTION 4**

### **ISSUES IDENTIFICATION AND PRIORITISATION**

*This Section provides an outline of the issues that were raised during the consultation program undertaken during preparation of this EAR.*

#### **4.1 CONSULTATION**

Preparation of the EAR and the Part 3A Application for the proposed RDC has involved conduct of a consultation programme with Government departments and authorities, Blacktown City Council, neighbouring businesses and the wider community. Details of the consultation programme are provided in Section 1.7.1 of this EAR.

#### **4.2 IDENTIFIED ISSUES**

To ensure the EAR addressed the key issues associated with the proposed development, a review has been undertaken of all issues raised by Government departments and authorities and through the consultations undertaken with stakeholders and the community.

The following section describes the key issues which have been identified as a result of the consultation programme, describes how the issue has been responded to in the planning for the project and where the relevant response has been provided in the EAR.

##### **4.2.1 Transport Impacts and Traffic Generation**

The issues raised in relation to this aspect include:

- The proposed RDC operating 24 hours a day, seven days per week and potential traffic impacts;
- Traffic movements on local roads and associated noise and congestion;
- Potential higher risk to residents of large trucks on residential roads. This concern was particularly topical due to the disruption being experienced on local roads because of the construction of the M7 motorway; and
- North Parade is viewed as a public road. There was concern that it may be given away for exclusive use by Readymix. Local residents use it for walking and access, and a bike trail, and want it retained for public use.

It is expected an average of four trains per day would be required to deliver 4 Mtpa of product to the RDC. The pathing (timing) of trains cannot be accurately predicted and would vary depending on rail network availability. Therefore rail-unloading operations would need to be able to occur on a 24 hour, 7 day per week basis.

A Traffic Management Plan would be developed for the RDC for both the construction and operational phases.

Traffic for distribution of construction materials would use designated routes through the existing industrial area prior to accessing the M7 Motorway. Some materials delivery for the Concrete Batching Plant would occur prior to completion of construction of the rail siding. Only local deliveries associated with the Concrete Batching Plant would need to access local roads to supply the end customer as required.

The existing section of North Parade adjacent to the development site would be realigned as part of the proposed development. There would be no changes to existing access arrangements as a result of the development of the RDC. The proposal includes extensive landscaping measures along the section of the proposed development site adjoining North Parade. There would be no impact on the proposed Cycle Way adjacent to North Parade.

These issues have been addressed in Technical Report No 8 and Section 7.10 of the EAR.

#### **4.2.2 Increase in Train Movements near Rooty Hill and Doonside Stations**

The issues raised in relation to this aspect include:

- Safety concerns were raised with respect to rail traffic having to cross main lines to access the proposed RDC siding, with a potential for a major accident;
- The proximity of shunting traffic to both Rooty Hill and Doonside Stations with consequent higher risk to the travelling public and other rail traffic; and
- Interference with existing passenger services.

The proposed development would result in a small increase in rail movements locally and on the rail network. Consultation has been undertaken with RailCorp in relation to access to the rail network.

The RDC rail sidings would be required to operate in accordance with the *Rail Safety Act* and complying Safety Interface Agreements, which would control rail operations both within the RDC and access to and from the RailCorp network.

At the western end of the RDC siding, a shunting siding would extend towards Rooty Hill station within the rail corridor. This siding has sufficient length to enable all of the wagons in the proposed trains to be unloaded without the need to break trains into shorter lengths. Locomotives would not operate on the Rooty Hill end shunting siding to the west of the M7 overbridge.

This aspect is discussed further in Section 5.2.5 of the EAR.

#### **4.2.3 Surface Water Runoff and Stormwater Impacts**

The issues raised in relation to this aspect include:

- As Angus Creek is a tributary of Eastern Creek, any impact on the creek has the potential to cause significant impact downstream; and
- The proposed development must ensure there are no detrimental impacts upon Angus Creek and mitigate any potential impacts.

The design of the RDC has been to minimise disturbance to Angus Creek with bridge designs being prepared in accordance with the requirements of the then DIPNR and the DPI. Water management controls have been included in the design of the facility to ensure no contaminated water is released from the site. Drainage structures ensure the natural flow conditions of the site are maintained to limit impacts on the Angus Creek riparian corridor.

This issue has been addressed in Sections 7.2 and 7.4 of the EAR and Technical Report No's 2, 3 and 4.

#### **4.2.4 Flooding and Floodway Issues**

##### **Issue**

- The development site includes areas of flood prone land and as such the proposed development should not impact on natural flood cycles in the area;
- The proposed development should also seek to minimise the risk of flood by using appropriate planning controls and developing floodplain risk management plans to address existing, future and continuing flood risk.

The design of the facility has limited the development of the RDC within the flood plain to those activities associated with the rail siding and movement of materials to the northern portion of the site where facilities are located above the 1:100 year flood level.

Modelling of flood levels has been undertaken to ensure no restriction of flows as a result of construction and operation of the proposed RDC.

This issue has been addressed in Sections 5.7 and 7.2 and Technical Report No 2.

#### **4.2.5 Stormwater Management**

##### **Issue**

- Due to the location of Angus Creek and two endangered ecological communities on the development site, stormwater on site should be managed in a way that would not impact on the intrinsic qualities of the riparian corridor.

Stormwater flows are to be managed to ensure there is minimal impact on vegetation associated with the Angus Creek corridor. Sediment control structures have been incorporated in the design of the facility and drainage systems designed to replicate natural flow paths.

This issue has been addressed in Sections 5.9, 6, 7.2 and 7.4.

#### **4.2.6 Air Quality**

##### **Issue**

- The proposed RDC has the potential to create dust emissions if not controlled and managed properly;
- Dust from construction and ongoing operations may have possible adverse health affects, especially on the elderly and young children, and those predisposed to problems like asthma sufferers; and
- Dust could adversely impact on the health of athletes, and it could prevent the enjoyment of the Olympic Park facility by the large numbers of people who currently use it.

A key design feature of the proposed RDC is the enclosure of a significant amount of plant such as the rail unloading station, transfer points, conveyor systems and load out points to reduce the potential for dust emissions from the RDC. In addition dust control systems have been an integral part of the design and a street sweeper would be permanently stationed on site. By limiting the potential for dust emissions the impact on the community would be minimised. Assessment has been undertaken of potential health effects on residential and recreational areas in close proximity to the site.

This issue has been addressed in Technical Report No 5 and Section 7.6.

#### **4.2.7 Environmental Planning Importance**

##### **Issue**

- The proposed development must be assessed against the provisions of any environmental planning instruments.

The proposed development site is located within an existing industrial area adjacent to an existing Readymix operation Humes and the OneSteel plant. The development is a Project to which Part 3A of the *EP&A Act* applies and as such will be determined by the Minister for Planning.

This issue has been addressed in Sections 1 and 2 of the EAR.

#### **4.2.8 Noise Impacts**

##### **Issue**

- Noise effects from a 24 hours, 7 days a week operation will affect/impact on residents at night and early morning, and on weekends;
- Impact of shunting noise on local residents;
- Noise generated by the RDC- conveyors, as well as truck reversing, heavy equipment, and other industrial noise will affect the amenity of local resident's particularly at night;
- There was concern from residents and operators of the function centre that industrial noise will impact on people's ability to enjoy Nurragingy Reserve; and
- There is potential for noise generation associated with the RDC if not mitigated.

Noise mitigation measures are a key design element of the proposed RDC. Proposed installation of noise barriers and restriction on activities undertaken at night would ensure the RDC complies with guidelines for noise emissions during operations.

This issue has been addressed in Section 7.7 of the EAR and Technical Report No 6.

#### **4.2.9 Landuse Conflicts**

##### **Issue**

- Nurragingy Reserve is a major recreation area for the surrounding suburbs and is used extensively and continuously by a large range of residents and visitors;
- The development is very close to the picnic areas so could have an adverse impact on people's enjoyment of the Reserve;
- Potential impact on users of adjoining facilities including Blacktown Olympic Park;
- The design should include measures to minimise dust, noise and visual impacts on users of the Nurragingy Reserve, Olympic Park and adjoining areas;
- Potential impacts on residential areas;

- This development appears at odds with the State Government's stated intent to make this area the "lungs of Sydney", with open space to allow people to get respite from development; and
- Requirement for land owners consent for use and replacement of existing North Parade within the proposed development site.

Design of the RDC has been to ensure impacts on users of adjoining areas including the Nurrangy Reserve and the Blacktown Olympic Park are minimised and meet guidelines set by the NSW DEC.

A review of potential air quality impacts by Associate Professor David McKenzie of the Chest and Sleep Centre, Prince of Wales Private Hospital concluded that there is no reason for concern about adverse health effects from the proposed RDC (refer Technical Report No 5).

Landscaping of the RDC site would help to minimise the impacts on users of these areas.

Measures built into the design and operation of the facility would minimise potential impacts on residents of Rooty Hill and Doonside.

Blacktown City Council granted land owners consent to submit the Application for the RDC at the time of finalising the EAR for submission to the DOP.

Measures to minimise these impacts are described in Sections 5, 6 and 7 of the EAR.

#### **4.2.10 Impacts on Flora and Fauna**

##### **Issue**

- There are two ecological communities, listed on the *Threatened Species Conservation (TSC) Act*, situated on and around the Rooty Hill site. Angus Creek, a tributary of Eastern Creek, flows across the site and is bordered by Sydney Coastal River-Flat Forest and Cumberland Plain Woodland. The Cumberland Plain Woodland is also listed as an endangered ecological community under the *EPBC Act*.
- One threatened plant *Grevillea juniperina subsp. juniperina* and one threatened invertebrate the Cumberland Plain Land Snail were recorded on the site.

The design of the facility has been to limit disturbance to these communities and ensure protection of these ecological communities. One threatened plant *Grevillea juniperina subsp. juniperina* and one threatened invertebrate the Cumberland Plain Land Snail were recorded on the site outside the development footprint. A 20 m buffer is to be established in the area adjoining the *Grevillea juniperina*. The area where the Cumberland Plain Land Snail was located is to be protected and enhanced to ensure no disturbance to habitat.

Regeneration works would be undertaken in the vegetation adjoining Angus Creek. Landscaping on other sections of the site would include native plant species.

The issues have been addressed in Technical Report No 3 and in Section 7.4 of the EAR.

#### **4.2.11 Cumulative Impacts**

##### **Issue**

- The potential for impacts of the RDC to combine with other existing impacts in particular those from existing industry need to be addressed, eg existing noise levels plus noise from the proposed RDC.

The assessment of the existing environment has included these developments. The impacts of the proposed RDC have been assessed against existing conditions to identify impacts on land uses in the area. This has included air quality, noise and traffic impacts.

Section 7 of the EAR provides details of the existing conditions and assesses impacts including cumulative impacts.

#### **4.2.12 Potential Hazards and Risks**

##### **Issue**

- The types of activities to be undertaken and their potential to harm the environment.

An assessment has been undertaken in accordance with the requirements of SEPP No 33 - Hazardous and Offensive Development. The proposed RDC has not been identified as either hazardous or offensive to surrounding land uses.

Sections 5.4 and 7.13 of the EAR address this aspect.

#### **4.2.13 Potential Contamination of the Site**

##### **Issue**

- Potential contamination of the site should be addressed.
- Site contamination investigations have been conducted and confirmed no contamination of the site as a result of existing or past land use activities.

This issue has been addressed in Section 7.1 of the EAR

#### **4.2.14 Visual Impacts**

##### **Issue**

- The height and size of silos will be visible from many points in the local area including Rooty Hill and could compromise the aspect of the Nurragingy Reserve for local residents.

Landscaping of the site and the colour of materials used in construction of the proposed RDC has been determined on the basis of minimising visual impact and enhancing the aesthetic quality of the site.

A Landscape Plan has been prepared and would be implemented as part of the proposal. This includes landscaping along the new North Parade, adjacent to noise barriers and the boundary between the RDC site and the Nurragingy Reserve.

This issue has been addressed in Technical Report No 7 and Section 7.9.

#### **4.2.15 Environmental Performance of the Proposed RDC**

##### **Issue**

- How would the RDC be monitored and managed during construction and operations.

An EMP would be prepared for the site and environmental controls have been included in the design of the proposed RDC.

Sections 5 and 6 of the EAR provide further detail of the proposed environmental management of the site.

#### **4.2.16 Relationship to Previous Concrete Batching Plant Approval**

##### **Issue**

- Is the new proposal a larger version of the Concrete Batching Plant proposal approved by Council in 2004;
- Why was this proposal not identified in the earlier proposal; and
- Concern about the approval process, especially that the local Council was not the consent authority as it was a State Significant development.

Readymix has chosen to include the proposed Concrete Batching Plant into the RDC proposal. The impacts of the Concrete Batching Plant have been assessed as part of the RDC. The original Concrete Batching Plant proposal was based on the assumption that the plant would be operating in time to supply works associated with the construction of the M7 Motorway. Due to the timing of the development consent and construction timeline, construction of the plant would not have met the project timetable for supply of concrete to the M7. As a result Readymix has integrated the plant into the RDC proposal and modified the original design so it better integrates into the overall RDC. The proposed plant has the same capacity as the original Concrete Batching Plant proposal.

The value of the project is such that it is a State Significant Development and is subject to approval by the Minister for Planning.

#### **4.2.17 Economic Benefits**

##### **Issue**

- What are the potential benefits for Rooty Hill particularly in terms of jobs.

The proposed RDC would employ approximately 230 - 270 personnel at full production of which approximately 60 are new jobs not transferred from other locations.

This is detailed further in Technical Report No 10 and in Section 7.11.