



Sydney International Speedway

Scoping report

March 2020



Executive Summary

Overview and need

In December 2019, the NSW Government announced the relocation of speedway racing to the Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, creating a true motorplex for the New South Wales motorsport racing community. The new Sydney International Speedway would provide the community and racing supporters a unique sporting facility that would cater for local, regional, national, and international racing events while continuing to support the growth of speedway racing in NSW.

Speedway racing alongside other motorsport codes is a key contributor to the NSW economy and the new speedway would support tourism in NSW. Sydney International Speedway (the project) is a NSW Government commitment that ensures the longevity of this popular sport by providing it a new home within the Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports.

As part of delivering Sydney Metro West – the city's next underground railway, the existing government land currently used for speedway racing is required for a future stabling and maintenance facility.

The project site is located on land owned and managed by Western Sydney Parklands Trust and currently leased to Sydney Dragway. Sydney Metro (as the proponent) is applying for the State significant infrastructure approval and is proposing to build the project on behalf of and pursuant to arrangements with Western Sydney Parklands Trust.

The proposed location of the new Sydney International Speedway within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports is consistent with Western Sydney Parklands Plan of Management 2030 for this precinct.

Sydney International Speedway Project

The new Sydney International Speedway would provide the community and racing supporters a unique sporting facility that would cater for local, regional, national, and international racing events which would continue to support the growth of Speedway racing in NSW.

Key features of the Sydney International Speedway would include:

- World class racing infrastructure:
 - A clay-based racetrack benchmarked to national and international best practice for both speedway vehicles and motorcycles
 - Support infrastructure designed for speedway competitors including:
 - New vehicle access to the raceway pit area, including a gated access and gatehouse via a new intersection to be built off Ferrers Road
 - A racing pit area, comprising pit bays for heavy vehicles transporting racing vehicles to and from the speedway and viewing platforms for pit crews
 - Workshops/garages and track-side operational support areas to be used by pit crews
 - A speedway motorcycle track.
- High quality support infrastructure to maximise the spectator experience at speedway events including:
 - Grandstand
 - Ticketing and entryway structures
 - Spectator facilities, including public amenities, corporate boxes, provision for food and beverage operators together with merchandise outlets
 - Dedicated parking provided for spectators, visitors and users of the speedway
 - Overflow parking areas, available for use by motorsport operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, including Sydney Dragway and Sydney Motorsports Park.
- Operational ancillary infrastructure for:
 - Public safety including fencing and fire safety systems
 - Communications including a fibre optic network (to suit internet broadcasting bandwidth and PA/AV provisions), signage and large broadcasting screens
 - Services including the provision of stormwater, drainage and flooding, utilities and lighting.

Project stages would include:

- Construction, including enabling and temporary works, earthworks and land forming activities, construction of project infrastructure, environmental management measures, utilities connections, landscaping and finishing works.
- Operation, including ancillary and support racing infrastructure required to support the speedway.

Construction of the project is expected to take around 13 months to complete.

Planning and assessment process

Sydney Metro (the proponent) is seeking a declaration for Sydney International Speedway to be specified development on specified land as State significant infrastructure under section 5.12(4) and critical State significant infrastructure under Section 5.13 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Sydney International Speedway would be subject to assessment and approval by the Minister for Planning and Public Spaces under Part 5, Division 5.2 of the EP&A Act.

Purpose of this document

This document supports the Sydney International Speedway State significant infrastructure application to the Minister for Planning and Public Spaces under section 5.15 and 5.16 of the EP&A Act, to obtain the Secretary's Environmental Assessment Requirements for the Sydney International Speedway Environmental Impact Statement.

Key environmental issues

A preliminary environmental risk analysis has identified key environmental issues that are relevant to the assessment of the Sydney International Speedway. These key issues are:

- Construction traffic and transport
- Operational traffic, transport and parking
- Operational noise and vibration
- Biodiversity
- Aboriginal heritage
- Air quality, including dust.

A preliminary environmental assessment of potential impacts has confirmed the above issues have the potential to result in a significant impact (without the adoption of adequate mitigation measures). Detailed assessment of these issues and the other environmental issues identified would be carried out as part of the Environmental Impact Statement.

While not identified at this stage as key issues, other issues that will be included in the assessment of the Sydney International Speedway are:

- Construction noise and vibration
- Landscape character and visual amenity
- Groundwater and geology
- Soils and surface water quality
- Contamination
- Flooding and hydrology
- Socio-economics (including business impacts)
- Property and land use
- Non-Aboriginal Heritage
- Greenhouse gas and energy
- Climate change adaptation
- Waste management and resource use
- Hazard and risk
- Cumulative impacts.

Next steps

Following receipt of the Secretary's Environmental Assessment Requirements, Sydney Metro will prepare an Environmental Impact Statement that will be publicly exhibited by the Department of Planning, Industry and Environment, in accordance with the requirements of Division 5.2 of the EP&A Act.

During public exhibition of the Environmental Impact Statement, the community and stakeholders will be encouraged to have their say and make a formal submission.

Concurrent with the planning approval process, negotiations are ongoing between the Western Sydney Parklands Trust and Sydney Dragway to locate the Speedway within the current Sydney Dragway lease area.

Contents

Executive Summary	iii
Overview and need	iii
Sydney International Speedway Project	iii
Planning and assessment process	iv
Purpose of this document	iv
Key environmental issues	iv
Next steps	v
1 Introduction	1
1.1 Overview	1
1.2 Location	2
1.3 Local context	3
1.4 The project	4
1.5 Purpose and structure of this report	5
2 Strategic justification, project need and project alternatives	7
2.1 Project need	7
2.2 Consistency with the Western Sydney Parklands Plan of Management 2030	7
2.3 Objectives of the project	8
2.4 Strategic alternatives	8
2.5 Site alternatives	9
3 Planning and assessment process	13
3.1 NSW environmental planning approvals	13
3.2 Other NSW legislation	16
3.3 Commonwealth legislation	19
4 Stakeholder and community engagement	21
4.1 Overview	21
4.2 Communication and engagement objectives	22
4.3 Consultation to date	22
4.4 Consultation during preparation of the Environmental Impact Statement	24
4.5 Public exhibition of the Environmental Impact Statement	24
4.6 Consultation during construction	25
5 Project description	27
5.1 Overview	27
5.2 Site layout	28
5.3 Operation	29
5.4 Construction	30

6	Preliminary environmental assessment	33
6.1	Traffic, transport and parking.....	33
6.2	Noise and vibration.....	34
6.3	Biodiversity.....	36
6.4	Aboriginal heritage.....	41
6.5	Non-Aboriginal heritage.....	42
6.6	Air quality.....	43
6.7	Hazard and risk.....	44
6.8	Landscape character and visual amenity.....	46
6.9	Soils and surface water quality.....	47
6.10	Contamination.....	49
6.11	Groundwater and geology.....	50
6.12	Flooding and hydrology.....	51
6.13	Greenhouse gas and energy.....	51
6.14	Climate change adaptation.....	52
6.15	Socio-economic.....	53
6.16	Property and land use.....	55
6.17	Waste management and resource use.....	56
6.18	Cumulative impacts.....	57
7	Preliminary environmental risk analysis	59
7.1	Overview.....	59
7.2	Methodology.....	59
7.3	Risk Analysis.....	60
7.4	Issue categorisation.....	60
8	Summary of proposed Environmental Impact Statement scope	67
8.1	Proposed Environmental Impact Statement scope for key issues.....	67
8.2	Proposed Environmental Impact Statement scope for other environmental issues.....	71
9	Conclusion	77
10	References	79
11	Glossary and abbreviations	83
	Appendix A	86

List of Tables

Table 1-1	Structure and content of this report	5
Table 2-1	Consistency of the project with the Western Sydney Parklands Plan of Management 2030 Eastern Creek Motor Sports Precinct.....	7
Table 2-2	Options evaluation of potential project locations.....	11
Table 3-1	Environmental planning instruments.....	15
Table 3-2	NSW legislation and regulations of potential relevance	17
Table 4-1	Community contact and information channels.....	23
Table 5-1	Key features of the operations of the Sydney International Speedway	28
Table 6-1	The condition of Plant Community Types identified during preliminary site survey.....	36
Table 6-2	Threatened species that had previously been recorded in the locality	38
Table 6-3	Construction waste generation	56
Table 7-1	Consequence definitions.....	59
Table 7-2	Likelihood definitions.....	60
Table 7-3	Risk matrix.....	60
Table 7-4	Preliminary risk analysis.....	61
Table 8-1	Proposed Environmental Impact Statement assessment scope for key issues	68
Table 8-2	Proposed Environmental Impact Statement assessment scope for other issues	71

List of Figures

Figure 1-1	Location of the project.....	2
Figure 1-2	Local context of the project.....	3
Figure 2-1	Options considered for the location of the Sydney International Speedway.....	10
Figure 3-1	The planning approval process for State Significant Infrastructure.....	14
Figure 5-1	Operational layout of the project.....	29
Figure 6-1	Location of Plant Community Types and Vegetation Zones.....	37
Figure 6-2	Location of Threatened Ecological Communities.....	37

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1 Introduction

This chapter provides an overview of the project, including the strategic planning context and key features. The purpose and structure of this report are also provided.

1.1 Overview

The NSW Government has committed to relocating speedway racing to Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, creating a true motorplex for the NSW motorsport racing community. The new Sydney International Speedway would provide the community and racing supporters a unique sporting facility that would cater for local, regional, national, and international racing events while continuing to support the growth of speedway racing in NSW.

The new speedway would be located alongside the existing Sydney Dragway to the north and east and the Sydney Motorsports Park (operated by the Australian Racing Drivers' Club) to the north.

The NSW Office of Sport is leading a masterplanning process for Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, with opportunities to share infrastructure and coordinate events across the three venues. This masterplan will set the context for the planning of the new Sydney International Speedway which is the subject of this Scoping Report.

As part of delivering Sydney Metro West – the city's next underground railway, the existing government land currently used for speedway racing is required for a future stabling and maintenance facility.

The project site is located on land owned and managed by Western Sydney Parklands Trust and currently leased to Sydney Dragway. Sydney Metro is applying for the State significant infrastructure approval and is proposing to build the project on behalf of and pursuant to arrangements with Western Sydney Parklands Trust.

The project is planned to be constructed prior to the closure of the current speedway.

1.2 Location

The project would be located within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports which sits within the Blacktown Local Government Area (LGA) in the Central River City sub-region of Greater Sydney, about six kilometres south-west of the Blacktown City Centre, and 32 kilometres west of the Sydney Central Business District. The location of the project is shown on Figure 1-1.

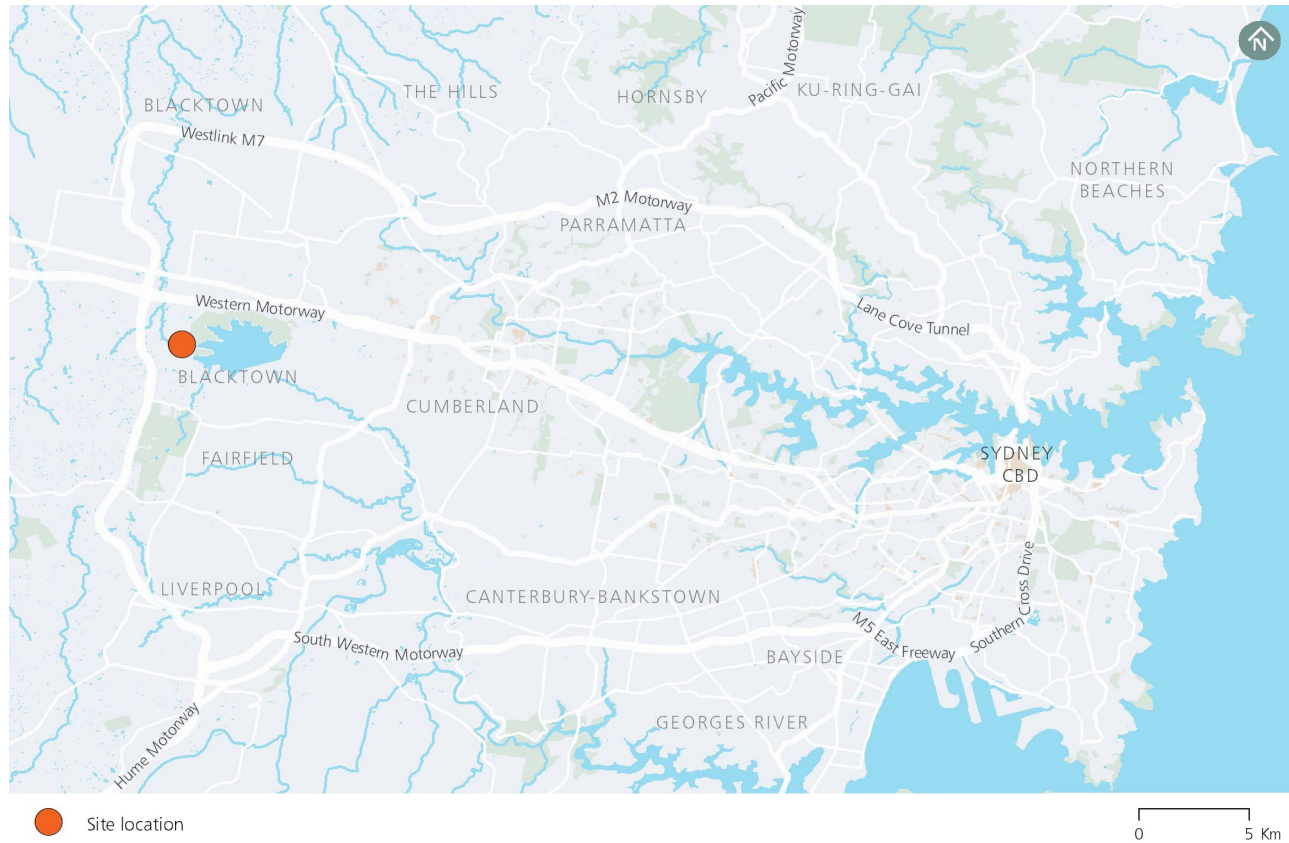


Figure 1-1 Location of the project

1.3 Local context

The footprint of the project site is about 21 hectares. The Western Motorway (M4 Motorway) is about 1.4 kilometres north, and the Westlink M7 is about 1.2 kilometres west of the project. Industrial and commercial developments are located to the north and west of these major roads. The Prospect Nature Reserve, which contains the Prospect Reservoir, is about 150 metres east of the project. The local context of the project is shown on Figure 1-2.

Sixteen precincts have been identified within the Western Sydney Parklands, each with its own character and land uses, infrastructure, issues and opportunities. The project would be situated within Western Sydney Parklands' Precinct 5: Eastern Creek Motorsports. The project is bounded by Ferrers Road to the north-west, Ferrers Road and vegetation as part of Western Sydney Parklands to the west, and the Warragamba Pipeline to the south. Other motorsport operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports include Sydney Dragway immediately to the north and east and Sydney Motorsports Park (operated by the Australian Racing Drivers' Club) to the north. A full list of stakeholders is provided in Chapter 4.

Other businesses in the vicinity include:

- The SUEZ Eastern Creek Resource Recovery Park, about 1.1 kilometres west of the project
- Global Renewables Eastern Creek Waste Management Facility, about 650 metres west of the project
- Austral Bricks brickworks facility, about 200 metres south of the project.

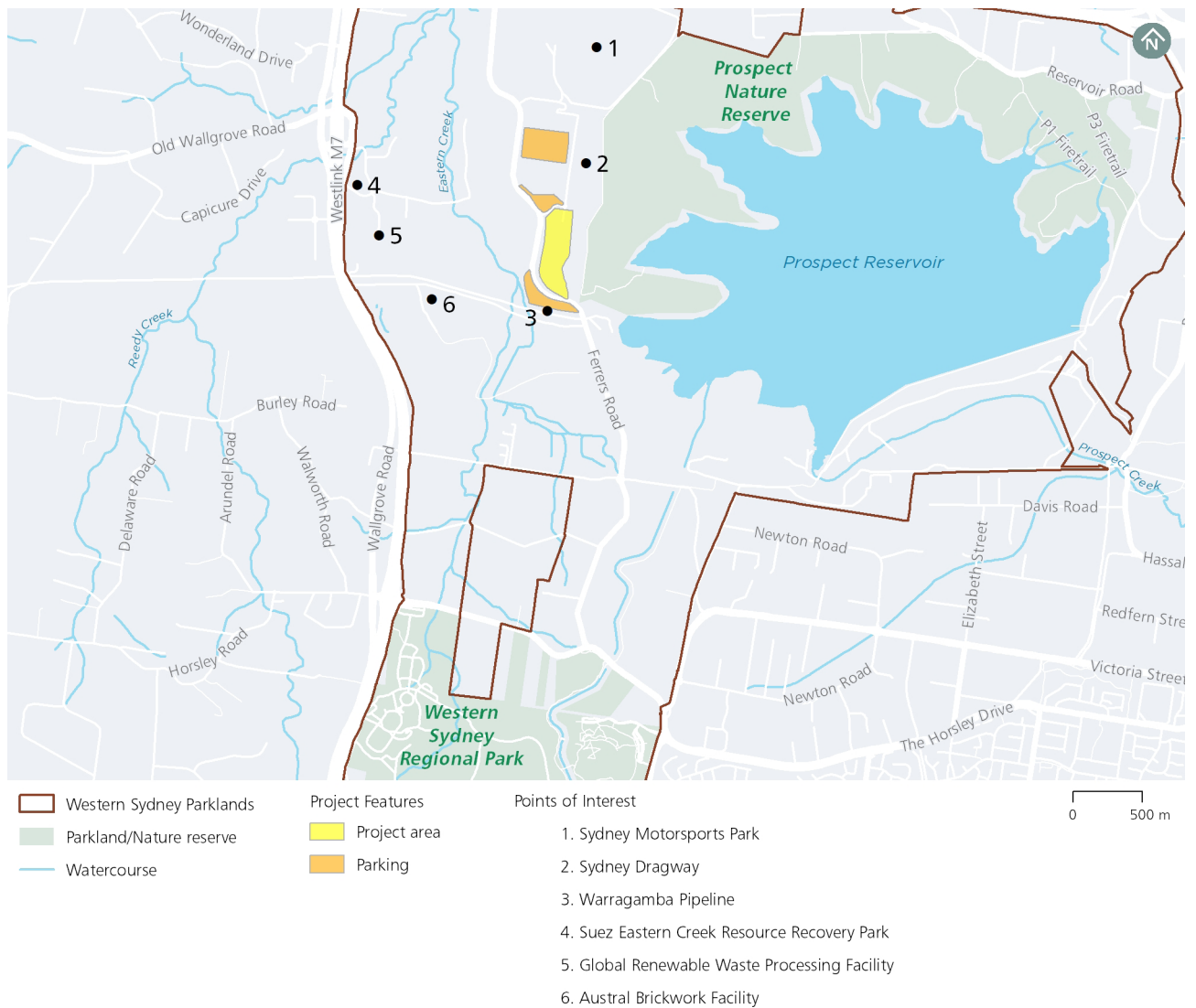


Figure 1-2 Local context of the project

1.4 The project

Once complete, the project would include:

- World class racing infrastructure:
 - A clay-based racetrack benchmarked to national and international best practice for both speedway vehicles and motorcycles.
 - Supporting infrastructure, designed for speedway competitors including:
 - New vehicle access to the raceway pit area, including a gated access and gatehouse via an intersection off Ferrers Road
 - A racing pit area, comprising pit bays for heavy vehicles transporting racing vehicles to and from the speedway and viewing platforms for pit crews
 - Workshops/garages and track-side operational support areas to be used by pit crews
 - A speedway motorcycle track.
- High quality support infrastructure to maximise the spectator experience at speedway events including:
 - Grandstand
 - Ticketing and entryway structures
 - Spectator facilities, including public amenities, corporate boxes, provision for food and beverage operators together with merchandise outlets
 - Dedicated parking provided for spectators, visitors and users of the racetrack
 - Overflow parking areas, available for use by motorsport operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, including Sydney Dragway and Sydney Motorsports Park.
- Operational ancillary infrastructure for:
 - Public safety including fencing and fire safety systems
 - Communications including a fibre optic network (to suit internet broadcasting bandwidth and PA/AV provisions), signage and large broadcasting screens
 - Services including the provision of stormwater, drainage and flooding, utilities and lighting.

Further detail on the project is provided in Chapter 5, including indicative site extents shown in Figure 5-1.

The following construction activities would be carried out:

- Enabling and temporary works
- Earthworks and levelling
- Landforming works
- Establishment of car park and competitor pits
- Construction of racing and event support buildings and infrastructure
- Utilities connections, landscaping and finishing works.

Construction of the project is described further in Chapter 5.

1.5 Purpose and structure of this report

The purpose of this report is to support Sydney Metro’s application to the Minister for Planning and Public Spaces for planning approval under Division 5.2 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) – with the first step to obtain Secretary’s Environmental Assessment Requirements for the Environmental Impact Statement.

The structure and content of this report are outlined in Table 1-1.

Table 1-1 Structure and content of this report

Chapter		Description
Introduction and context		
Chapter 1	Introduction	Outlines the key elements of the project and the purpose of this report.
Chapter 2	Strategic justification and project development	Provides an outline of the justification and need for the project, as well as a description of the strategic alternatives and locations considered.
Chapter 3	Planning and assessment process	Provides an outline of the statutory approvals framework, including applicable legislation and planning policies.
Chapter 4	Stakeholder and community engagement	Outlines the stakeholder and community engagement carried out to date, and the consultation that will occur during the Environmental Impact Statement.
Project description and preliminary assessment		
Chapter 5	Project description	Provides a description of the project, including general construction activities.
Chapter 6	Preliminary environmental assessment	Provides a preliminary consideration of the potential direct and indirect impacts associated with construction and operation of the project.
Risk analysis and conclusion		
Chapter 7	Preliminary environmental risk analysis	Provides a preliminary environmental risk analysis for the project, taking into account the current scope and receiving environment.
Chapter 8	Summary of proposed Environmental Impact Statement scope	Provides a summary of the proposed scope of further investigations for the project during the preparation of the Environmental Impact Statement, based on the initial potential indirect and direct impacts identified in this Scoping Report.
Chapter 9	Conclusion	Provides a conclusion to the report, and identifies the next steps following the receipt of the Secretary’s Environmental Assessment Requirements.

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2 Strategic justification, project need and project alternatives

This chapter provides an outline of the project need, consistency of the project with strategic planning and policy, and outlines the project objectives. It also provides a summary of the strategic alternatives considered, and locations considered for the preferred alternative.

2.1 Project need

The NSW Government has committed to relocating speedway racing to Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, creating a true motorplex for the NSW motorsport racing community.

The new Sydney International Speedway would provide the community and racing supporters a unique sporting facility that would cater for local, regional, national, and international racing events while continuing to support the growth of speedway racing in NSW.

As part of delivering Sydney Metro West – the city's next underground railway, the existing government land currently used for speedway racing is required for a future stabling and maintenance facility.

The project site is located on land owned and managed by Western Sydney Parklands Trust and currently leased to Sydney Dragway. Sydney Metro (as the proponent) is applying for the State significant infrastructure approval and is proposing to build the project on behalf of and pursuant to arrangements with Western Sydney Parklands Trust.

To minimise the potential impact to speedway racing operations in Sydney, the project is planned to be constructed by the closure of the current speedway.

2.2 Consistency with the Western Sydney Parklands Plan of Management 2030

The *Western Sydney Parklands Plan of Management 2030* has been prepared and adopted under Part 4 of the *Western Sydney Parklands Act 2006*. The project is located within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, of the *Western Sydney Parklands Plan of Management 2030*. A summary of Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports and the consistency of the project with the desired future character, objectives and land use opportunities detailed in the *Plan of Management 2030* is provided in Table 2-1.

Table 2-1 Consistency of the project with the Western Sydney Parklands Plan of Management 2030 Eastern Creek Motor Sports Precinct

Component	Description	Consistency of project with the plan of management
Desired future character	To be a venue for amateur and professional motorsports and associated activities, events, exhibitions and facilities	The project would provide a new speedway to Speedway Australia 5 Star Safety Standards (highest rating) and associated spectator facilities catering for professional motorsport events.
Objectives	Work with stakeholders to continue providing quality motorsports facilities	The project is being developed in consultation with key motorsport industry stakeholders (refer to Chapter 4 for more information).
	Improve general streetscape amenity and buffer/ integration to the broader parklands, while acknowledging the Precinct's motorsports character	The project would include the provision of landscaping and design features to integrate with the surrounding land uses, and would be consistent with the principles of the Western Sydney Parklands Design Manual (Design Manual) (Western Sydney Parklands Trust, 2018).

Component	Description	Consistency of project with the plan of management
Land use opportunities	<ul style="list-style-type: none"> • Motorsports, structured recreation and associated facilities • Entertainment, commercial recreation, events and exhibition spaces and facilities • Motorsports-related education and commercial activities and associated facilities • Tourism facilities • Education, training and associated facilities • Environmental protection works • Potential Aboriginal and non-Aboriginal heritage interpretation • Utilities infrastructure. 	<p>The project would be consistent with the land use opportunities of Precinct 5 of the Plan of Management 2030, as it would:</p> <ul style="list-style-type: none"> • Provide a new clay-based racetrack, designed and constructed to Speedway Australia's 5 Star Safety Standards (highest rating) for motorsport activities • Enable high quality motorsport related recreation and sport activities to be carried out • Include necessary environmental protection works. These would be determined as part of the Environmental Impact Statement • Provide utilities infrastructure, including those related to communications and services.

2.3 Objectives of the project

The objectives for the project are to:

- Deliver a world class speedway within Greater Metropolitan Sydney that would cater for local, regional, national and international racing events while continuing the growth of speedway racing in NSW
- Deliver a project that complements and supports the operation of existing commercial facilities within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports
- Deliver a project consistent with the objectives of the Western Sydney Parklands Plan of Management 2030
- Minimise adverse impacts on the environment and the community during construction and operation
- Build and commence operation of the Sydney International Speedway prior to the closure of the existing speedway.

2.4 Strategic alternatives

2.4.1 Do nothing

If the project does not proceed, there would be no speedway facility within the Greater Sydney Metropolitan region. This would mean that spectators would be required to travel to either Nowra, Goulburn or Cullen Bullen, and Sydney would be unable to host events currently held at the existing speedway, ultimately losing the tourism benefits associated with the raceway to other locations. The do nothing option would therefore be inconsistent with the objectives of the project and is not considered feasible.

2.4.2 Build the project

Construction and operation of a new speedway within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports would provide a unique sporting venue catering for local, regional, national, and international racing events. This would enable continuity of speedway racing and maintain the recreational and tourism value the sport provides within Greater Metropolitan Sydney.

Providing this facility within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports would be consistent with the future desired character for this portion of the Western Sydney Parklands. The *Western Sydney Parklands Plan of Management 2030* key management priorities for Precinct 5 includes:

'Create a vibrant motorsports precinct which includes events, tourism, motor related technologies, education opportunities, and complementary uses to generate local employment and economic development in Western Sydney, via private partnerships'.

New dedicated parking would be provided for the project. New overflow parking facilities would complement and support existing motorsport operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, including the adjacent Sydney Dragway.

The environmental impacts of the project are expected to be similar in nature to those that occur from the operation of the existing motorsport operations and facilities within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, minimising the nature and extent of environmental impacts to nearby sensitive receivers.

Building a new speedway facility within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports is considered to be the preferred option for the project as it would best meet the project objectives.

2.5 Site alternatives

The consideration of site alternatives focussed on the Eastern Creek area within or in close proximity to Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports. This was considered the most appropriate location in Sydney, given previous major capital and management effort invested by the NSW Government for the creation, development and operation of a sustainable Motor Sports Precinct.

Eastern Creek has the benefit of being subject to a Plan of Management conducive to the construction and operation of racing infrastructure. Locating the Sydney International Speedway in close proximity to other motorsports facilities in Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports allows opportunities for sharing of infrastructure, coordinated development planning and coordinated event management. The location of the project within this precinct avoids the constraints of other potential locations including potential environmental impacts on sensitive neighbouring development and residential areas.

Three options for the project were evaluated within Western Sydney Parklands at Eastern Creek as shown in Figure 2-1. Two of these options (the eastern and the southern options) are within Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports.

The three options were:

- A northern option located immediately east of the Light Horse Interchange, to the south of the M4 motorway
- An eastern option within the southwest area of Sydney Motorsport Park (operated by the Australian Racing Drivers' Club)
- A southern option to the south and west of the Sydney Dragway (the preferred option).

Suitability criteria to evaluate these options included:

- Land use
- Technical and engineering feasibility
- Feedback from key stakeholders including Western Sydney Parklands Trust, industry bodies, Office of Sport and motorsport operators
- Physical suitability
- Environmental impact (such as ecology, geology and contamination)
- Construction complexity
- Access and traffic
- Parking impact
- Impact on other motorsport precinct operators
- Cost and time.



Site Locations

- Eastern Option
- Northern Option
- Southern Option

0 500 m

Figure 2-1 Options considered for the location of the Sydney International Speedway

A summary of the options evaluation of each potential site is provided in Table 2-2.

Table 2-2 Options evaluation of potential project locations

Option	Evaluation
Northern option (east of Light Horse Interchange, to the south of M4 motorway)	<p>This option is located within Western Sydney Parklands' Precinct 6: Wallgrove and would provide sufficient space for the project including future expansion opportunities. A speedway would be commercially viable on this site and would benefit from the marketing opportunities associated with frontage on to two motorways.</p> <p>While Western Sydney Parklands Plan of Management 2030 acknowledges the potential for sports uses in Precinct 6, locating the project in this precinct is not consistent with other aspects of the desired future character which focus on commercial uses such as brickmaking, agriculture, recycling and renewable energy as well as unstructured recreation.</p> <p>This option is also inconsistent with Western Sydney Parklands' current proposed development of a logistics/business hub in this location.</p> <p>There is no existing direct access to this option from the M7 or the M4 Motorways which would result in substantial intersection and access works being required and additional traffic on local roads such as Ferrers Road and Peter Brock Drive. Access to existing utilities is also limited and significant works would be required to connect to the electricity, water and data networks.</p> <p>There are several constraints within the site including vegetation that is protected under Commonwealth and State legislation, creeks (and their associated flood risk) and an existing high pressure gas pipeline. Construction of the project in this location would require removal of protected trees and may require diversion of the creeks. The option is also located closer to sensitive residential receivers at Minchinbury which could result in increased impacts such as operational noise.</p>
Eastern option (within the south west area of Sydney Motorsport Park)	<p>This option is located within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports and aligns with the current strategic land use vision for the area to be a venue for amateur and professional motorsports, and associated activities, events, exhibitions and facilities. However, its close proximity to the Sydney Dragway would generate potential negative impacts on traffic and parking, particularly during operation. This option would also result in the loss of competitor pits, a substantial impact to the operation of the Dragway.</p> <p>The site includes vegetation that is protected under Commonwealth and State legislation and removal of these protected trees would be required.</p> <p>New car parks provided as part of this option would have the benefit of encouraging southern access to Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports from the Horsley Park M7 intersection, reducing the impact on Ferrers Road. However, the spectator parking would be remote from the racing infrastructure requiring a bus service to connect the parking to the speedway and impacting the overall convenience and user experience for spectators.</p>

Option	Evaluation
Southern option (to the west of Sydney International Dragway)	<p>This option is located within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports and aligns with the current strategic land use vision for the area. While its proximity to the Sydney Dragway would generate potential traffic and parking impacts, particularly during operation, these are considered manageable in this location. The potential to upgrade access arrangements and provide additional parking is supported by Sydney Dragway as it will enable them to share this infrastructure across both speedway and Dragway racing events.</p> <p>New car parks and dual entry points available with this option would encourage southern access to Western Sydney Parklands' Precinct 5: Motor Sport Precinct from the Horsley Park M7 intersection, minimising congestion during peak operating periods. New dedicated car parking would offset areas no longer available for parking by patrons of Sydney Dragway as a result of the development of the new speedway.</p> <p>This location benefits from having fewer environmental constraints and a greater distance to sensitive receivers means that potential environmental impacts (such as operational noise) would be minimal. The site has good access to utilities with minimal works required to meet the requirements of the new speedway.</p>

Following assessment against the site suitability criteria and consultation with key stakeholders, the southern option was identified as the preferred option. The preferred option provides several benefits compared to the other options including:

- The size of the site ensures a like-for-like facility (to the current speedway) can be constructed with minimal impact to neighbouring motorsport operations including the Sydney Dragway and Sydney Motorsports Park (operated by the Australian Racing Drivers' Club)
- Locating the Sydney International Speedway at this location amongst other motorsports operations in Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports allows for opportunities for sharing of infrastructure, coordinated development planning and coordinated event management
- The site provides the project with good access to utilities, direct site access during construction and smaller scale earthworks which would minimise the construction program
- The site has the least environmental constraints and is likely to result in the least environmental impact
- It provides the opportunity for dedicated parking for the project and overflow car parking shared with the neighbouring motorsport operations
- The potential to draw competitors and spectators from the Horsley Park M7 intersection, offering an alternative point of access into Precinct 5.

3 Planning and assessment process

This chapter describes the statutory planning process for the project and identifies NSW and Commonwealth legislation that may apply.

3.1 NSW environmental planning approvals

The *Environmental Planning and Assessment Act 1979 (EP&A Act)* and the *Environmental Planning and Assessment Regulation 2000 (EP&A Regulation)* are the primary pieces of legislation regulating land use planning and development assessment in NSW. This legislation is supported by a range of environmental planning instruments including State environmental planning policies and local environmental plans.

3.1.1 State significant infrastructure

Section 5.12(4) of the EP&A Act provides for the declaration of specified development on specified land as State significant infrastructure. Sydney Metro will seek a specific declaration for Sydney International Speedway as State significant infrastructure under section 5.12(4) of the EP&A Act. Schedule 4 of *State Environmental Planning Policy (State and Regional Development) 2011* would also be amended to include Sydney International Speedway as State significant infrastructure. A declaration will also be sought for Sydney International Speedway as critical State significant infrastructure under Section 5.13 of the EP&A Act with an amendment to Schedule 5 of the *State Environmental Planning Policy (State and Regional Development) 2011*.

The requirements of Clause 192 of the EP&A Regulation for applications seeking approval of the Minister for Planning and Public Spaces to carry out State significant infrastructure are addressed in Appendix A.

3.1.2 Planning approval process under Division 5.2 of the EP&A Act

The assessment and approval process for a State significant infrastructure project is established under Part 5, Division 5.2 of the EP&A Act and shown in Figure 3-1. The project requires a State significant infrastructure application to be submitted to the Department of Planning, Industry and Environment accompanied by an Environmental Impact Statement, in accordance with section 5.17 of the EP&A Act.

The Environmental Impact Statement for Sydney International Speedway will be informed by the Secretary's Environmental Assessment Requirements (as per section 5.16 of the EP&A Act). This document supports an application made by Sydney Metro as the proponent and submitted to the Secretary of the Department of Planning, Industry and Environment to seek the Secretary's Environmental Assessment Requirements for the project, as required by section 5.15 and 5.16 of the EP&A Act. The Environmental Impact Statement will be prepared in accordance with the Secretary's Environmental Assessment Requirements and the requirements of Schedule 2, Part 3 of the EP&A Regulation.

The Department of Planning, Industry and Environment will place the Environmental Impact Statement on public exhibition for a minimum of 28 days (as per Schedule 1, Division 2, clause 12 of the EP&A Act). During the exhibition period, the community, stakeholders and government agencies will have an opportunity to review the Environmental Impact Statement and provide a written submission to the Department of Planning, Industry and Environment for consideration in its assessment of the Sydney International Speedway.

At the completion of the public exhibition period, the Department of Planning, Industry and Environment will collate and provide Sydney Metro with a copy of all submissions received during the exhibition period. After reviewing the submissions, Sydney Metro will prepare a Submissions Report that responds to the relevant issues raised. If changes are required to the Sydney International Speedway as a result of the issues raised or to minimise environmental impacts, Sydney Metro would prepare the report to address the changes and submit this for review to the Department of Planning, Industry and Environment. This report would be made available to the public.

Approval from the Minister for Planning and Public Spaces is required before Sydney Metro can carry out the development of the Sydney International Speedway (as per section 5.14 of the EP&A Act).



Figure 3-1 The planning approval process for State Significant Infrastructure

3.1.3 NSW environmental planning instruments

The declaration of Sydney International Speedway as State significant infrastructure and critical State significant infrastructure is discussed in Section 3.1.1 of this report. Section 5.22 of the EP&A Act provides that environmental planning instruments (such as local environmental plans and State environmental planning policies) do not, with some exceptions, apply to State significant infrastructure projects. Notwithstanding, the Environmental Impact Statement will consider the provisions of State environmental planning policies to the extent they are relevant to the project. The environmental planning instruments that have been considered for consistency are summarised in Table 3-1.

Table 3-1 Environmental planning instruments

Environmental Planning Instrument	Discussion
State Environmental Planning Policy (State and Regional Development) 2011	<p>The <i>State Environmental Planning Policy (State and Regional Development) 2011</i> identifies development that is State significant development, State significant infrastructure and critical State significant infrastructure. As outlined in Section 3.1.1, Sydney Metro will seek an amendment to Schedules 4 and 5 of this State environmental planning policy to include Sydney International Speedway as State significant infrastructure and critical State infrastructure, respectively.</p>
State Environmental Planning Policy (Western Sydney Parklands) 2009	<p>The project is located within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, and as such the provisions of the <i>State Environmental Planning Policy (Western Sydney Parklands) 2009</i> apply.</p> <p>Part 2, Clause 9 notes that from the commencement of the policy, the land to which the policy applies is unzoned.</p> <p>Clause 12 of the policy outlines matters which the consent authority must consider when determining a development application for development on land within the Western Parklands. Specifically, Clause 12(I) states that any Development Application must demonstrate consistency with:</p> <ul style="list-style-type: none"> (i) any plan of management for the parklands, that includes the Western Parklands, prepared and adopted under Part 4 of the Western Sydney Parklands Act 2006, or (ii) any precinct plan for a precinct of the parklands, that includes the Western Parklands, prepared and adopted under that Part, <p>The site is located in Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports.</p> <p>The State Environmental Planning Policy (Western Sydney Parklands) 2009 also outlines provisions applying to development relating to:</p> <ul style="list-style-type: none"> • Bulk water supply infrastructure not to be impacted • Development in areas near nature reserves or environmental conservation areas • Flood planning • Heritage conservation • Signage • Development on private land • Essential services • Earthworks. <p>While the planning approval pathway for the project is an application for approval of State significant infrastructure, rather than an application for development consent, the land uses and provisions applying to development within Western Sydney Parklands, as detailed in the <i>State Environmental Planning Policy (Western Sydney Parklands) 2009</i> and the <i>Western Sydney Parklands Plan of Management 2030</i> will be considered as part of the Environmental Impact Statement for the project.</p>
State Environmental Planning Policy No.33 - Hazardous and Offensive Development	<p><i>State Environmental Planning Policy No. 33 - Hazardous and Offensive Development</i> applies to any projects that fall under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'. Certain activities may involve handling, storing or processing a range of substances which in the absence of locational, technical or operational controls may create a risk or offence to people, property or the environment. Such activities would be defined as potentially hazardous or potentially offensive.</p> <p>The Environmental Impact Statement would consider the project in the context of 'potentially hazardous industry' or 'potentially offensive industry' as defined by this State environmental planning policy.</p>

Environmental Planning Instrument	Discussion
State Environmental Planning Policy No. 55 – Remediation of land	<p><i>The State Environmental Planning Policy No. 55 – Remediation of Land</i> provides a State-wide approach to the remediation of contaminated land for the purpose of minimising the risk of harm to the health of humans and the environment. In accordance with Clause 7(1), a consent authority must not consent to the carrying out of development on any land unless:</p> <ul style="list-style-type: none"> • It has considered whether the land is contaminated • If the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or would be suitable, after remediation) for the purpose for which the development is proposed to be carried out • If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied the land would be remediated before the land is used for that purpose. <p>A contamination assessment will be carried out in accordance with the <i>Managing Land Contamination Planning Guidelines SEPP 55-Remediation of Land</i> (Department of Urban Affairs and Planning and Environment Protection Authority, 1998) for the project to inform the design and Environmental Impact Statement.</p>
State Environmental Planning Policy (Infrastructure) 2007	<p><i>The State Environmental Planning Policy (Infrastructure) 2007</i> (ISEPP) aims to facilitate the effective delivery of infrastructure across NSW. Clause 104 of this Policy applies to projects listed in Schedule 3, being traffic generating development which is to be referred to Transport for New South Wales. Schedule 3 lists car parks (whether or not ancillary to other development) with 200 or more car parking spaces with access to a road as traffic generating development. Accordingly, the project would be considered traffic generating development, and Transport for New South Wales would be consulted during the Environmental Impact Statement.</p>

3.2 Other NSW legislation

In accordance with sections 5.23 and 5.24 of the EP&A Act, some environmental and planning legislation does not apply to approved State significant infrastructure or must be applied consistently with an approval for State significant infrastructure.

3.2.1 Approvals or authorisations that are not required or cannot be refused

Section 5.23 of the EP&A Act specifies approvals that are not required for approved State significant infrastructure under Part 5 Division 5.2 of the EP&A Act. Those approvals that would otherwise be required for Sydney International Speedway if not for it being State significant infrastructure include:

- Approvals under Part 4 or excavation permits under section 139 of the *Heritage Act 1977*
- Aboriginal heritage impact permits under section 90 of the *National Parks and Wildlife Act 1974*
- Bush fire safety authority under section 100B of the *Rural Fires Act 1997*
- Various approvals under the *Water Management Act 2000*, including water use approvals under section 89, water management work approvals under section 90 and activity approvals (other than aquifer interference approvals) under section 91.

In addition, Division 8 of Part 6 of the *Heritage Act 1977* does not apply to prevent or interfere with the carrying out of the State significant infrastructure.

Section 5.24 of the EP&A Act identifies approvals or authorisations that cannot be refused if they are necessary for carrying out approved State significant infrastructure and must be substantially consistent with the Part 5, Division 5.2 approval. The statutory approvals or authorisations of potential relevance to Sydney International Speedway are:

- An Environment Protection Licence under Chapter 3 of the *Protection of the Environment Operations Act 1997*, should construction of the project exceed the thresholds outlined in Schedule 1 of the Act. This would be confirmed as part of the Environmental Impact Statement as the construction methodology is developed
- A consent under section 138 of the *Roads Act 1993*.

3.2.2 NSW legislation and regulations that may still be applicable

Environmental planning related legislation and regulations that may still be applicable to approved State significant infrastructure and based on the current scope of Sydney International Speedway, are identified in Table 3-2.

Table 3-2 NSW legislation and regulations of potential relevance

Legislation	Requirement
Biosecurity Act 2015	This Act aims to protect natural resources from the adverse impact of pests, disease, weeds and contaminants on agricultural land and parks and reserves (such as those near to the project site). All plants are regulated with a general biosecurity duty to prevent, eliminate or minimise any biosecurity risk they may pose. During construction of the project, any person who deals with any plant, who knows (or ought to know) of any biosecurity risk, has a duty to ensure the risk is prevented, eliminated or minimised, so far as is reasonably practicable.
Biodiversity Conservation Act 2016	The <i>Biodiversity Conservation Act 2016</i> (BC Act) seeks to conserve biological diversity at bioregional and State scales; to maintain the diversity and quality of ecosystems and enhance their capacity to adapt to change and provide for the needs of future generations; to assess the extinction risk of species and ecological communities and identify key threatening processes through an independent and rigorous scientific process; and to establish a framework to avoid, minimise and offset the impacts of proposed development and land use change on biodiversity. An assessment of the potential impacts of the project on threatened species, populations, ecological communities and critical habitat listed under the BC Act would be undertaken to inform the Environmental Impact Statement. Biodiversity impacts related to the project would be assessed in accordance with section 7.9 of the BC Act, the Biodiversity Assessment Method (BAM) and documented in a Biodiversity Development Assessment Report (BDAR).
Contaminated Land Management Act 1997	This Act outlines the circumstances in which notification to the Environment Protection Authority is required in relation to the contamination of land. This may become relevant during construction of the project if contamination is encountered. A public register of notifications under this Act is maintained.
Heritage Act 1977 (Section 146)	If a relic is discovered or located, the Heritage Council must be notified 'of the location of the relic, unless he or she believes on reasonable grounds that the Heritage Council is aware of the location of the relic'.
Motor Vehicle Sports (Public Safety) Act 1985	The Office of Sport issues licences authorising the holding of motor vehicle race meetings at prescribed grounds pursuant to <i>Motor Vehicle Sports (Public Safety) Act 1985</i> .
Motor Vehicle Sports (Public Safety) Regulation 2015	<i>The Motor Vehicle Sports (Public Safety) Regulation 2015</i> includes requirements for motor vehicle racing grounds and race meetings. The licence approval process is separate to the planning approval process but the requirements will be considered to ensure an appropriate design.

Legislation	Requirement
Protection of the Environment Operations Act 1997	<p><i>The Protection of the Environment Operations Act 1997</i> is the key piece of environment protection legislation administered by the Environment Protection Authority.</p> <p>Section 120 of the Act prohibits the pollution of waters.</p> <p>Air pollution-related Sections 124 to 126 (Chapter 5, Part 5.4, Division 1) of the Act require activities to be conducted in a proper and efficient manner, while Section 128 (Chapter 5, Part 5.4, Division 1) of the Act requires that all necessary practicable means are used to prevent or minimise air pollution.</p> <p>Pollution of land and waste is covered by Part 5.6 of the Act. It defines offences relating to waste and sets penalties and establishes the ability to set various waste management requirements via the <i>Protection of the Environment Operations (Waste) Regulation 2014</i>.</p> <p>The activities listed in Schedule 1 to the Act (broadly, activities with potentially significant environmental impacts) require an Environmental Protection Licence. The project (including construction) does not constitute any of the scheduled activities and therefore does not require a licence. The construction methodology will continue to be developed through the design process and more information will become available on the scale of earthworks required for the project. The requirement for an Environmental Protection Licence may be triggered if the volume of material to be extracted exceeds 30,000 tonnes.</p>
Rural Fires Act 1997	<p>Sections 63(1) and 63(2) of the <i>Rural Fires Act 1997</i> require public authorities and owners/occupiers of land to take all practicable steps to prevent the occurrence of bushfires on, and to minimise the danger of the spread of bushfires on or from, that land. The site is mapped as within a designated bush fire prone area.</p>
Water NSW Act 2004	<p>The Warragamba Pipelines infrastructure immediately south of the project are classified as Controlled Areas under the <i>Water NSW Act 1994</i>. Clause 55 of the Act allows for regulations to make provisions for the prohibition of polluting or contaminating waters or land within such areas. The <i>Sydney Water Regulation 2017</i> provides for penalties for the pollution of waters on land in a Controlled Area.</p>
Water NSW Regulation 2013	<p>The Regulation provides for regulatory powers to manage pollution activities that impact water quality, including those specifically relating to Special Areas and Controlled Areas.</p>
Western Sydney Parklands Act 2006	<p>The <i>Western Sydney Parklands Act 2006</i> requires a Parklands Plan of Management to be developed. The Plan of Management was adopted by the NSW Minister for Environment in December 2018.</p> <p>The Plan of Management is an important consideration as this Act requires that:</p> <ul style="list-style-type: none"> • Under clause 30, the Western Sydney Parklands Trust, as far as possible, exercise its functions in accordance with the Plan of Management and each government agency that owns or manages any land within a precinct, must manage it in accordance with the precinct plan • Under clause 12 of the Western Sydney Parklands SEPP 2009, in determining a development application the consent authority must consider consistency with the Plan of Management.

3.3 Commonwealth legislation

3.3.1 Environmental Protection and Biodiversity Conservation Act 1999

The *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) establishes the Commonwealth's role in environmental assessment, biodiversity conservation and the management of protected areas.

Under the EPBC Act, a referral to the Commonwealth Department of Agriculture, Water and Environment is required for proposed 'actions' that have the potential to significantly impact on any matter of national environmental significance or the environment of Commonwealth land (including leased land).

Current matters of national environmental significance are:

- World heritage properties
- National heritage places
- Wetlands of international importance (often called 'Ramsar' wetlands after the international treaty under which such wetlands are listed)
- Nationally listed threatened species and ecological communities
- Listed migratory species
- Commonwealth marine areas
- The Great Barrier Reef Marine Park
- Nuclear actions (including uranium mining)
- A water resource, in relation to coal seam gas development and large coal mining development.

There is currently a draft agreement between the Commonwealth and NSW relating to environmental impact assessment under the EPBC Act. For State significant infrastructure, the assessment bilateral agreement would provide for a single environmental assessment process conducted by NSW.

Preliminary consideration has been given to the provisions of the EPBC Act and issues with respect to matters of national environmental significance are discussed in Section 6.3 (Biodiversity). The significance of impacts in relation to these matters will be considered during the environmental impact assessment process and a decision will be made as to whether Sydney International Speedway is referred to the Commonwealth Department of Agriculture, Water and Environment. Preliminary assessment has determined that there would be no direct impacts on the identified matters of national environmental significance. Further assessment would be required to assess potential indirect impacts on habitat for nationally listed threatened species, but these are not expected to be significant and as such a referral would not be required.

3.3.2 Native Title Act 1993

An objective of the Commonwealth *Native Title Act 1993* is to recognise and protect native title. Section 8 states that the *Native Title Act 1993* is not intended to affect the operation of any law of a State or a Territory that is capable of operating concurrently with the Act. Searches of the registers maintained by the National Native Title Tribunal indicate there are no native title claims or any indigenous land use agreements registered with respect to land within the Sydney International Speedway project area.

3.3.3 Disability Discrimination Act 1992

The *Disability Discrimination Act 1992* aims to eliminate as far as possible discrimination against persons on the ground of disability in areas including access to premises and the provision of facilities, services and land. The project would be designed to be independently accessible and in compliance with the objectives and requirements of the Act.

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4 Stakeholder and community engagement

This chapter provides an outline of the consultation carried out to date, how this consultation has influenced the scope of the project, and the proposed consultation during the environmental assessment and planning approval process.

4.1 Overview

Stakeholder and community consultation has formed an integral part of the development of the Sydney International Speedway as well as informing and scoping investigations for the Environmental Impact Statement.

The NSW Government has committed to relocating speedway racing to ensure the longevity of the sport. In November 2019, the NSW Government announced a whole of government approach to ensure that a new home for speedway racing will be built in Western Sydney.

In December 2019 the NSW Government confirmed that in-principle agreement had been reached to build the Sydney International Speedway on Government land within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, to the south and west of the Sydney Dragway.

Engagement with stakeholders began in November 2019 and will continue during preparation of the Environmental Impact Statement.

A Precinct Control Group (PCG) comprising Office of Sport, Sydney Metro, Western Sydney Parklands Trust, Sydney Dragway and Speedway Australia has been established to coordinate the integration of the new Sydney International Speedway within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports.

Key stakeholders for the project include (but are not necessarily limited to):

- Motorsport operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, including Sydney Dragway as the current lessee of the site and Sydney Motorsports Park (operated by the Australian Racing Drivers' Club)
- Existing tenants within or adjacent to Western Sydney Parklands (including Eastern Creek International Karting, North Shore Sporting Car Club, driver training facilities including MotoDNA, and Driving Solutions Pty Ltd, Prospect Nature Reserve, Sydney Zoo, Raging Waters Theme Park, Artura Hotel and State Heritage listed Cricketers Arms Hotel, Alpha Hotel, Eastern Creek and adjoining Oak Bar and Grill)
- State government agencies (including but not limited to Department of Planning, Industry and Environment, Western Sydney Parklands Trust, Office of Sport, NSW Environment Protection Authority)
- Local government (Blacktown City Council)
- Public utilities and business and industry groups near the project site (including Water NSW, SUEZ Eastern Creek Resource Recovery Park, Global Renewables and Austral Bricks)
- Special interest groups including Local Aboriginal Land Councils, Aboriginal stakeholders, sporting associations
- Speedway racing industry bodies including Speedway Australia, speedway patrons and the wider motorsport community.

Consultation to date has proactively sought feedback and comments on the project from key stakeholders, including state government agencies, industry bodies and motorsport operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, to inform the development phase and the scope of issues to be assessed in the Environmental Impact Statement.

4.2 Communication and engagement objectives

Sydney Metro are committed to continuing community and stakeholder consultation on the project.

The communication and engagement objectives for the project are to:

- Inform interested and affected communities and stakeholders about the design, development and potential impacts of the project
- Build community and key stakeholder relationships and maintain goodwill
- Encourage participation and obtain government, community and stakeholder input for consideration in development of the project
- Provide information about the planning approval process and encourage community participation
- Understand community and stakeholder priorities and concerns so they can be considered in the ongoing development and delivery of the project.

4.3 Consultation to date

Since November 2019, when the NSW Government announced their commitment to relocate speedway racing to Western Sydney, consultation with State government departments and agencies, and relevant sporting organisations has commenced. The following key stakeholders were briefed either via meetings, phone calls, email or written correspondence:

- Western Sydney Parklands Trust
- NSW Department of Planning, Industry and Environment
- NSW Office of Sport
- The current speedway operator (Valvoline Raceway)
- Sydney Dragway
- Speedway Australia.

Ongoing stakeholder engagement has included attending meetings and workshops with stakeholders, meetings of the PCG and responding to requests for advice and information. This has enabled the consideration of ongoing stakeholder input throughout the development phase of the project.

Sydney Metro is working with Speedway Australia, as the peak body in Australia, to ensure the relevant safety standards that would apply to the Sydney Speedway are addressed through the project design. This includes ensuring the racetrack is compliant with their 5 Star Safety Standards.

Western Sydney Motor Sport Forum – organised by the Office of Sport

The Office of Sport facilitated a forum with the motorsport community on 15 November 2019.

The primary objective of the forum was to explore the opportunities and challenges for Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sport including potential to co-locate other motorsports within the precinct including Sydney Speedway and Motorcycle NSW. Shortly after the forum was called, it was announced the existing government land, currently used for speedway racing is required for a future stabling and maintenance facility.

The motorsports organisations invited and represented at the forum were:

- Sydney Motorsports Park (operated by the Australian Racing Drivers' Club)
- Sydney Dragway
- Eastern Creek Karts (EC Karts)
- Motorcycle NSW
- The current operator of Sydney Speedway
- Speedway Australia
- Confederation of Australian Motor Sport (CAMS).

The government agencies invited and represented at the forum were:

- NSW Office of Sport
- Transport for NSW (Sydney Metro)
- Western Sydney Parklands Trust.

Key issues and concerns that were raised as part of the forum included:

- Secure and long term tenure
- The need for a site wide masterplan
- Car parking
- Access – roads to be improved
- World class facilities
- Public transport – bus service
- Potential for internal bus to connect patrons from car parks to venues
- Government coordination.

These issues and concerns will inform the masterplanning process which is being led by the NSW Office of Sport.

Western Sydney Parklands’ Precinct 5: Eastern Creek Motor Sports masterplanning consultation (2013)

A masterplanning and feasibility study for Western Sydney Parklands’ Precinct 5: Eastern Creek Motor Sports was carried out by the Western Sydney Parklands Trust in November 2013. One of the options considered by this study was the relocation of Sydney Speedway within Western Sydney Parklands’ Precinct 5: Eastern Creek Motor Sports. As part of the study, consultation including site visits and workshops were carried out with key stakeholders including the Sydney Dragway, the previous operator of Sydney Speedway, and the Australian Racing Drivers’ Club as operators of Sydney Motorsports Park. The study recognised that strong industry support was available for the relocation of the Sydney Speedway within Western Sydney Parklands’ Precinct 5: Eastern Creek Motor Sports. Additionally, the workshops identified the following issues and requirements:

- Parking and access were existing issues at the Sydney Dragway site, and any additional facilities would need to include sharing of infrastructure
- Potential concurrent timing of events at the Sydney Dragway and a future speedway in the precinct would require close cooperation
- Dust and waste were existing issues from waste asset management services infrastructure located to the west of the project site (though the landfill site has closed since the completion of the feasibility study).

Although this consultation was carried out some years ago and not directly for this project, these findings will be considered in conjunction with the new consultation process being carried out with key stakeholders as part of the current study.

4.3.1 Community information and engagement

Community consultation will be undertaken during future stages of the planning approvals and project development process. The channels that will be used to provide current information to community and stakeholders, and invite feedback, are outlined in Table 4-1.

Table 4-1 Community contact and information channels

Activity	Details
Community toll free information line	1800 612 173
Community email address	sydneywestmetro@transport.nsw.gov.au
Website	www.sydneywestmetro.info
Postal address	Sydney Metro West PO Box K659, Haymarket NSW 1240

4.4 Consultation during preparation of the Environmental Impact Statement

Sydney Metro will continue to consult with the community and stakeholders during the preparation of the Environmental Impact Statement. In line with the project's communication and engagement objectives, a number of activities are planned during the preparation of the Environmental Impact Statement to provide information about design development, encourage participation and input, and collect feedback from stakeholders and the community. This feedback and participation would be used to further inform investigations being carried out for the environmental assessment.

Key elements of this consultation would include:

- Community contact and information channels in place throughout the planning approval process
- Consultation with adjoining motorsport operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, including Sydney Dragway as the current lessee of the site and, Sydney Motorsports Park (operated by the Australian Racing Drivers' Club)
- Place Manager as a link to maintaining close and ongoing contact with neighbouring businesses and the community
- Government agency consultation including (but not limited to):
 - Updates and discussions relating to the environmental assessments with the Department of Planning, Industry and Environment
 - Consultation with the Environment Protection Authority on matters of environmental protection principally related to noise, air quality, water quality, waste and contamination
 - Consultation with the Office of Sport, Western Sydney Parklands Trust, and Blacktown City Council.
- Industry specific consultation including Speedway Australia
- Ongoing meetings of key stakeholders represented in the PCG.

Consultation with specific groups will be carried out to inform technical assessments as required. For example, with Aboriginal stakeholders including the local Aboriginal Land Council to inform the preparation of the Aboriginal cultural heritage assessment report. Aboriginal consultation for the project will be carried out in accordance with procedures set out in the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (Department of Environment, Climate Change and Water, 2010).

Sydney Metro's Communication and Engagement team will ensure key stakeholders are proactively engaged and informed about the project.

4.5 Public exhibition of the Environmental Impact Statement

Public exhibition of the Environmental Impact Statement will be for a minimum of 28 days as stated in the EP&A Act. Advertisements will be placed in newspapers to advise of the public exhibition and where the Environmental Impact Statement can be viewed, and details of proposed community consultation activities and information sessions.

Consultation activities during public exhibition of the Environmental Impact Statement will include:

- Community drop-in sessions
- Newsletter letterbox drop and email newsletters
- Information on project webpage
- Newspaper advertising
- Information available at local council offices
- Stakeholder meetings
- Local business engagement
- Government stakeholder engagement
- Place Manager as ongoing contact for community and stakeholders.

4.6 Consultation during construction

Should the project be approved, consultation would continue with the community and key stakeholders during construction. In general, this consultation would involve:

- Consultation in accordance with statutory requirements for future planning approvals stages
- Ongoing consultation with key stakeholders, local council and other government agencies
- Ongoing meetings and regular briefings of the PCG
- Provision of regular updates to operators, neighbouring businesses and the community
- Implementation of Sydney Metro's Construction Complaints Management System (CCMS).

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5 Project description

This chapter describes the Sydney International Speedway, including a description of the site layout and operational features, as well as an outline of the construction works required. The design of the project will continue to be developed through the environmental assessment process, but the project description set out in this chapter will form the basis of the investigations initially.

5.1 Overview

The State significant infrastructure application is seeking approval for the construction and operation of the Sydney International Speedway. It does not include temporary works to establish car parks, access roads and construction compounds prior to the construction of the Sydney International Speedway. These are the subject of other planning pathways.

An overview of the project is shown in Figure 5-1. Key stages of the project include:

- Construction of the Sydney International Speedway, including enabling and temporary works, earthworks and land forming activities, construction of project infrastructure, environmental management measures, utilities connections, landscaping and finishing works. Additional information regarding construction of the project is provided in Section 5.4.
- Operation of the Sydney International Speedway for local, regional, national and international racing events. This would include ancillary and racing infrastructure required to support the speedway.

A description of the operational site layout is provided in Section 5.2 and additional information about the operation of the project is included in Section 5.3.

5.2 Site layout

The operational layout of the project is summarised in Table 5-1 and shown in Figure 5-1. Additional information regarding the key features of the operational site layout will be provided in the Environmental Impact Statement.

Table 5-1 Key features of the operations of the Sydney International Speedway

Feature	Summary
Site access	<p>The operational site entry and exit for Speedway employees would be via a new connection to the south of the site from Ferrers Road. Designated parking, overflow parking areas and competitor entry would be via the existing access road from Ferrers Road shared with Sydney Dragway spectators. Competitor vehicles would left-turn exit only from the new connection south to Ferrers Road.</p> <p>Vehicular access to the speedway would be signposted with wayfinding infrastructure along Ferrers Road.</p>
Dedicated parking	<p>The operational area of the project would include designated parking provided for spectator and visitors, as well as for competitors and users of the racetrack.</p>
Overflow parking	<p>Overflow parking areas would also be provided. These parking areas would be located within the cleared area west of the spectator/competitor access roundabout and to the south of Ferrers Road, including improved access points as required. These overflow parking areas would have the potential to be shared with other motorsport operations in Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports.</p>
Racing infrastructure	<ul style="list-style-type: none"> • A clay-based racetrack benchmarked to national and international best practice and compliant to Speedway Australia 5 Star Safety Standards (highest rating), FIA (Federation Internationale de l'Automobile) and FIM (Fédération Internationale de Motocyclisme) standards. • Support infrastructure designed for speedway competitors including: <ul style="list-style-type: none"> • A new vehicle access to the raceway pit area, including a gated access and gatehouse • A racing pit area, comprising pit bays for heavy vehicles transporting racing vehicles to and from the speedway and viewing platforms for pit crews • Workshops/garages to be used by pit crews • Trackside operational support areas.
Event support infrastructure	<p>High quality event support infrastructure to maximise the spectator experience at speedway events, including:</p> <ul style="list-style-type: none"> • Grandstand • Ticketing and entryway structures • Spectator facilities, including public amenities, corporate boxes, and provision for food and beverage operators together with merchandise outlets.
Operational ancillary infrastructure	<p>Operational ancillary infrastructure for:</p> <ul style="list-style-type: none"> • Public safety including fencing and fire safety systems • Communications including a fibre optic network (to suit internet broadcasting bandwidth and PA/AV provisions), signage and large broadcasting screens • Services including the provision of stormwater, drainage and flooding, utilities and lighting.



Figure 5-1 Operational layout of the project

5.3 Operation

5.3.1 Racing events

It is intended that the Sydney International Speedway would be designed to be operational year-round, though most events would be held during the Speedway racing season (September to May). The speedway would have the ability to be used for a variety of dirt track racing events, including those currently held at the current Sydney Speedway at Clyde/Granville but not limited to:

- Sprint cars
- Wingless Sprints
- Street stockers
- V8 Dirt modifieds
- Formula 500s.

The new facility would be designed to also accommodate speedway motorcycle racing.

The speedway competition calendar would comprise a number of major events each year, attracting around 4,000 to 6,000 attendees per meeting. Smaller events could attract around 500 to 1,500 spectators. Based on a review of the current speedway's 2019-2020 season schedule (45 racing events per year) it has been assumed there would be an average of one event at the Sydney International Speedway per weekend, with a number of mid-week events (typically Wednesday and Friday nights), across the Christmas and early January period. There would be increased capacity at the new facility, if required.

The racing events would typically be held on Saturdays with gates opening about 2pm and racing commencing in the early evening between 6pm and 10pm. Some events would then conclude with firework displays.

There are typically 60 to 120 competitors per race event, with each competitor requiring parking for their racing vehicle, and for a larger vehicle which transports their racing vehicle to and from the speedway.

5.3.2 Traffic movements

Peak traffic movements would coincide with race event times, particularly later in the evening when large volumes of patrons would be leaving the speedway at the same time. The majority of vehicles travelling to and from the Sydney International Speedway would be light vehicles, but there would also be heavy vehicles associated with the transportation of racing vehicles. It is expected that all visitor vehicles would be parked on site, rather than on the side of the road.

A new connection from the south of the site will provide a left turn only exit point to Ferrers Road for vehicles leaving Speedway.

A limited number of vehicle movements would be associated with the operation of the Sydney International Speedway outside of racing events.

5.3.3 Other operational activities

Other operational activities that would be carried out at the Sydney International Speedway outside racing events would include:

- Event preparation and clean-up activities
- Maintenance of the racetrack and site facilities.

5.3.4 Urban Design

The Western Sydney Parklands Design Manual (Design Manual) (Western Sydney Parklands Trust, 2018) describes the general approach to planning and implementation of park infrastructure and outlines the standard elements and vision for the Western Sydney Parklands. The Design Manual provides specific design guidelines for each category of standard elements (including roads, barriers, signage, lighting, planting and landscape management) and the application of these elements to the parklands.

Where applicable, the requirements of the Design Manual would be considered as part of design development and detailed further in the Environmental Impact Statement for the project.

5.4 Construction

Construction of the project is expected to occur over a period of 13 months, commencing in late 2020, subject to the environmental assessment and determination process.

The construction methodology for the project would be developed in more detail during the preparation of the Environmental Impact Statement. Indicative construction activities are expected to include:

- Enabling and temporary works to make ready the construction site(s) and to provide protection to the public and users of nearby facilities. These activities would include:
 - Establishment of temporary environmental controls (where required)
 - Vegetation clearance
 - Utility supply to the construction site
 - Utility adjustment and protection
 - Construction site establishment
 - Heritage investigations, protection and recordings (where required)
 - Additional geotechnical and contamination investigations, and remediation where required.
- Earthworks and levelling including the removal of spoil from the project site if required
- Landforming works for the establishment of the racetrack including the import of fill material to the project site if required
- Establishment of hardstand areas, where required
- Construction of racing and event support buildings and infrastructure, including track safety features, the grandstand, workshops, operations and amenity buildings, pit areas and carparking
- Environmental management and pollution control measures
- Utilities connections, landscaping and finishing works.

5.4.1 Construction sites

Construction sites would be located within the operational footprint of the project however, additional areas may be required to support earthworks activities. The location and indicative footprint of these areas would be determined during design development and assessed as part of the Environmental Impact Statement for the project.

5.4.2 Construction hours

The majority of construction activities would be carried out during the following hours:

- 7am-6pm Monday to Friday
- 8am-1pm Saturdays
- No work on Sundays or Public Holidays.

Extended Saturday hours would be considered based on the results of the noise assessments as part of the Environmental Impact Statement.

Other activities that would be carried out outside of the standard daytime construction hours would include:

- Work determined to comply with the relevant noise management level at the nearest sensitive receiver
- The delivery of materials outside approved hours as required by the NSW Police or other authorities for safety reasons
- Emergency situations where it is required to avoid the loss of lives and properties and/or to prevent environmental harm
- Situations where agreement is reached with affected receivers.

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6 Preliminary environmental assessment

This chapter provides a description of the existing environment and preliminary assessment of the potential impacts identified for the project. The proposed scope of investigations and assessment to be carried out as part of the Environmental Impact Statement for the project is also provided. As it is a preliminary assessment, the potential impacts may change through the design and environmental impact assessment process as more information becomes available. Any changes to environmental impacts will be assessed as part of the Environmental Impact Statement. A summary of the proposed Environmental Impact Statement scope for the project is provided in Chapter 8.

6.1 Traffic, transport and parking

6.1.1 Existing environment

Access to Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, which includes the Sydney Dragway and Sydney Motorsport Park (operated by the Australian Racing Drivers' Club), is via Ferrers Road, a local road that travels through the Western Sydney Parklands. Ferrers Road connects to Brabham Drive in the north which provides access to Great Western Highway and Huntingwood. Immediately south of the project, Ferrers Road connects to the private Austral Bricks Road, providing private access to existing commercial and industrial developments. Further south, Ferrers Road provides a connection to The Horsley Drive and the residential areas of Horsley Park and Wetherill Park.

Wider transport links to Western Sydney and beyond are provided by the M4 Western Motorway about 1.4 kilometres north, and the Westlink M7 about 1.2 kilometres west of the project. The Westlink M7 is accessed from Ferrers Road via The Horsley Drive and the M4 Western Motorway via Reservoir Road. The Eastern Creek area is served by local Sydney Buses Network bus routes from Rooty Hill (Route 738) and between the University of Western Sydney Campus and Prairiewood (Route 835). Local bus service Route 724 operates from Blacktown to Huntingwood, serving Sydney Motorsport Park (operated by the Australian Racing Drivers' Club) to the north of the project. The T1 Western Line is approximately six kilometres north of the project and the nearest passenger rail stations are Rooty Hill, approximately 5.5 kilometres to the northwest, and Blacktown, approximately 6.5 kilometres to the northeast.

6.1.2 Potential impacts

Construction

Construction of the project would require the use of heavy vehicles to deliver construction plant, equipment and materials, as well as the removal of waste. Additional light vehicle movements would also occur, associated with the construction workforce. Potential construction traffic and transport impacts include:

- Impacts to intersection and traffic performance on the surrounding road network
- Temporary delays and disruption to bus services which use Ferrers Road and the surrounding road network
- Temporary delays along Ferrers Road and the immediate road network during construction of site access and egress points.

Operation

The design of new access and egress points together with dedicated and overflow parking arrangements aims to avoid or reduce impacts associated with operational traffic and transport. Notwithstanding, impacts that may potentially occur during the operation of the project include:

- Reductions in intersection and traffic performance along the surrounding road network during major events as a result of increased traffic volumes and vehicles turning into and out of the site
- Impacts of vehicles parking at the side of public roads should parking on site be insufficient
- Increased volume of heavy traffic on the local road network, associated with the transport of race vehicles.

6.1.3 Proposed investigation and assessment

The Environmental Impact Statement will include a traffic and transport impact assessment to identify and assess potential impacts of the project on road network performance during construction and operation, and would propose management measures to avoid, minimise and manage these potential impacts where feasible and reasonable.

The assessment will be informed by traffic monitoring data carried out to understand existing traffic (types and number of movements) on access routes (including consideration of peak traffic times and sensitive road users).

The following government guidelines will be considered as relevant during the preparation of the traffic and transport impact assessment:

- *Guide to Traffic Management – Part 3 Traffic Studies and Analysis* (Austroads, 2017)
- *Guide to Traffic Generating Developments Version 2.2* (Roads and Traffic Authority, 2002).

The assessment of construction traffic and transport impacts will include:

- Identification of heavy vehicle routes, site access and egress points
- Identification of daily and peak traffic movements likely to be generated from construction of the project
- Traffic modelling to identify the potential impacts of construction traffic movements on the performance of the surrounding road network
- Consideration of potential impacts on cyclists and pedestrian safety and infrastructure, where relevant
- Consideration of potential impacts on local bus services.

The assessment of operational traffic and transport impacts will include:

- Assessment of the existing local traffic volumes against forecast volumes
- Traffic modelling, including for the opening year, being the planned year of completion of the project, and 10 years from the anticipated opening date
- Parking assessment to determine whether there is sufficient capacity for visitors to park on site
- Consideration of impacts to public transport and pedestrians and cyclists who use the nearby local road network.

Measures to minimise or mitigate identified construction and operational traffic and transport impacts would also be developed as part of the traffic and transport assessment in accordance with relevant best practice guidelines.

Where required, consultation with other sections of Transport for NSW, key stakeholders and relevant local councils will be undertaken as part of the traffic and transport assessment.

6.2 Noise and vibration

6.2.1 Existing environment

The project would be located within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports. Within this precinct, Sydney Motorsport Park (operated by the Australian Racing Drivers' Club) is located to the north of the project with Sydney Dragway located to the north and east. Various commercial and industrial land uses are situated to the west. The nearest residential receivers are about one kilometre south of the site, on Chandos Road in Horsley Park. The Prospect Nature Reserve located about 150 metres to the east of the project is home to various species of native fauna, and east of the Nature Reserve, Sydney Water's Walker and Pecky's Parks contains large areas of public recreation, including picnic spots and walking areas.

6.2.2 Potential impacts

Construction

Construction of the project has the potential to result in the following noise and vibration impacts:

- Airborne noise impacts on noise sensitive receivers, associated with the use of construction plant and equipment
- Potential minor vibration impacts on nearby vibration sensitive receivers, depending on the construction plant and equipment used during construction

- Noise and vibration impacts along construction traffic routes associated with the delivery of plant, equipment and materials and the removal of waste from the site.

There is the potential for some construction works to be required outside of standard construction hours for safety reasons. Any works outside of standard construction hours may potentially impact sensitive receivers near the project.

Operation

Motorsport events typically generate a high level of noise, therefore typical operation of the speedway has the potential to generate noise and vibration impacts above existing background noise levels at nearby noise sensitive receivers. In addition, the racing events would typically take place on weekends during the late afternoons and evening, when background levels are generally quieter and therefore potential noise impacts greater. Sensitive receivers near the project would already be subject to some regular motorsport related noise from similar racing activities associated with operations in Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports; however, operational noise impacts from the type of racing events associated with the project may still be experienced.

6.2.3 Proposed investigation and assessment

A noise and vibration assessment will be carried out as part of the Environmental Impact Statement for the project to identify and assess potential impacts of the construction and operation on nearby sensitive receivers. The following government guidelines and policy would be considered as relevant during the preparation of the noise and vibration impact assessment:

- *Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009)
- *NSW Road Noise Policy* (Department of Environment, Climate Change and Water, 2011)
- *Noise Policy for Industry* (NSW Environmental Protection Authority, 2017)
- *Assessing Vibration: A Technical Guideline* (Department of Environment and Conservation, 2006).

The noise and vibration assessment will include background noise monitoring to measure existing noise levels at noise-sensitive receiver locations near the project site to identify the existing typical noise environment. This will be used to develop project specific noise levels for the assessment. The typical noise levels that are generated at speedway racing events would be based on existing sound power level data used in assessments for similar projects.

The construction noise and vibration assessment will include:

- Identification of construction activities likely to be carried out within the project site
- Development of a construction noise model to predict potential noise levels at nearby noise sensitive receivers
- The intensity and duration of noise and vibration impacts expected during construction
- Impacts associated with any work proposed to be undertaken outside standard daytime construction hours
- A screening assessment to calculate and assess potential construction vibration impacts.

The operational noise and vibration assessment will include:

- Development of an operational noise model to predict noise levels at nearby noise-sensitive receivers
- Identification of the operational noise levels associated with speedway events
- Assessment of operational road traffic noise impacts.

Measures to minimise or mitigate identified construction and operational noise and vibration impacts will be developed as part of the noise and vibration assessment in accordance with relevant best practice guidelines.

6.3 Biodiversity

6.3.1 Existing environment

Vegetation communities

The project site is largely composed of highly disturbed areas of maintained grassland and bare earth currently used for car parking and motorsport activities. However, native vegetation has been identified within and adjacent to the site. A review of the regional vegetation mapping for the site identified areas of Grey Box - Forest Red Gum grassy woodland on flats of the southern Cumberland Plain, Sydney Basin Bioregion (Plant Community Type 849) and Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion (Plant Community Type 850).

Regional mapping is broad scale and does not necessarily accurately reflect what is present on site. Therefore, preliminary site surveys were carried out in December 2019 to ground truth the regional mapping results and gain a basic understanding of the existing environment and biodiversity features. The surveys were carried out across the project site and within a 50 metre buffer outside of the project boundary. The vegetation zones identified during the survey and an indication of their conditions are presented in Table 6-1 and their locations are shown on Figure 6-1.

Table 6-1 The condition of Plant Community Types identified during preliminary site survey

Vegetation Zone	Plant Community Type name	PCT ID	Broad condition class
1	Forest Red Gum - Rough-barked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion	835	Moderate
2	Grey Box - Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion	849	Blackberry infestation
3	Grey Box - Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion	849	Moderate
4	Grey Box - Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion	849	Poor
5	Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion	850	Moderate
6	Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion	850	Poor
7	Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion	850	Regeneration
8	Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion	850	Revegetation
9	Phragmites australis and Typha orientalis coastal freshwater wetlands of the Sydney Basin Bioregion	1071	Drain (man-made)

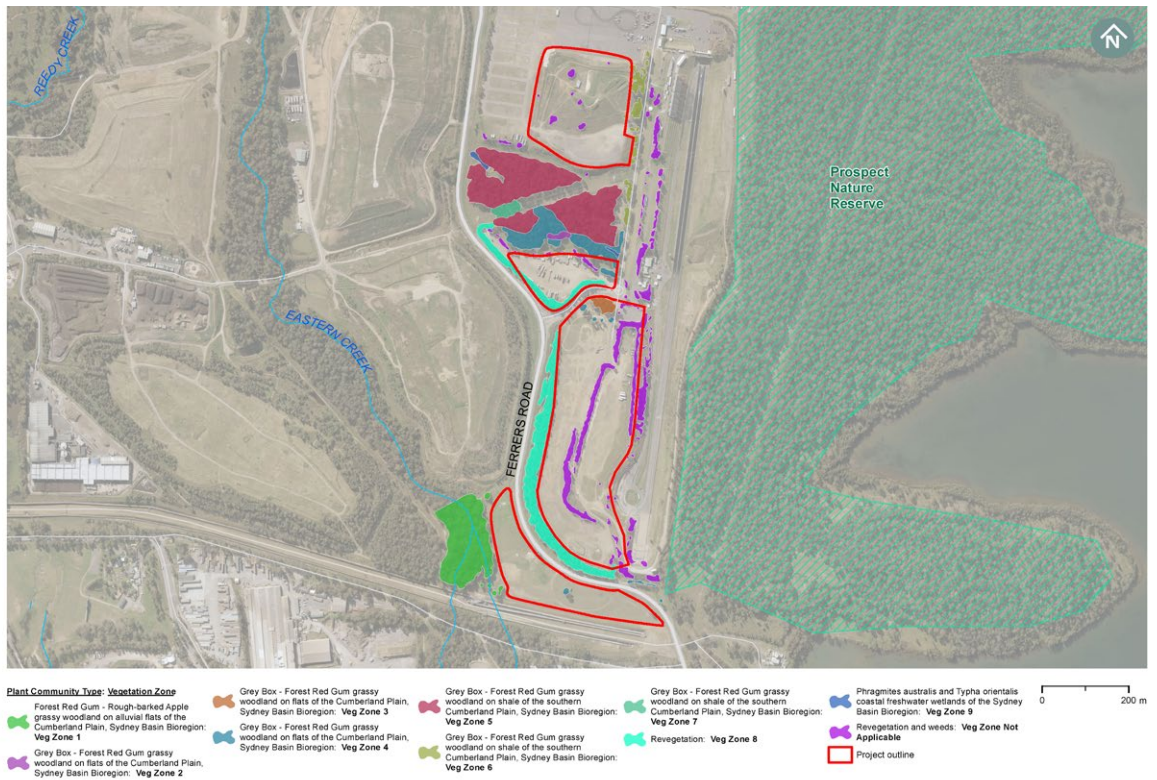


Figure 6-1 Location of Plant Community Types and Vegetation Zones

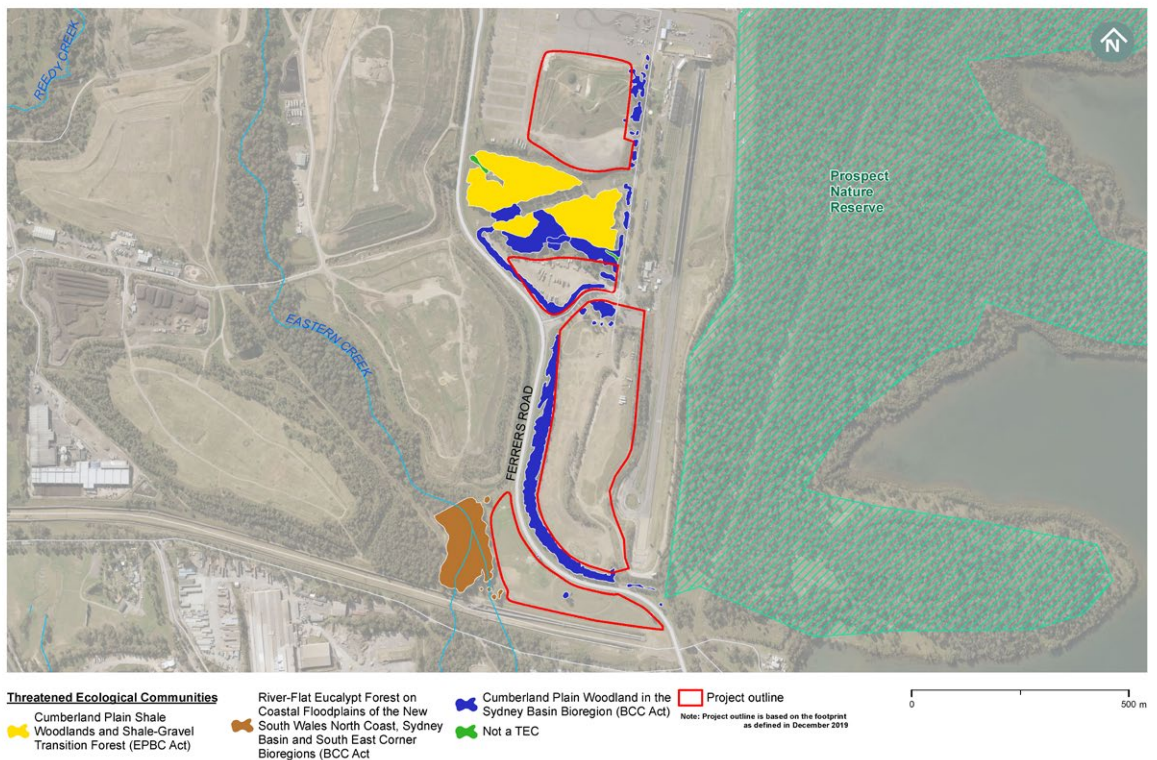


Figure 6-2 Location of Threatened Ecological Communities

Threatened ecological communities

The site survey identified that the project site and associated 50 metre buffer contains the following threatened ecological communities listed under the BC Act:

- *Cumberland Plain Woodland in the Sydney Basin Bioregion* (listed as Critically Endangered), which corresponds directly to PCT 849 and PCT 850 (as described in Table 6-1)
- *River-Flat Eucalypt Forest on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and South East Corner Bioregions* (listed as Endangered), which corresponds directly to PCT 835 (as described in Table 6-1).

The threatened ecological communities do not have condition thresholds. If an area of the community is degraded and in poor condition it is still considered to be part of the threatened ecological community. The areas of *Phragmites australis* and *Typha orientalis* coastal freshwater wetlands of the Sydney Basin Bioregion plant community type has developed due to alteration of the drainage line. It is not in a naturally occurring wetland and as such is unlikely to be part of the threatened ecological community described as *Freshwater Wetlands on Coastal Floodplains of the NSW North Coast, Sydney Basin and South East Corner bioregions* threatened ecological community and listed under the BC Act.

The EPBC Act listed Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest ecological community (listed as Critically Endangered) was identified within the 50 metre buffer, as shown on Figure 6-2.

Threatened species

A desktop review identified threatened flora and fauna species listed under both the EPBC Act and the BC Act that had previously been recorded in the locality. The results of this review are summarised in Table 6-2.

A targeted survey was carried out for the Cumberland Plain Land Snail, but no live snails or snail shell were located. Potential habitat was identified for the Green and Golden Bell Frog (*Litoria aurea*), which is listed as Endangered under the BC Act and Vulnerable under the EPBC Act, and the Southern Myotis (*Myotis Macropus*), which is listed as Vulnerable under the BC Act.

Table 6-2 Threatened species that had previously been recorded in the locality

Common name	Scientific name	Listed under the NSW Biodiversity Conservation Act 2016		Listed under the Commonwealth Environment and Biodiversity Conservation Act 1999	
		Yes/No	Conservation status	Yes/No	Conservation status
Flora					
Down Wattle	<i>Acacia pubescens</i>	Yes	Vulnerable	Yes	Vulnerable
Netted Bottle Brush	<i>Callistemon linearifolius</i>	Yes	Vulnerable	No	Category 3 sensitive
Juniper-leaved Grevillea	<i>Grevillea juniperina</i> subsp. <i>juniperina</i>	Yes	Vulnerable	No	
-	<i>Marsdenia viridiflora</i> subsp. <i>viridiflora</i>	Yes	Endangered population	No	
-	<i>Pimelea curviflora</i> var. <i>curviflora</i>	Yes	Vulnerable	Yes	Vulnerable
Spiked Rice-flower	<i>Pimelea spicata</i>	Yes	Endangered	Yes	Endangered
Sydney Plains Greenhood	<i>Pterostylis saxicola</i>	Yes	Endangered	Yes	Endangered
-	<i>Pultenaea parviflora</i>	Yes	Endangered	Yes	Vulnerable
Matted Bush-pea	<i>Pultenaea pedunculata</i>	Yes	Endangered	No	
Fauna					

Common name	Scientific name	Listed under the NSW Biodiversity Conservation Act 2016		Listed under the Commonwealth Environment and Biodiversity Conservation Act 1999	
		Yes/No	Conservation status	Yes/No	Conservation status
Regent Honeyeater	<i>Anthochaera phrygia</i>	Yes	Endangered	No	
Fork-tailed Swift	<i>Apus pacificus</i>	No		Yes	CAMBA*
Cattle Egret	<i>Ardea ibis</i>	No		Yes	CAMBA*
Dusky Woodswallow	<i>Artamus cyanopterus</i>	Yes	Vulnerable	No	
Varied Sittella	<i>Daphoenositta chrysoptera</i>	Yes	Vulnerable	No	
Eastern False Pipistrelle	<i>Falsistrellus tasmaniensis</i>	Yes	Vulnerable	No	
Latham's Snipe	<i>Gallinago hardwickii</i>	No		Yes	CAMBA*
White-bellied Sea Eagle	<i>Haliaeetus leucogaster</i>	Yes	Vulnerable	No	
Little Eagle	<i>Hieraaetus morphnoides</i>	Yes	Vulnerable	No	
White-throated Needletail	<i>Hirundapus caudacutus</i>	No		Yes	CAMBA*
Swift Parrot	<i>Lathamus discolor</i>	Yes	Endangered	No	
Green and Golden Bell Frog	<i>Litoria aurea</i>	Yes	Endangered	No	
Square-tailed Kite	<i>Lophoictinia isura</i>	Yes	Vulnerable	No	
Cumberland land Snail	<i>Meridolum corneovirens</i>	Yes	Endangered	No	
Rainbow Bee-eater	<i>Merops ornatus</i>	No		Yes	JAMBA**
Eastern Coastal Free-tailed Bat	<i>Micronomus norfolkensis</i>	Yes	Vulnerable	No	
Little Bent-winged Bat	<i>Miniopterus australis</i>	Yes	Vulnerable	No	
Southern Myotis	<i>Myotis macropus</i>	Yes	Vulnerable	No	
Turquoise Parrot	<i>Neophema pulchella</i>	Yes	Vulnerable	No	
Powerful Owl	<i>Ninox strenua</i>	Yes	Vulnerable	No	
Flame Robin	<i>Petroica rosea</i>	Yes	Vulnerable	No	
Grey-headed Flying-fox	<i>Pteropus poliocephalus</i>	Yes	Vulnerable	Yes	Vulnerable
Greater Broad-nosed Bat	<i>Scoteanax rueppellii</i>	Yes	Vulnerable	No	
Yellow-bellied Sheath-tail-bat	<i>Saccolaimus flaviventris</i>	Yes	Vulnerable	No	
Masked Owl	<i>Tyto novaehollandiae</i>	Yes	Vulnerable	No	

Notes: * Chinese-Australia Migratory Bird Agreement. ** Japan-Australia Migratory Bird Agreement

6.3.2 Potential impacts

Construction

Construction of the project has the potential to impact biodiversity, including threatened species, populations and ecological communities. Potential impacts to biodiversity (direct and indirect) would be mostly associated with areas of surface disturbance. These impacts could potentially occur as a result of the following mechanisms:

- Clearance of stands of trees that are part of the BC Act listed Cumberland Plain Woodland threatened ecological community in two locations within the project site
- Possible injury/mortality of fauna species during vegetation clearance and/or as a result of collisions with construction plant and vehicles
- Introduction and/ or spread of noxious weeds and other invasive species
- Disturbance from construction noise, vibration and light on fauna in vegetated areas (including threatened ecological communities outside of the project boundary and that are suitable habitat for Threatened Species listed under the BC Act and EPBC Act)
- Indirect impacts and edge effects on the EPBC Act listed areas of Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest threatened ecological community adjacent to the project site.

Based on the preliminary surveys, the layout of the project would not impact the EPBC Act listed Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest ecological community. There would not be a direct impact to any habitat for the EPBC Act listed Green and Golden Bell Frog but any potential indirect impacts to the habitat along Eastern Creek would need to be assessed. However, any potential impacts are not expected to be significant and as such a referral would not be required.

Operation

Impacts to biodiversity during operation of the project are anticipated to be negligible and would potentially include:

- Possible injury/mortality of fauna species, which could result from collisions with private vehicles visiting the site
- Potential edge effects
- Noise, vibration and light disturbance to fauna.

6.3.3 Proposed investigation and assessment

A biodiversity assessment will be carried out as part of the Environmental Impact Statement. The biodiversity impacts will be assessed in accordance with section 7.9 of the BC Act and the Biodiversity Assessment Method (BAM) and documented in a Biodiversity Development Assessment Report (BDAR).

The following government guidelines will be considered as relevant during the preparation of the biodiversity assessment:

- *Commonwealth EPBC 1.1 Significant Impact Guidelines – Matters of National Environmental Significance* (Commonwealth of Australia)
- *Commonwealth Department of the Environment and Energy – Nationally Threatened Ecological Communities and Threatened Species Guidelines* (various)
- *Commonwealth Department of the Environment and Energy – Survey Guidelines for Nationally Threatened Species* (various)
- *Biodiversity Assessment Method* (Office of Environment and Heritage, 2017a)
- *NSW Biodiversity Offsets Scheme* (Office of Environment and Heritage, 2017b)
- Threatened species survey and assessment guidelines at <https://www.environment.nsw.gov.au/topics/animals-and-plants/threatened-species/about-threatened-species/surveys-and-assessments> (various)
- Framework for Biodiversity Assessment (NSW Office of Environment and Heritage, 2014a) (although now superseded, relevant aspects may still be considered for the Environmental Impact Statement)
- NSW Biodiversity Offsets Policy for Major Projects (NSW Office of Environment and Heritage, 2014b).

The biodiversity assessment will be based on a desktop review of database searches, regional biodiversity mapping and any relevant existing site-specific reports, as well as site inspections and detailed targeted field surveys, as required. The assessment will be carried out for any threatened species, populations and ecological communities considered likely to be present on the site or within a 50 metre buffer (to enable consideration of indirect impacts such as edge effects). At this stage it is anticipated that targeted surveys would be required for the Green and Golden Bell Frog and Southern Myotis.

The biodiversity assessment will include the following:

- Investigations for design to avoid impacts on Threatened Ecological Communities and any other threatened species (or their habitat), as far as practicable
- Identification and description of the flora and fauna species, habitat, populations and ecological communities that occur, or are likely to occur
- An assessment of any direct and indirect impacts of the project on flora and fauna species, populations, ecological communities and their habitats, and groundwater dependent ecosystems
- Assessment of the significance of the impacts of the project on species, ecological communities and populations, and groundwater dependent ecosystems listed under the Commonwealth EPBC Act, the BC Act and the Fisheries Management Act that occur or are considered likely to occur
- Identification of mitigation and offset measures, determined in accordance with the BAM and the EPBC Act Environmental Offsets Policy, if necessary.

6.4 Aboriginal heritage

6.4.1 Existing environment

Previously recorded Aboriginal sites

A search of the NSW Department of Planning, Industry and Environment's Aboriginal Heritage Information Management System (AHIMS) database identified seven recorded Aboriginal sites within the project footprint and an additional seven previously recorded Aboriginal sites within 200 metres of the project.

The 'Prospect Reservoir and surrounding area' is listed on the State Heritage Register for its non-Aboriginal heritage significance. However, the listing notes that the item has cultural value to the Darug people.

Archaeological and cultural potential

The Cumberland Plain, within which the Western Sydney Parklands are located, is considered to be an important camping and meeting place for Aboriginal people travelling over the Blue Mountains and into Parramatta and Sydney. Historical accounts and oral stories passed down by the Darug elders speak of the Blacktown and Eastern Creek areas as being continuously occupied by Darug people, and over the past several decades, archaeological surveys across the Cumberland Plain (including the Blacktown area) have provided tangible evidence of Darug cultural activity. Consequently, the periphery of Eastern Creek has historically been associated with a high density of sites of Aboriginal heritage significance.

There is the potential for additional heritage sites and objects to occur within and surrounding the project site. Archaeological potential is assessed through the identification of underlying geology and proximity of resources, past land uses and the evaluation of the impact that subsequent activities have had on the land and the likelihood that past evidence has survived.

The likelihood of Aboriginal heritage sites surviving to the present is influenced by a range of factors, including the durability of material evidence, and the subsequent impacts that have occurred at that location. While large areas of Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports have been altered by nearby development, including the Sydney Dragway and Sydney Motorsport Park (operated by the Australian Racing Drivers' Club), some Aboriginal archaeological deposits may remain. Archaeological deposits may be subject to varying levels of disturbance but still survive in small pockets of natural soil and/or at depth in truncated soil profiles.

Despite impacts to the Aboriginal community following European colonisation, Aboriginal community connections to the area and culture in western Sydney are strong and ongoing. In addition to the registered archaeological sites and areas of Aboriginal archaeological potential, cultural features may also be present. Cultural features could have spiritual, natural resource usage, historical, social, educational or other types of significance and may not necessarily be associated with sites or objects, or be observable features.

6.4.2 Potential impacts

Construction of the project would require earthworks and disturbance to the ground surface to modify existing ground levels. These particular construction activities have the potential to impact on previously recorded sites of Aboriginal heritage significance.

There is also the potential for previously unrecorded items of Aboriginal heritage significance to be present within the site (including sites, objects, remains, values, features or places). Therefore, construction has the potential to inadvertently impact on unrecorded Aboriginal items or sites.

Aboriginal heritage would not be directly impacted during operation of the project, as ground disturbance/excavation would be restricted to the construction phase of the project. However, the introduction of new infrastructure to the area has the potential to impact the setting or value of local Aboriginal items or sites.

6.4.3 Proposed investigation and assessment

An Aboriginal Cultural Heritage Assessment Report will be prepared as part of the Environmental Impact Statement and will consider the archaeological potential of the project site. It will also document environmental management measures that would be implemented.

The following guidelines will be used as relevant during the preparation of the Aboriginal heritage assessment:

- *Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW* (Department of Environment, Climate Change and Water, 2011)
- *Aboriginal Cultural Heritage Consultation requirements for proponents* (Department of Environment, Climate Change and Water, 2010)
- *Code of practice for archaeological investigation of Aboriginal objects in NSW* (Department of Environment, Climate Change and Water, 2010).

The Aboriginal heritage assessment of the project will include:

- Assessment of the Aboriginal archaeological potential within the project site
- Identification of registered Aboriginal sites within, and in the vicinity of the project site
- Identification of the potential for the project to disturb Archaeological heritage, and, where this is the case, determine:
 - In consultation with relevant stakeholders, the significance of the heritage items / areas to the Aboriginal community
 - The extent and significance of impact to these resources.
- Identification of appropriate measures to avoid, minimise and/ or mitigate potential impacts to Aboriginal heritage.

6.5 Non-Aboriginal heritage

6.5.1 Existing environment

There are no listed items or sites of non-Aboriginal heritage within the project site. The 'Prospect Reservoir and surrounding area' is listed on the State Heritage Register as historically significant at the State level as it has formed a central element in the Sydney water supply system for over 120 years. The land immediately to the south of Prospect Reservoir is listed as a Conservation Area in the *State Environmental Planning Policy (Western Sydney Parklands) 2009*.

A preliminary review of the local setting identified that the area was most likely used for farming until the mid- twentieth century so is unlikely to be of significant non-Aboriginal archaeological potential.

6.5.2 Potential impacts

Construction of the project has the potential to impact on the setting of nearby heritage items and area due to the presence of temporary infrastructure, machinery and plant. Additionally, earthworks are required to modify existing ground levels, with the potential to impact on previously unrecorded archaeology within the site boundary.

During operation of the Sydney International Speedway, the presence of a new motorsports facility near items of non-Aboriginal heritage significance could impact on the setting or heritage significance of these items. However, given the project is located adjacent to existing infrastructure used for motor vehicle-related racing events, the addition of the project within the existing landscape is unlikely to impact on the setting or heritage significance of nearby items of non-Aboriginal heritage significance.

6.5.3 Proposed investigation and assessment

A non-Aboriginal heritage assessment will be carried out as part of the Environmental Impact Statement. The following guidelines will be used as relevant during the preparation of the non-Aboriginal heritage assessment:

- *NSW Heritage Manual* (NSW Heritage Office and Department of Urban Affairs and Planning, 1996)
- *Assessing Heritage Significance* (NSW Heritage Office, 2001)
- *Statement of Heritage Impact* (NSW Heritage Office, 2002)
- *Criteria for the assessment of excavation directors* (NSW Heritage Council, 2011)
- *Assessing significance for historical archaeological sites and relics* (NSW Heritage Branch, 2009).

The non-Aboriginal heritage assessment will include:

- Assessment of non-Aboriginal archaeological potential within the project site
- Identification of listed items and areas of heritage significance within and near the project
- Assessment of potential impacts on the values, setting and integrity of identified heritage items, and determine the significance of those impacts
- Identification of appropriate measures to avoid, minimise and/ or mitigate potential impacts to non-Aboriginal heritage.

6.6 Air quality

6.6.1 Existing environment

Ambient air quality is influenced through a number of factors including topography, prevailing meteorological conditions and local and regional air pollution sources (such as motor vehicles, industrial facilities and bushfires).

The existing environment of the project site as it relates to air quality includes the following key characteristics:

- January is the warmest month with a mean maximum temperature of 28.6 degrees Celsius (°C) and July is the coolest, with a mean maximum temperature of 16.9°C.
- Rainfall data shows that March is the wettest month with a mean rainfall of 98.7 millimetres over eight rain days
- The annual average particulate matter with a diameter of less than 10 micrometres (PM₁₀) concentrations at Prospect monitoring station are consistently below the national annual criteria of 25 micrograms per cubic metre (µg/m³). Exceedances during 2018 were caused by exceptional events such as bushfires, hazard reduction burns and dust storms.
- Ambient concentrations of carbon monoxide near the project site are very low and the highest recorded reading in 2017 was less than 13 per cent of the air quality goal.
- The mean ambient nitrogen dioxide emissions for 2017 were less than 10 per cent of the air quality goal, with no exceedances.
- The maximum 1-hour average ozone concentration was 0.123 parts per million and for the 4-hour averaging period, the maximum concentration was 0.106ppm. The ozone concentrations display seasonal variation, with higher concentrations typically observed during the summer months.

A search of the Commonwealth Department of Agriculture, Water and the Environment's National Pollutant Inventory identified several industrial facilities near to the project site including Austral Bricks brickworks facility, SUEZ Eastern Creek Resource Recovery Park, Global Renewables Eastern Creek Waste Management Facility, Horsley Park Meter Station and Coca-Cola warehousing and storage services.

Receivers that are sensitive to changes in air quality include residential properties, community facilities for the vulnerable groups (such schools and hospitals) and ecological receivers. The nearest residential properties are about one kilometre south of the site, on Chandos Road in Horsley Park and the nearest school is about 3.7 kilometres to the north east in Huntingwood. There are hospitals about six kilometres to the north east and north west of the project in Blacktown and Mount Druitt respectively. Ecological receivers are described in section 6.3.1.

6.6.2 Potential impacts

Construction

During construction of the project, local air quality may be temporarily affected by particulate (dust) emissions during vegetation clearance, earthworks, handling of spoil, demolition activities and the movement of construction plant and equipment within unsealed areas. The nature of any increase would depend on the scale of activities and quantities of material handled.

There is also the potential for localised gaseous emissions generated by the combustion of fuel in construction plant, machinery and equipment.

Operation

Speedway operation may have potential air quality and dust impacts on the operations of surrounding motorsports facilities. The surface of the Sydney International Speedway would be exposed clay resulting in potential increase of windblown particulate. This may increase during racing events given the disturbance by speedway vehicle tyres. Exhaust emissions from racing vehicles' exhaust also have the potential to cause temporary changes to air quality during events.

There is the potential for increases in near roadside air pollutant concentrations due to changes in traffic volumes on the local road network associated with spectators and users of the Sydney International Speedway. The nature of these changes would be determined by the projected traffic volumes, mode of travel, road grade and mix of vehicles.

6.6.3 Proposed investigation and assessment

An air quality impact assessment will be carried out as part of the Environmental Impact Statement for the project and will include:

- Identification and description of the background air quality environment based on a desktop assessment and review of existing information
- Identification of sensitive receivers for air quality, and weather conditions and activities that have the potential to impact air quality conditions
- Identification of sources of air emissions during construction and operation of the project
- Estimation of the intensity of the potential emissions to air resulting from construction and operation of the project, based on guidance in *Emission Estimation Technique Manual for Mining* (for implications relating to exposed earth), US EPA's *Compilation of Air Pollutant Emission Factors (AP-42)*, and NSW Environment Protection Authority's motor vehicle emissions inventory
- Prediction of potential changes in air quality conditions using the intensity of emissions identified from guidance as an input to CALPUFF dispersion modelling for construction and operation of the project, and a comparison of the results of the modelling against criteria established in accordance with the Environment Protection Authority's *Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales* (2016)
- Identification of appropriate measures to avoid, minimise and/ or mitigate potential impacts to air quality during construction and operation.

6.7 Hazard and risk

6.7.1 Existing environment

The NSW Rural Fire Service Mapping tool identifies the project site as located within a designated bush fire prone area. Vegetation within the project site is contiguous with vegetation on adjacent land parcels including Prospect Nature Reserve.

The Department of Primary Industries has launched a Combined Drought Indicator which utilises data from four main indexes; rainfall index, soil water index, plant growth index and drought direction index, to identify the drought risk of an area. Based on the Combined Drought Indicator the site is considered a 'drought affected' area. This is consistent with the Greater Sydney Region.

The project site has sensitive nearby receivers associated with bulk water supply infrastructure. To the immediate south of the project site are the Warragamba Pipelines. These pipelines link Sydney to the Warragamba dam and typically supply the majority of Sydney's water needs through the Prospect Water Filtration Plant located to the south east of the project. Also part of the Warragamba supply system, Prospect Reservoir is Sydney's largest reservoir and is about 300 metres to the east of the site. Prospect Nature Reserve includes Prospect Reservoir and is located within a Special Area under the *NSW Water Act 2014*, to protect its role as part of Sydney's water supply. Other utilities infrastructure includes a transmission line and associated easement that transverses the project site in an east-west orientation.

Neighbouring properties may also be impacted by hazards and risks of the project, should the hazard spread from the site. The closest buildings are at the Sydney Dragway which is adjacent to the eastern boundary of the project site. To the north of the overflow parking areas is a learner-driver business and Drift School Australia. Residential properties and other sensitive receivers are about one kilometre to the south, as described in section 6.6.1.

6.7.2 Potential impacts

Construction

The following hazards and risks have the potential to occur during construction of the project:

- Accidental release of chemicals, fuels and materials associated with their onsite storage, use and transport, and the resultant impacts on construction workers and the environment. To manage this risk, all hazardous substances that may be required would be stored and managed in accordance with the *Work Health and Safety Act 2011* and the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005)
- The rupture of or interference with underground services, the Warragamba Pipelines or the overhead power supply. To manage this risk, construction no-go zones would be applied where practicable, dial before you dig searches would be undertaken and non-destructive digging used to identify the presence of services at the start of construction
- Disturbance of contaminated soil and existing structures containing contaminated materials (such as asbestos)
- Occurrence of a bushfire impacting on the construction plant, equipment and infrastructure
- Airborne dust generated by construction activities has the potential to settle on the neighbouring Sydney Dragway track, creating a safety issue during racing events.

Operation

Potential hazards and risks with the potential to occur during operation of the Sydney International Speedway include:

- The storage, use and transport of chemicals, fuels and materials. Vehicle collisions or inadequate storage of chemicals, fuels and materials during operation of the Sydney International Speedway could result in accidental release, which has the potential to impact the local environment and human health
- Airborne dust from the exposed surface of the Sydney International Speedway track has the potential to settle on the neighbouring Sydney Dragway track, creating a safety issue during racing events
- The occurrence of a bushfire on nearby land has the potential to impact on the site infrastructure during operation.

6.7.3 Proposed investigation and assessment

A hazards and risk assessment would be carried out for the project as part of the Environmental Impact Statement. The assessment would consider the following government guidelines:

- *State Environmental Planning Policy 33 – Hazardous and Offensive Development*
- *Hazardous Industry Planning Advisory Paper (HIPAP) No. 4 – Risk Criteria for Land Use Planning*
- *HIPAP No. 6 – Guidelines for Hazard Analysis*
- *HIPAP No. 10 – Land Use Safety Planning.*

Initially a Risk Screening assessment would be carried out that would include conducting a qualitative assessment of hazards associated with the project (HAZID hazard identification). This Risk Screening would determine whether a preliminary hazard analysis (PHA) is required, in accordance with the requirements of *State Environmental Planning Policy 33 – Hazardous and Offensive Development*. The hazards and risk assessment will include:

- Identification of potential hazardous materials to be located on the project site
- Identification of credible adverse events that may potentially arise from those materials
- Application of a screening process to determine which materials might lead to an unacceptable level of risk, depending on the quantities of hazardous materials involved
- An analysis of the risk that results from the combination of estimated consequences and frequencies, including a preliminary hazard analysis, if required by the results of the screening process
- An evaluation of the estimated risks against relevant criteria
- Recommendations for management measures to be implemented to reduce the risks to acceptable levels.

In addition, a bushfire risk assessment will be prepared as part of the Environmental Impact Statement. The risk assessment will be carried out in accordance with *Planning for Bushfire Protection 2019* (NSW Rural Fire Service, 2019).

6.8 Landscape character and visual amenity

6.8.1 Existing environment

The landscape surrounding the project site is typical of the Cumberland Plains landscape: low-lying areas and gently undulating rises with rivers and creeks a key feature of the landscape. Western Sydney Parklands is situated on a ridge line and Eastern Creek is located about 130 metres to the west of project at its nearest point. Much of the historic Cumberland Plains woodland has been cleared from the landscape, however, areas of bushland are located within the project site to the west of the Sydney Dragway, along Eastern Creek and within Prospect Nature Reserve, which is highly vegetated with native flora, about 150 metres to the east.

The project site is predominantly flat, with a gentle slope to the southwest, towards Eastern Creek. There is a manmade mounded area in the northeast of the site, and vegetated mounds around the project boundary that prevent views of the site from Ferrers Road. The site can be viewed from Prospect Hill, Sydney Dragway and Sydney Motorsport Park (operated by the Australian Racing Drivers' Club).

Western Sydney Parklands is a mixture of land uses including recreation, sport, environment, agriculture, retail and industrial facilities. The nearest residential properties are about one kilometre south of the project along Chandos Road in Horsley Park. Beyond that, the nearest residential areas to the project are at Wetherill Park, about two kilometres to the south east, and Huntingwood, about 1.5 kilometres to the north.

6.8.2 Potential impacts

Construction

The project would change the landscape character and visual amenity of the surrounding landscape through the introduction of new structures and landscaping aspects. Construction of the project may cause temporary impacts on landscape and visual amenity resulting from:

- Temporary presence of construction activities including construction fencing and hoarding, temporary infrastructure and machinery
- Presence of construction vehicles on the local road network
- Removal of vegetation within the site.

Operation

Potential landscape character and visual amenity impacts that could occur during operation of the Sydney International Speedway include:

- Introduction of stadium and supporting infrastructure to the landscape

- Presence of dedicated and overflow car parking areas on previously grassed areas reducing rural/ parkland aspect of the site
- Presence of additional road infrastructure, such as accesses and signage
- Light spill during evening events.

6.8.3 Proposed investigation and assessment

A landscape character and visual amenity impact assessment will be carried out as part of the Environmental Impact Statement. The assessment will be guided by the following:

- *Guidelines for Landscape and Visual Impact Assessment* (Landscape Institute and Institute of Environmental Management and Assessment, 2013)
- *Guidance Note for Landscape and Visual Assessment* (Australian Institute of Landscape Architects, 2018)
- *Western Sydney Parklands Design Manual* (Western Sydney Parklands Trust, 2018)
- Australian Standard AS4282-1997 *Control of the obtrusive effects of outdoor lighting*.

The assessment will include:

- A description of the existing landscape character and qualities of the project site and surrounds
- A description of the key visual conditions of the site and potential visual catchment of the project
- Identification of the potential changes in landscape character
- Assessment of the visual impact of the project using massing diagrams from key viewpoints
- Assessment of the night time visual impact of the project during construction and operation
- Identification of appropriate measures to avoid, minimise and/ or mitigate potential impacts to landscape character and visual amenity that can be incorporated into the project design and implemented during construction and operation.

6.9 Soils and surface water quality

6.9.1 Existing environment

Soil landscapes

The Soil Landscapes of Sydney 1:100,000 Sheet (Department of Conservation and Land Management, 1989) shows the project is located within the Blacktown soil landscape, which is characterised by shallow to moderately deep hard setting mottled texture contrast soils (clays and loams) occurring on gently undulating rises. Limitations of this soil landscape include localised seasonal waterlogging, localised water erosion hazard and localised surface movement potential.

Acid sulfate soils

Potential acid sulfate soils are waterlogged soil layers rich in iron sulphide; primarily pyrite, and generally occur in low lying areas. When excavation or drainage brings these soils into contact with oxygen, the pyrite is oxidised to form sulfuric acid. If the amount of acid exceeds the neutralising capacity of the soil, and the pH falls below 4, the soils are known as acid sulfate soils. Acid can run off these soils during rainfall, scalding vegetation and killing aquatic fauna. The Australian Soil Resource Information System shows that there is an extremely low probability of occurrence of acid sulfate soil within or near the project.

Surface water

On a regional scale, the project is situated within the Hawkesbury-Nepean River Catchment and the Hawkesbury River is located about 24 kilometres north of the site. More locally, Eastern Creek runs south to north through the Western Sydney Parklands and is about 130 metres to the west of the site at its nearest point. Eastern Creek connects to South Creek, a tributary of the Hawkesbury River at Windsor Downs.

While the project is not located within the Sydney drinking water catchment (as defined by the *State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011*), Prospect Reservoir is an integral part of Sydney's drinking water supply and is used regularly in times of high demand for water and when other parts of the water supply system are taken offline for maintenance. Prospect Reservoir is also drained by Prospect Creek.

There are several small dams located within the Western Sydney Parklands to collect local surface run off, but none within the project site.

6.9.2 Potential impacts

Construction

Potential soil and surface water quality impacts during construction include:

- Soil erosion – construction would result in the exposure of the natural ground surface and subsurface through the removal of vegetation, and excavation and landforming works within the project site which may increase the potential for soil erosion to occur
- Surface water quality - construction of the project has the potential to impact surface water quality through the pollution of stormwater runoff with sediments, fuel and other hazardous materials from the construction site.

Operation

During operation of the project, the potential for impacts to water quality would be limited as there would not be ongoing ground disturbance. Further, the project would aim to capture stormwater runoff from the site and treat water to an acceptable standard, prior to discharge.

The main potential impact of the operation of the project on water quality is a decrease in water quality due to:

- An increase in suspended sediment due to the removal of existing vegetation and an increase in impermeable surfaces
- Surface water runoff being discharged to nearby watercourses which contains pollutants from vehicles (e.g. fuel spillage, tyre wear etc)
- An increase in the pollution load of road run off being discharged to nearby watercourses due to an increase in traffic associated with the project
- Changes to current hydrological regimes
- The design of the project would minimise the potential for these operational impacts to water quality from occurring, where possible.

6.9.3 Proposed investigation and assessment

A soils and surface water quality assessment will be undertaken as part of the Environmental Impact Statement. The following government guidelines will be considered as relevant during the preparation of the soils and water quality assessment:

- *Acid Sulfate Soils Assessment Guidelines* (Department of Planning, 2008)
- *Managing Urban Stormwater: Soils and Construction Volume 1* (Landcom, 2004) and Volume 2 (Department of Environment and Climate Change, 2008)
- *Approved Methods for the Sampling and Analysis of Water Pollutants in NSW* (Department of Environment and Conservation, 2004)
- *Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC/ARMCANZ, 2018)*
- *Using the ANZECC Guidelines and Water Quality Objectives in NSW* (Department of Environment and Conservation, 2006b)
- *Neutral or Beneficial Effect on Water Quality Assessment Guidelines* (Sydney Catchment Authority, 2015).

The soils and water quality impact assessment will include:

- A review of existing information on the catchment and identification of sensitive receiving environments
- Identification of relevant NSW Water Quality Objectives for waterbodies within the assessment study area
- Identification of the potential impacts associated with erosion and sedimentation
- Identification of potential impacts on water quality and assessment as to whether the relevant water quality objectives are likely to be achieved during construction and operation
- Conceptual strategies to mitigate the identified impacts including erosion and sediment control options and water quality management measures.

Due to the proximity of the site to the Warragamba Pipeline Corridor and Prospect Reservoir, a high-level discussion of the relevant requirements of the *State Environmental Planning Policy (Western Sydney Parklands) 2009* and the *Guidelines for Development Adjacent to the Upper Canal and Warragamba Pipelines* (Water NSW, 2018) will be included in the Environmental Impact Statement. This includes a Neutral or Beneficial Effect on Water Quality assessment of the potential impacts on the water quality of the water in the Bulk Water Supply Infrastructure.

6.10 Contamination

6.10.1 Existing environment

Generally, activities recognised as having the potential to contaminate land include petrol stations, areas of chemical storage and use, asbestos disposal, orchards, dry cleaners, sheep dips, pistol and rifle ranges, mines, landfills and gasworks. A search of the NSW contaminated sites notified to the Environment Protection Authority identified a number of sites around Eastern Creek and Blacktown. No records or orders relating to the project site were identified on the public register of contaminated sites. The nearest of the identified sites to the project is the Caltex Service Station on the M4 Motorway Westbound, about 1.8 kilometres to the north east of the project.

There are several sites listed on the register of activities licensed by the Environment Protection Authority situation near the project site. These include industrial facilities in Eastern Creek such as waste management facilities, Brickworks, agricultural properties, and transportation and warehousing facilities.

The site's land use history is unknown but parts of the project site have recently been used as parking areas for the neighbouring Sydney Dragway, and parts used for off-road track racing. The areas of mounding are anticipated to contain fill including construction spoil associated with the construction of the M7 as well as fill of unknown origin. Areas to the west of the Sydney Dragway operations are understood to predominantly be sandstone shale.

6.10.2 Potential impacts

The exposure of any contaminated materials during construction may increase the potential for contaminant mobilisation and may create additional exposure pathways to sensitive receivers (including environmental receptors), surface water bodies and groundwater bodies. These impacts are expected to be managed through standard management measures. Potential risks associated with encountering contaminated materials during construction will be considered as part of the Environmental Impact Statement.

During construction and operation, there is a general risk of the spill of fuel, other hydrocarbons and waste material generated from vehicles, plant and equipment at the project that have the potential to contaminate soils. The risk associated with potential spills is manageable through the implementation of standard environmental management measures.

6.10.3 Proposed investigation and assessment

A contamination assessment will be carried out as part of the Environmental Impact Statement. The assessment will consider the following guidelines where relevant:

- *Managing Land Contamination: Planning Guidelines SEPP 55 – Remediation of Land* (Department of Urban Affairs and Planning and Environment Protection Authority, 1998)
- *National Environment Protection (Assessment of Site Contamination) Measure* (National Environment Protection Council, 2013)
- *Guidelines on the duty to Report Contamination under the Contaminated Land Management Act 1997* (Environment Protection Authority, 2015).

The assessment will include:

- A review of available data and existing reports
- Observations from a site inspection
- Identification of the potential to encounter contamination and the activities that have the potential to generate contamination
- Assessment of potential contamination impacts to human health and environmental receptors
- Identification of mitigation measures.

6.11 Groundwater and geology

6.11.1 Existing environment

The Penrith 1:100,000 Geological Map (Geological Survey of NSW, 1991) shows the project is located over the Bringelly Shale geological landscape, which forms part of the Shale Plains (Sydney Basin Sediments) of the Triassic Wianamatta Group, including shale, carbonaceous claystone, laminite, lithic sandstone and rare coal. These sedimentary rocks are categorised as a 'lower aquifer'. Water is likely to move relatively slowly through this hydrogeological landscape due to the low gradient and is therefore likely to accumulate more salt out of the soils and bedrock.

The Bureau of Meteorology's Australian Groundwater Explorer shows the location of several groundwater monitoring bores near the project. The closest bores are south of the project and north of the Warragamba pipelines, although the status of these bores is unknown.

There are several areas of vegetation in the vicinity of the project that are identified as terrestrial Groundwater Dependent Ecosystems on the Groundwater Dependent Ecosystems Atlas:

- Cumberland Shale Plains Woodland and Cumberland River Flat Forest adjacent to the overflow car parking areas
- Cumberland Shale Plains Woodland and Cumberland River Flat Forest within Prospect Nature Reserve, about 150 metres to the east of the project.

6.11.2 Potential impacts

Construction

During construction, potential impacts on groundwater and geology may include:

- Disturbance of groundwater regime when encountering groundwater during earthworks and other excavation activities (such as if drawdown or dewatering is required)
- Impacts on groundwater users due to reduced groundwater yields, reduced groundwater quality and/or direct impacts and damage to existing groundwater bores
- Impact on groundwater quality associated with the generation of turbid, saline or contaminated water
- Impacts on Groundwater Dependent Ecosystems.

Operation

Operation of the project has the potential to result in the following groundwater and geology related impacts:

- Contamination of groundwater as a result of spills and leaks of fuel, oils and other hazardous materials stored at or transported to the Sydney International Speedway
- Impacts to groundwater users (if present) as a result of reduced groundwater yields as a result of the project.

6.11.3 Proposed investigation and assessment

A groundwater impact assessment will be carried out as part of the Environmental Impact Statement.

The assessment will be based on the following policies and guidance:

- *NSW Aquifer Interference Policy* (Department of Primary Industries, 2012)
- *NSW Groundwater Quality Protection Policy* (Department of Land and Water Conservation, 1998)
- *NSW State Groundwater Dependent Ecosystems Policy* (Department of Land and Water Conservation, 2002).

The assessment will include:

- Desktop review of available existing groundwater data (groundwater levels, quality, yield, stratigraphy)
- Identification of environmental receivers (such as sensitive groundwater users and Groundwater Dependent Ecosystems [if any]) and existing groundwater bore users
- Development of a hydrogeological conceptual model
- Identification of the types of impacts which may occur during construction, including changes to groundwater regime (drawdown, flow) and groundwater quality, potential recharge reduction, impacts to Groundwater Dependent Ecosystems and groundwater users
- Development of a high-level site water balance for the construction phase to identify the potential for water reuse and likely discharge quantities

- Identification of requirements for groundwater monitoring (baseline and construction phase)
- Identification of mitigation and management measures to reduce potential impacts.

6.12 Flooding and hydrology

6.12.1 Existing environment

The project is located within the Hawkesbury-Nepean Catchment Area. The Hawkesbury-Nepean Valley Regional Flood Study indicated the project site would not be impacted by flooding during the 1 in 100 year flood event or the Probable Maximum Flood.

6.12.2 Potential impacts

The establishment of erosion and sediment controls during construction, and the provision of permanent operational stormwater and drainage infrastructure has the potential to alter existing stormwater catchment flows (such as redirecting stormwater runoff around the site).

The project would incorporate stormwater and flooding infrastructure, including on-site detention which would be designed to maintain predeveloped peak outflows. This would aim to mitigate any potential impacts on flooding downstream due to the removal of vegetation and increase of impervious areas within the site as a result of the project.

6.12.3 Proposed investigation and assessment

The Environmental Impact Statement will include an assessment of potential flooding impacts and will consider the following government guidelines as relevant:

- *Managing Urban Stormwater: Soils and Construction Volume 1* (Landcom, 2004) and Volume 2 (Department of Environment and Climate Change, 2008)
- *Floodplain Development Manual* (NSW Government, 2005).

The assessment will include:

- Confirmation of the existing flood behaviour for the site through a review of available site survey data, LiDAR data, land use and existing flood models and modelling results
- Assessment of consistency between stormwater management and drainage design for the Sydney International Speedway with Blacktown City Councils' Floodplain Risk Management Plans and flood policy, and existing flooding behaviour
- Identification of potential impacts of the project on catchment hydrology, loss of flood conveyance and floodplain storage
- Identification of potential impacts due to climate change
- Recommendation of mitigation and management measures, including those that extend beyond design responses already considered.

Where required, consultation with Blacktown City Council and Western Sydney Parklands Trust will be carried out as part of the flood impact assessment.

6.13 Greenhouse gas and energy

Greenhouse gas emissions can be categorised as Scope 1, 2 or 3 (Australian Government Clean Energy Regulator, 2018). Scope 1 emissions are the direct result of an activity, for example, the burning of fuel in vehicles used in construction or vegetation clearing. Scope 2 emissions are indirect emissions from the use of electricity that is generated outside of the project site and Scope 3 are indirect emissions which are generated upstream/downstream in the wider economy as a result of third party supply chains, for example, emissions associated with the production and transport of materials used during construction.

6.13.1 Potential impacts

Construction

Construction of the project has the potential for impacts on greenhouse gases including:

- Direct generation of greenhouse gas emissions due to construction activities such as operation of plant and machinery and transport of materials
- Indirect generation of greenhouse gas emissions that are produced off-site such as the consumption of electricity for lighting and signage, the energy used to produce construction materials and the disposal of waste.

It would not be possible to completely avoid the generation of greenhouse gas emissions during construction. However, where possible, opportunities to reduce the volume of greenhouse gas emissions would be considered. Greenhouse gases generated through construction of the project have the potential to contribute to altered climatic conditions, but it is anticipated that this would be relatively small.

Operation

Greenhouse gas emissions during operation of the project would primarily be associated with vehicle emissions generated as part of motorsports events held at Sydney International Speedway. The consumption of electricity and gas to power the support infrastructure required for the raceway and its events and associated with the disposal of waste would also generate greenhouse gas emissions during operation. Design development for the project would consider opportunities to minimise electricity demand, where possible.

6.13.2 Proposed investigation and assessment

A greenhouse gas and energy assessment will be carried out as part of the Environmental Impact Statement. The assessment will be prepared in accordance with *AS14064-2* and the Greenhouse Gas Protocol and will include:

- Identification and quantification of the sources of greenhouse gas emissions associated with the construction and operation of the project
- Opportunities for reducing greenhouse gas emissions and energy consumption.

6.14 Climate change adaptation

6.14.1 Existing environment

In 2014 the NSW Government published the climate change projections from the NSW and ACT Regional Climate Modelling (NARClIM) project. A summary of the climate change predictions identified by the NSW Government relating to the Sydney Metropolitan region, within which the project is located includes:

- Increase in maximum and minimum temperatures
- Increase in the number of hot days and a decrease in the number of cold nights
- Decrease in rainfall in spring and winter, and an increase in rainfall in summer and autumn
- More frequent and severe fire weather in summer and spring.

6.14.2 Potential impacts

Due to the relatively short timeframe of the construction phase of the project, the impacts of climate change are expected to be minimal.

Climate change projections for the operational phase of the project show the potential for an increase in operational risks, associated mostly with flood and storm related events, which would be considered as part of the design development for the project.

Direct climate change risks during operation may include:

- Increased frequency and severity of extreme rainfall events, which may exceed the design capacity of the drainage system and lead to flooding of infrastructure
- Increased average temperatures and the frequency of heatwaves, which may impact on the integrity of infrastructure.

Indirect climate change risks during operation include:

- Disruptions to energy supply as a result of higher temperatures leading to excessive demand and increased severity and frequency of bushfires
- Disruptions to communications and increased length of outages due to increased frequency and intensity of extreme wind, lightning, bushfire and extreme rainfall events.

6.14.3 Proposed investigation and assessment

A climate change and natural hazard risk assessment will be carried out as part of the Environmental Impact Statement, and will consider, as relevant, the following government and industry guidelines:

- Commonwealth Scientific and Industrial Research Organisation's *Climate Change in Australia Technical Report 2015*
- ISO 31000-2018; *Risk Management – Principles and Guidelines*
- Australian Standard AS 5334:2013 – *Climate Change Adaptation for Settlements and Infrastructure – A risk-based approach*
- *Australian Rainfall and Runoff Guidelines: A guide to flood estimation 2019*.

The climate change risk assessment will include:

- A review of climate data (including rainfall, temperature and windspeed) for the project site
- Identification of parts of the project which are most susceptible to climate change impacts
- Identification of possible climate related impacts.

Measures to minimise or mitigate identified climate related impacts in order to increase resilience would also be developed as part of the climate change assessment in accordance with relevant best practice guidelines.

6.15 Socio-economic

6.15.1 Existing environment

The project is located in the suburb of Eastern Creek, within the Blacktown LGA in Western Sydney. Eastern Creek is predominantly industrial and commercial in land use, and its residential population in the 2016 Census was 827, compared to the 339,637 people across the Blacktown LGA. This is in part due to residential development being prohibited within the Western Sydney Parklands. As a result, there is separation between the site and residential areas of about one kilometre.

Blacktown LGA's Gross Regional Product was \$19.40 billion in the year ending June 2019, growing 6.3 per cent since the previous year. The major economic drivers of the Blacktown LGA are transport, postal and warehousing (14.8 per cent), construction (12.8 per cent) and manufacturing (10.8 per cent).

According to the Destination NSW Western Sydney Visitor Profile, during 2018/2019 Blacktown LGA received around 1,056,000 daytrip visitors and Western Sydney received 2.4 million domestic overnight visitors. The Western Sydney Parklands Annual Report 2018/2019 (Western Sydney Parklands Trust, 2019) identified that visitors to the recreational areas within the Western Sydney Parklands in the 2018/2019 was 1,890,000, and there were 1,940,000 visits to Western Sydney Parklands tourism partners venues.

The Western Sydney Parklands is a 5,280 hectare urban parkland. Sixteen precincts have been identified within the Parklands, each with its own character and land uses, infrastructure, issues and opportunities. Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports and neighbouring precincts comprise several motorsports facilities and a range of other attractions including:

- Sydney Dragway
- Sydney Motorsport Park (operated by the Australian Racing Drivers' Club)
- Eastern Creek International Karting
- North Shore Sporting Car Club
- Driver training facilities including MotoDNA, and Driving Solutions Pty Ltd
- Prospect Nature Reserve
- Sydney Zoo
- Raging Waters Theme Park
- Artura Hotel and State Heritage listed Cricketers Arms Hotel
- Alpha Hotel Eastern Creek and adjoining Oak Bar and Grill.

6.15.2 Potential impacts

Construction

Potential socio-economic and business impacts during construction of the project may include:

- Generation of employment opportunities for local residents
- Impacts on the amenity to users of Western Sydney Parklands, business and operators within the Western Sydney Parklands precincts, and nearby residents and businesses due to increased traffic and general construction activities
- Temporary disruptions to visitors to Western Sydney Parklands relating to access, particularly along Ferrers Road
- Temporary impacts to access for nearby land uses, including Sydney Dragway as the current lessee of the proposed site.

Operation

Operation of the project is expected to result in a number of long term positive social and community impacts, including:

- The creation of a new speedway facility in Western Sydney that would cater for local, regional, national and international racing events while continuing to support the growth of speedway racing in Sydney and NSW
- Employment opportunities for local residents during events
- Potential for increased patronage of local businesses (e.g. accommodation and hospitality industry) during race events.

Operation of the project, particularly during race events may impact on the amenity of users of Western Sydney Parklands and residents near the project may be impacted by increased traffic along the local road network during race events.

During operation of the project other motorsports operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motorsports including Sydney Dragway and Sydney Motorsports Park may be impacted by dust, traffic, parking and scheduling of events. These issues will be addressed in the planning, design and leasing phases of the proposed facility and included in precinct masterplanning.

The NSW Office of Sport is leading a masterplanning process for the precinct with opportunities for motorsports operators to share infrastructure and coordinate events.

6.15.3 Proposed investigation and assessment

An assessment of the potential socio-economic impacts as a result of the project will be carried out as part of the Environmental Impact Statement. The assessment will include consideration of the following government and industry guidelines, where relevant:

- *Social Impact Assessment Guideline for State significant mining, petroleum production and extractive industry development* (Department for Planning and Environment, 2017)
- *Social Impact Assessment: Guidance for assessing and managing the social impacts of projects* (International Association for Impact Assessment, 2015)
- *SIA principles: International Principles for Social Impact Assessment* (Vanclay, 2003).

The socio-economic impact assessment will include:

- Description of the existing socio-economic profile for the communities and businesses surrounding the project, including:
 - Social characteristics, including population and demography; families and housing; travel behaviour; socio-economic indicators
 - Economic characteristics, including labour force, income and employment; and business and industry.
- Description of the key stakeholder groups and the values held by these communities, such as population and demographics, community services and facilities, local access and connectivity, amenity and character, and business and industry
- Assessment of the potential impacts of the project on the socio-economic values of the study area
- Identification of appropriate management and mitigation measures including measures to enhance the project's benefits and to avoid, manage or mitigate its potential impacts.

6.16 Property and land use

6.16.1 Existing environment

Land use within the Western Sydney Parklands

The project is located within Lot 1 DP1077822, Lots A, B & C DP 408966, and Lot 2 DP 1062965. The project site currently comprises some cleared areas used for off-road track racing and overflow parking during events at the adjacent Sydney Dragway, and some areas of remnant and planted vegetation. A transmission line and associated easement also transverses the project site in an east-west orientation.

Part 2, Clause 9 of the *State Environmental Planning Policy (Western Sydney Parklands) 2009* notes that from its commencement, the land to which it applies (including the project site) is unzoned. Development of the Western Sydney Parklands is guided by the Western Sydney Parklands Plan of Management 2030, which identifies 16 precincts within the Parklands, each with its own character and land uses, infrastructure, issues and opportunities.

The project site is located within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports. The desired future character of Precinct 5 is to "be a venue for amateur and professional motorsports, and associated activities, events, exhibitions and facilities".

Directly to the west of the project, lies Western Sydney Parklands' Precinct 6: Wallgrove, which contains a diverse range of urban services infrastructure such as recycling, brickmaking and quarrying facilities. Precinct 6 includes a bushland corridor along Eastern Creek. To the east of Precinct 5 is Western Sydney Parklands' Precinct 8: Prospect Reservoir and Nature Reserve, with management aims to improve the quality of the bushland.

Other surrounding land uses

To the west of the M7 the land is zoned as IN1 General Industrial, to the north of the M4 Western Motorway, the majority of Huntingwood is zoned as B4 Mixed Use and IN1 General Industrial, with some RE2 Private Recreation within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports. Directly to the south of the site, the Warragamba Pipeline corridor is zoned as Bulk Water Supply Infrastructure under the *State Environmental Planning Policy (Western Sydney Parklands) 2009*. In Fairfield LGA, to the south east, there is a large area of land zoned IN1 General Industrial.

6.16.2 Potential impacts

Potential impacts on property and land use may include:

- The temporary use of land to enable construction sites and/ or construction work
- Change in land use and access arrangements, including changes to parking for visitors to Sydney Dragway and loss of the off-road racing tracks
- Indirect impacts on surrounding land uses.

Once established, the presence of the Sydney International Speedway would be in keeping with the character and aims of the Western Sydney Parklands Plan of Management 2030 for Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports.

6.16.3 Proposed investigation and assessment

A property and land use assessment will be carried out as part of the Environmental Impact Statement. The assessment will include:

- Identification of existing local land uses and property (Lot/DP) that may be affected by the project
- Review of key planning policy, strategy and relevant controls and identification of strategic planning context and future land use priorities
- Assessment of potential property and land use impacts including:
 - Direct impacts as a result of land occupation
 - Indirect impacts on surrounding land uses during construction and operation
 - Consistency with the aims and objectives of the *State Environmental Planning Policy (Western Sydney Parklands) 2009* and the *Western Sydney Parklands Plan of Management 2030*
 - Compliance with relevant land use and planning controls.
- Development of mitigation and management measures.

6.17 Waste management and resource use

6.17.1 Potential impacts

Construction

Construction of the project is expected to generate a variety of solid and liquid wastes. The main construction activities that are likely to generate waste are summarised in Table 6-3.

Table 6-3 Construction waste generation

Activity	Waste material produced
General earthworks and excavation activities	Spoil material
Dust suppression, washdown of plant and equipment and staff amenities	Sediment laden and/ or potentially contaminated wastewater, sewage and greywater
General construction activities and resource use	Concrete waste, formwork, scrap metal, steel, concrete, plasterboard, cable and packaging materials
Maintenance of construction plant, vehicles and equipment	Adhesives, lubricants, waste fuels and oils, engine coolant, batteries, hoses and tyres
Activities at construction compounds and site office(s)	Putrescibles, paper, cardboard, plastics, glass and printer cartridges
Clearing and grubbing of vegetation, landscaped and/or turfed areas	Green waste

The resources required to construct the project are unlikely to result in any resource becoming scarce or short in supply. Further, the quantities of waste to be generated would be investigated as part of the design development for the project and would be adequately managed with the introduction of standard management measures.

Operation

It is expected that waste generation during operation of the project would peak during race events, and outside of these periods would be minimal and associated with ongoing maintenance of the speedway facility.

Waste streams are expected to include:

- Residual waste
- Recyclable waste
- Used spill kit consumables
- Sewerage.

The quantity of waste generated during operation is expected to be minor and would not result in any significant adverse environmental impacts.

Resource use during operation would primarily be associated with electricity generation, and the use of fuels for vehicles during race events. It is unlikely that the use of these resources during operation of the project would result in any resource becoming scarce or in short supply.

6.17.2 Proposed investigation and assessment

A waste management and resource use assessment will be carried out as part of the Environmental Impact Statement, that will consider the following government guidelines as relevant:

- *Waste Classification Guidelines Part 1: Classifying Waste* (NSW Environment Protection Authority, 2014)
- *NSW Waste Avoidance and Resource Recovery Strategy 2014-21* (NSW Environment Protection Authority, 2014)
- *NSW Waste Reduction and Purchasing Policy* (Environment Protection Authority, 1997).

The assessment will include:

- Identification of the waste streams likely to be generated during construction and operation of the project
- Identification of the expected resources required for construction and operation

- Strategies for minimising the export of excavated materials off-site, maximising reuse opportunities and minimising the volume of excavated material disposal to landfill
- Strategies for reducing waste such as the use of recycled materials, bulk delivery of goods to minimise packaging and arrangements with suppliers to return any unused construction materials.

6.18 Cumulative impacts

6.18.1 Potential impacts

Cumulative impacts result from successive, incremental, or combined effects of an activity or project when added to other past, current, planned, or reasonably anticipated future impacts (NSW Department of Planning and Environment, 2017). The cumulative effects of multiple major projects (such as large residential or commercial developments, major road and rail projects, or other proposed major project developments) can result in a greater extent, magnitude or duration of impacts that would otherwise occur as a result of an individual project. Cumulative impacts may also arise where multiple or consecutive construction projects impact the same receivers (known as 'construction fatigue').

The extent to which another development or activity could interact with the construction and/or operation of project would be dependent on its scale, location and/or timing of construction. Generally, the largest adverse cumulative impacts would be expected to occur where multiple long-duration construction activities are undertaken close to, and over a similar timescale of, construction activities or where consecutive construction activities occur on an area of receivers, meaning they are exposed to relatively long timescales of construction impacts.

Construction

Construction of the project is expected to take 13 months, with construction expected to begin in late 2020. Cumulative impacts arising from the project are not expected to be significant, given the location and scale of the project; however, a high-level search of the NSW Planning Portal Major Projects register identified several major projects in the area that are currently in the planning approvals process. Therefore, potential impacts should construction of the project occur concurrently or consecutively with these other major projects nearby may include:

- Increased construction traffic impacts, including traffic congestion and amenity impacts
- Increased construction noise, vibration and visual amenity impacts to nearby sensitive receivers
- Air quality impacts from dust generation, should construction occur at the same time as other projects nearby within similar timeframes
- Multiple developments may have the potential to have a cumulative impact on Aboriginal heritage values, sites and items
- Cumulative loss of native vegetation and fauna habitat.

Operation

Potential cumulative impacts that may potentially occur during operation, concurrent with other known developments include:

- Cumulative traffic impacts on the performance of the surrounding road network and intersections should a major event at the Sydney International Speedway be scheduled at the same time as an event at the Sydney Dragway and/ or Sydney Motorsport Park (operated by the Australian Racing Drivers' Club)
- Cumulative noise impacts at nearby sensitive receivers as a result of multiple motorsport events occurring at the same time or within similar timeframes within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports.

6.18.2 Proposed investigation and assessment

A cumulative impact assessment will be carried out as part of the Environmental Impact Statement. The assessment will include:

- Identification of surrounding developments and major projects with the potential to interact with the construction of the project through:
 - A review of relevant local environmental plans, the Department of Planning, Industry and Environment's Major Projects database and local council development application registers
 - Consultation with Western Sydney Parklands Trust.
- Identification of potential cumulative impacts arising from the interaction of these projects with the project and where this is the case, assessment of these cumulative impacts
- Consideration of a cumulative traffic impact assessment for concurrent operational events with Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports
- Discussion of cumulative operational noise and vibration impacts associated with the operation of the project concurrently with the operational of other facilities within the Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports
- Discussion of cumulative air quality including dust, associated with the operation of the project concurrently with the operation of other motorsport facilities within the Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports
- Measures to minimise or mitigate identified construction and operational cumulative impacts would also be developed as part of the assessment, where appropriate.

7 Preliminary environmental risk analysis

This chapter identifies environmental constraints and provides a preliminary environmental risk analysis for the project in order to identify the key and other issues for the Environmental Impact Statement and assist in minimising environmental impacts associated with the project.

7.1 Overview

The purpose of this chapter is to:

- Identify potential environmental constraints and opportunities associated with the project
- Undertake a preliminary environmental risk analysis of the project
- Assist in minimising environmental impacts during future design development.

7.2 Methodology

The environmental risk analysis was undertaken in accordance with the principles of the Australian and New Zealand standard AS/NZS ISO 31000:2018 *Risk Management – Principles and Guidelines*. This involved ranking the risks by identifying the consequence of the impact and the likelihood of each impact occurring. The following rules guided the risk analysis process:

- Risk ratings were considered at the broader issue level only (for example construction noise and vibration rather than noise from each specific construction activity separate to vibration)
- Industry standard environmental management practice was considered in determining risk ratings, however project-specific mitigation (which would depend on the outcome of future environmental assessments) was not applied.

The first step in the risk analysis involved the identification of the consequence, should an impact occur, followed by identification of the likelihood of the impact occurring. The definitions of the consequences used are provided in Table 7-1 and the definitions of likelihood are provided in Table 7-2. The risk rating was then determined by combining the consequence and likelihood to identify the level of risk as shown in the matrix in Table 7-3.

Table 7-1 Consequence definitions

Consequence level	Definition
Catastrophic	<ul style="list-style-type: none"> • Long-term (greater than 12 months) and irreversible large-scale environmental, social or economic impacts. • Extended substantial disruptions and impacts to stakeholder(s).
Severe	<ul style="list-style-type: none"> • Long-term (6 to 12 months) and potentially irreversible impacts • Extensive remediation required • Severe disruptions or long-term impacts to stakeholder(s).
Major	<ul style="list-style-type: none"> • Medium-term (between 3 and 6 months) and potentially irreversible impacts • Considerable remediation required • Major impacts or disruptions to stakeholder(s).
Moderate	<ul style="list-style-type: none"> • Medium-term (between 1 and 3 months), reversible and/or well-contained impacts • Minor remedial actions required • Moderate impacts or disruptions to stakeholder(s)
Minor	<ul style="list-style-type: none"> • Short-term (less than 1 month), reversible or minor impacts that are within environmental regulatory limits and within site boundaries • Minor or short-term impacts on stakeholder(s)
Insignificant	<ul style="list-style-type: none"> • No appreciable or noticeable changes to the environment • Negligible impact on environment or stakeholder(s).

Table 7-2 Likelihood definitions

Likelihood	Definition	Probability
Almost certain	Expected to occur frequently during time of activity or project (10 or more times per year)	>90%
Likely	Expected to occur occasionally during time of activity or project (1 to 10 times per year)	75% to 90%
Possible	More likely to occur than not occur during time of activity or project (once per year)	50% to 75%
Unlikely	More likely to not occur than occur during time of activity or project (once every 1 to 10 years)	25% to 50%
Rare	Not expected to occur during the time of the activity or project (once every 10 to 100 years)	10% to 25%
Almost unprecedented	Not expected to ever occur during time of activity or project (less than once every 100 years)	<10%

Table 7-3 Risk matrix

Likelihood	Consequence					
	Insignificant	Minor	Moderate	Major	Severe	Catastrophic
Almost unprecedented	Low	Low	Low	Low	Medium	Medium
Rare	Low	Low	Low	Medium	Medium	High
Unlikely	Low	Low	Medium	Medium	High	High
Possible	Low	Medium	Medium	High	High	Very high
Likely	Medium	Medium	High	High	Very high	Very high
Almost certain	Medium	High	High	Very high	Very high	Very high

7.3 Risk Analysis

Using the framework described, a preliminary environmental risk analysis was carried out and is presented in Table 7-4. The risk analysis identifies an initial risk rating for each of the environmental issues and provides a description of how the risk ratings were derived. Further details regarding the existing environment and potential impacts associated with each environmental issue are provided in Chapter 6. This risk analysis will be re-examined during the environmental assessment of the project.

7.4 Issue categorisation

Based on the consequence and likelihood definitions, 'key' issues are identified as those with a risk rating of high, and 'other' issues are those with a risk rating of low or medium. The categorisation of each environmental issue is provided in Table 7-4.

Key issues are considered to warrant a more detailed environmental assessment in the Environmental Impact Statement and may require the development of specific mitigation to manage potential impacts. Other issues are not expected to raise significant environmental risks and/or have well known and tested standard mitigation measures that would be implemented.

Table 7-4 Preliminary risk analysis

Potential impact	Risk analysis	Discussion
Construction traffic and transport		
<p>Deterioration of intersection and traffic performance on surrounding road network.</p> <p>Delays along the immediate road network (ie Ferrers Road).</p> <p>Delays and disruption to local public transport (bus) services.</p>	<p>Consequence: Moderate</p> <p>Likelihood: Likely</p> <p>Risk rating: High</p> <p>Categorisation: Key issue</p>	<p>Heavy vehicles would be required to transport material to and from the project site during construction.</p> <p>Additionally, temporary traffic management measures may be required along Ferrers Road.</p>
Operational traffic, transport and parking		
<p>Deterioration of intersection and traffic performance on surrounding road network during race events at the Sydney International Speedway.</p> <p>Delays along Ferrers Road and the nearby road network as a result of high numbers of vehicles entering and leaving carparks during race events.</p> <p>Increased volume of heavy vehicles along the local road network, associated with the transport of race vehicles.</p>	<p>Consequence: Minor</p> <p>Likelihood: Almost certain</p> <p>Risk rating: High</p> <p>Categorisation: Key issue</p>	<p>The majority of visitors to the Sydney International Speedway are expected to travel by car resulting in an increase in vehicles using the local road network during race events (about once a week). There is high potential for the racing events at the Sydney International Speedway to take place at the same time as events at other facilities within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, including the Sydney Dragway, resulting in high traffic volumes and demand for parking.</p> <p>Operational traffic would largely comprise light vehicles, with some heavy vehicles required for the transport of racing vehicles and other equipment to and from the venue. All visitor cars would be parked on-site, which may result in some impacts to vehicles travelling along Ferrers Road and the surrounding road network during peak times.</p>
Construction noise and vibration		
<p>Exceedances of noise management levels from construction activities, plant and equipment during standard construction hours.</p> <p>Exceedances of noise management levels from construction activities, plant and equipment outside of standard construction hours.</p> <p>Vibration from construction activities exceeding human comfort or damage levels.</p> <p>Construction traffic resulting in an increase in road traffic noise levels greater than 2dB.</p>	<p>Consequence: Minor</p> <p>Likelihood: Likely</p> <p>Risk rating: Medium</p> <p>Categorisation: Other issue</p>	<p>While the construction methodology is still being developed, potential 'noisy' activities could potentially include earthworks and piling. These activities would be short-term, with temporary impacts. The nearest residential receivers are about one kilometre south of the project and the closest amenity receiver to the east is the Prospect Reservoir.</p> <p>The majority of construction activities would be carried out during standard construction hours.</p> <p>Construction activities close to the boundary with the Sydney Dragway would have the potential to generate vibration. However, vibration generated is not expected to be at levels that would exceed human comfort or cause damage to the neighbouring facility. This will be considered as part of the Environmental Impact Statement for the project.</p> <p>Heavy vehicles would be required to transport material to and from the construction site. The number of heavy vehicle movements during construction are not expected to be of a magnitude that would result in significant increases in road traffic noise.</p>

Potential impact	Risk analysis	Discussion
Operational noise and vibration		
Exceedances of criteria from airborne noise generated by the motorsports vehicles and other operational activities during racing events.	Consequence: Moderate Likelihood: Almost certain Risk rating: High Categorisation: Key issue	Speedway race events would be held during the evening and on weekends. Background noise levels during night-time events would generally be quieter and therefore potential impacts greater. However, there are limited noise-sensitive receivers close to the project. The closest noise sensitive receivers already experience some motorsports noise from similar racing activities taking place at the other facilities within the precinct. Noise criteria and any specific mitigation to meet acceptable noise levels would be determined through the environmental assessment process for the project.
Biodiversity		
Impacts on threatened species (including migratory and endangered populations). Impacts on threatened ecological communities within or near to the project site. Impacts on native vegetation. Indirect impacts on biodiversity values such as disturbance from light and noise impacts, sedimentation and spread of weeds.	Consequence: Moderate Likelihood: Likely Risk rating: High Categorisation: Key issue	Vegetation clearance and ground disturbance would be carried out as part of construction activities for the project. This may directly impact threatened ecological communities protected under State legislation that are located within the project boundary. The project site also contains suitable habitat for some threatened fauna protected at the national and State level, but these species are highly mobile and likely able to relocate to other areas nearby. Indirect operational impacts to fauna associated with noise during race events may occur; however, given that there is other similar racing infrastructure nearby, additional impacts are not expected to be significant.
Aboriginal heritage		
Impacts on known Aboriginal heritage items or cultural sensitivity. Disturbance or damage to previously unrecorded sites of Aboriginal heritage significance. Impact to the setting or value of local Aboriginal items or sites.	Consequence: Moderate Likelihood: Likely Risk rating: High Categorisation: Key issue	Aboriginal sites (known and unknown) within the project footprint may be disturbed or damages as a result of earthworks and ground disturbance during construction of the project.
Non-Aboriginal heritage		
Impacts to the setting of nearby non-Aboriginal heritage items. Damage or disturbance of unknown archaeology within the project boundary.	Consequence: Insignificant/Minor Likelihood: Rare Risk-rating: Low Categorisation: Other issue	The adjacent facilities to the north and east include infrastructure for motorsport racing events so the introduction of similar infrastructure is unlikely to affect the existing setting of heritage items. Given likely previous land use of the site as agriculture, the potential for unknown archaeology is low.

Potential impact	Risk analysis	Discussion
Air quality		
<p>Impacts on local air quality due to construction plant and equipment and increase in vehicle movements.</p> <p>Impacts on local air quality during construction due to dust generation from exposed surfaces, spoil stockpiles and/ or spoil haulage.</p> <p>Impacts on local air quality during operation of the project due to emissions from motor vehicle exhausts and an increase in windblown particulates from the exposed clay surface of the speedway track.</p>	<p>Consequence: Minor Likelihood: Almost certain Risk-rating: High Categorisation: Key issue</p>	<p>Potential air quality impacts during construction are anticipated to be similar to other infrastructure projects of this nature and scale. These impacts would be manageable through the implementation of standard environmental management measures.</p> <p>Speedway racing events would occur about once a week and it is anticipated that dust management measures would be implemented to manage dust during operation of the project.</p>
Hazard and risk		
<p>Incidents associated with transport and storage of hazardous substances and dangerous goods during construction and operation of the project.</p> <p>Rupture or interference with underground services or overhead power supply.</p> <p>Potential indirect impact to Warragamba Pipelines.</p>	<p>Consequence: Major Likelihood: Almost unprecedented Risk-rating: Low Categorisation: Other issue</p>	<p>Potential hazards and risks associated with hazardous substances and dangerous goods during construction and operation would be manageable through the implementation of appropriate design standards and construction methodologies.</p> <p>Risks to service infrastructure during construction of the project would be managed using construction no-go zones, dial-before-you-dig searches and non-destructive digging.</p> <p>There is a safety risk associated with the potential for dust to be blown onto the track of neighbouring Sydney Dragway creating a hazard for Dragway racing events. This will be considered as part of the hazard and risk assessment to be prepared as part of the environmental impact assessment for the project.</p>
Landscape character and visual amenity		
<p>Visual impacts and impacts on landscape character during construction due to the introduction of construction compounds, vehicles, plant and equipment, and removal of vegetation.</p> <p>Impacts on landscape character during operation of the project as the speedway stadium and supporting infrastructure would introduce new built elements into the surrounding landscape.</p> <p>Light spill during events.</p>	<p>Consequence: Moderate Likelihood: Possible Risk-rating: Medium Categorisation: Other issue</p>	<p>Motorsports infrastructure already exists in the local area, located to the north and west of the project site. Existing vegetated mounds around the project boundary would remain as part of the design and would provide some screening of the project.</p> <p>There are limited receivers with uninterrupted views of the project site.</p>

Potential impact	Risk analysis	Discussion
Soils and surface water quality		
<p>Soil erosion, resulting in offsite sedimentation of waterways.</p> <p>Exposure of acid sulfate soils during construction activities requiring ground disturbance.</p> <p>Decrease in water quality of nearby surface waters due to the pollution of stormwater runoff and surface water.</p>	<p>Consequence: Moderate</p> <p>Likelihood: Unlikely</p> <p>Risk-rating: Medium</p> <p>Categorisation: Other issue</p>	<p>While the project is not within the Sydney drinking water catchment, there is a potential pollution pathway to Prospect Reservoir, part of the Sydney drinking water infrastructure located about 300 metres east of the project site. However, potential impacts such as erosion and sedimentation, and spill or leaks are anticipated to be manageable on-site through the implementation of standard environmental management measures. An assessment to confirm neutral or beneficial effect on the Sydney Bulk Water Supply Infrastructure (including Prospect Reservoir) will be carried out, in accordance with the requirements of the <i>State Environmental Planning Policy (Western Sydney Parklands) 2009</i>.</p> <p>Acid sulfate soils are not expected to be encountered.</p>
Contamination		
<p>Exposure of contaminated materials and mobilisation of contaminants during construction activities requiring ground disturbance.</p> <p>Contamination of soils due to spills of fuel, other hydrocarbons and waste material generated from vehicles, plant and equipment during construction and operation.</p>	<p>Consequence: Moderate</p> <p>Likelihood: Possible</p> <p>Risk-rating: Medium</p> <p>Categorisation: Other issue</p>	<p>Localised contaminated soils could be encountered during ground disturbance as part of construction of the project. Appropriate management approaches would be developed to manage existing contamination.</p> <p>Spills or leaks are anticipated to be manageable through the implementation of standard environmental management measures during construction and operation.</p>
Groundwater and geology		
<p>Disturbance of groundwater regime when encountering groundwater during earthworks and other excavation activities (such as if drawdown or dewatering is required).</p> <p>Impacts on groundwater users due to reduced groundwater yields, reduced groundwater quality and/or direct impacts and damage to existing groundwater bores.</p> <p>Impact on groundwater quality associated with the generation of turbid, saline or contaminated water.</p> <p>Impacts on groundwater dependent ecosystems.</p>	<p>Consequence: Moderate</p> <p>Likelihood: Unlikely</p> <p>Risk-rating: Medium</p> <p>Categorisation: Other issue</p>	<p>It is expected that some ground disturbance and levelling of the project site would be required during construction. The extent of this construction activity would be determined during further development of the construction methodology.</p> <p>Spills or leaks are anticipated to be manageable through the implementation of standard environmental management measures.</p>
Flooding and hydrology		
<p>Impacts to existing stormwater catchment flows (e.g. redirection of stormwater runoff due to erosion and sediment controls).</p>	<p>Consequence: Moderate</p> <p>Likelihood: Rare</p> <p>Risk-rating: Low</p> <p>Categorisation: Other issue</p>	<p>The project would incorporate stormwater and flooding infrastructure, including on-site detention which would be designed to maintain predeveloped peak outflows.</p> <p>The site is not within the area identified as affected by the Hawkesbury-Nepean 1 in 100 year flood event or the Probable Maximum Flood.</p>

Potential impact	Risk analysis	Discussion
Greenhouse gas and energy		
<p>Emission of greenhouse gases from construction activities (e.g. use of plant and equipment, transport of materials, embedded energy in materials).</p> <p>Emission of greenhouse gases from exhausts of motor racing vehicles during operation.</p> <p>Emissions of greenhouse gases associated with operation of the speedway (i.e. electricity, gas, waste disposal etc).</p>	<p>Consequence: Insignificant</p> <p>Likelihood: Almost certain</p> <p>Risk-rating: Medium</p> <p>Categorisation: Other issue</p>	<p>The generation of greenhouse gas emissions during construction would be similar to other infrastructure projects of this nature and scale. These impacts would be manageable through the implementation of standard environmental management measures.</p>
Climate change adaptation		
<p>Impact of climate change on speedway infrastructure (e.g. impact on integrity of infrastructure during heatwaves, capacity of drainage system during extreme rainfall events, etc).</p> <p>Disruption to energy supply and communications due to extreme climate induced events (e.g. rainfall, bushfires, wind etc.)</p>	<p>Consequence: Moderate</p> <p>Likelihood: Rare</p> <p>Risk-rating: Low</p> <p>Categorisation: Other issue</p>	<p>Impacts during construction are anticipated to be minimal due to the relatively short construction timeframe.</p> <p>Potential climate change impacts would be considered through design development and would be managed through the implementation of appropriate design standards.</p>
Socio-economic		
<p>Creation of a new speedway facility, with associated tourism benefits.</p> <p>Employment opportunities for the local area.</p> <p>Disruptions to visitors of Western Sydney Parklands.</p> <p>Impacts on amenity for local residents and users of Western Sydney Parklands.</p> <p>Impacts on current motorsport operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports during construction and operation.</p> <p>Increased patronage of local businesses associated with an influx of visitors to the area during racing events.</p>	<p>Consequence: Minor</p> <p>Likelihood: Likely</p> <p>Risk-rating: Medium</p> <p>Categorisation: Other issue</p>	<p>Operation of the project would attract visitors to the local area, providing some benefits to local businesses and opportunities for local residents. However, the traffic, noise and air quality impacts may adversely affect the local community.</p> <p>Operation of the project could also have potential impacts on current motorsport operators within Western Sydney Parklands Precinct 5: Eastern Creek Motor Sports.</p> <p>During operation of the project other motorsports operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motorsports including Sydney Dragway and Sydney Motorsports Park may be impacted by dust, traffic, parking and scheduling of events. These issues will be addressed in the planning, design and leasing phases of the proposed facility and included in precinct masterplanning.</p> <p>The NSW Office of Sport is leading a masterplanning process for the precinct with opportunities for motorsports operators to share infrastructure and coordinate events.</p>

Potential impact	Risk analysis	Discussion
Property and land use		
<p>Changes in land use and access arrangements.</p> <p>Indirect impacts on surrounding land uses such as air quality impacts.</p> <p>Consistency of proposed Speedway with aims and objectives of <i>State Environmental Planning Policy (Western Sydney Parklands) 2009</i> and the Plan of Management.</p>	<p>Consequence: Minor</p> <p>Likelihood: Likely</p> <p>Risk-rating: Medium</p> <p>Categorisation: Other issue</p>	<p>Dedicated parking would be provided for the project and overflow car parking would be shared with other motorsport operators within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sport, including the Sydney Dragway. Negotiations are ongoing between Western Sydney Parklands Trust and Sydney Dragway around lease modifications.</p> <p>The project is located within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, as described in the Plan of Management 2030 and is consistent with the objectives of this zone.</p>
Waste management and resource use		
<p>Impacts associated with inappropriate management of waste during construction and operation of the project.</p> <p>Increased demand on electricity and water supply during construction and operation of the project.</p> <p>Increased demand on local and regional resources including sand and aggregate during construction of the project.</p>	<p>Consequence: Minor</p> <p>Likelihood: Unlikely</p> <p>Risk-rating: Low</p> <p>Categorisation: Other issue</p>	<p>The generation of waste and the anticipated resource consumption during construction would be similar to other infrastructure projects of this nature and scale. These impacts would be manageable through the implementation of standard environmental management measures (such as application of the waste management hierarchy). Strategies for spoil management would be developed as part of the detailed construction methodology for the project. Construction activities would be unlikely to result in any resource becoming scarce or in short supply.</p>
Cumulative impacts		
<p>Cumulative traffic, noise and air quality impacts associated with other motorsport facilities during operation of the project.</p> <p>Cumulative construction related impacts associated with other major construction projects.</p>	<p>Consequence: Moderate</p> <p>Likelihood: Likely</p> <p>Risk-rating: Medium</p> <p>Categorisation: Other issue</p>	<p>There is high potential for motorsport events to take place at Sydney International Speedway at the same time as events are occurring at other motorsport facilities within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, including Sydney Dragway.</p>

8 Summary of proposed Environmental Impact Statement scope

This chapter provides a summary of the proposed scope of investigations and assessment to be carried out as part of the Environmental Impact Statement.

This chapter provides a summary of the proposed Environmental Impact Statement assessment scope for the project, based on the outcomes of the preliminary environmental assessments in Chapter 6 and preliminary environmental risk analysis in Chapter 7.

The proposed Environmental Impact Statement scope generally focuses on carrying out further specialist assessment for the 'key' environmental issues, based on the potential significance of the resulting impacts.

Some further assessment of the 'other' environmental issues will also be carried out. This will be used to help confirm the current assumption that these 'other' environmental issues would not result in a significant impact on the environment and could be appropriately managed through the application of design and/or environmental management measures. Should any 'other' environmental issue be identified as being significant during the environmental assessment process, the likely impacts would be adequately assessed and documented in the Environmental Impact Statement.

8.1 Proposed Environmental Impact Statement scope for key issues

Table 8-1 provides a summary of the proposed Environmental Impact Statement assessment scope for 'key' environmental issues for the project. This scope will be refined (if necessary) following receipt of the Secretary's Environmental Assessment Requirements.

Table 8-1 Proposed Environmental Impact Statement assessment scope for key issues

Issue	Proposed Environmental Impact Statement scope
Traffic, transport and parking	<p>The following government guidelines will be considered as relevant during the preparation of the traffic and transport impact assessment:</p> <ul style="list-style-type: none"> • <i>Guide to Traffic Management – Part 3 Traffic Studies and Analysis</i> (Austroads, 2017) • <i>Guide to Traffic Generating Developments Version 2.2</i> (Roads and Traffic Authority, 2002). <p>Traffic monitoring data will inform the assessment. Monitoring will be carried out to understand existing traffic (types and number of movements) on access routes (including consideration of peak traffic times and sensitive road users).</p> <p>The assessment of construction traffic and transport impacts will include:</p> <ul style="list-style-type: none"> • Identification of heavy vehicle routes, site access and egress points • Identification of daily and peak traffic movements likely to be generated from construction of the project • Traffic modelling to identify the potential impacts of construction traffic movements on the performance of the surrounding road network • Consideration of potential impacts on cyclists and pedestrian safety and infrastructure, where relevant • Consideration of potential impacts on local bus services. <p>The assessment of operational traffic and transport impacts will include:</p> <ul style="list-style-type: none"> • Assessment of the existing local traffic volumes against forecast volumes • Traffic modelling, including for the opening year, being the planned year of completion of the project, and 10 years from the anticipated opening date • Parking assessment to determine whether there is sufficient capacity for visitors to park on site • Consideration of impacts to public transport and pedestrians and cyclists who use the nearby local road network. <p>Measures to minimise or mitigate identified construction and operational traffic and transport impacts would also be developed as part of the traffic and transport assessment in accordance with relevant best practice guidelines.</p> <p>Where required, consultation with other sections of Transport for NSW, key stakeholders and relevant local councils will be undertaken as part of the traffic and transport assessment</p>
Operational noise and vibration	<p>A noise and vibration assessment will be carried out as part of the Environmental Impact Statement to identify and assess potential impacts of the operation of the project on nearby sensitive receivers. The following government guidelines and policy would be considered as relevant during the preparation of the noise and vibration impact assessment:</p> <ul style="list-style-type: none"> • <i>NSW Road Noise Policy</i> (Department of Environment, Climate Change and Water, 2011) • <i>Noise Policy for Industry</i> (NSW Environmental Protection Authority, 2017) • <i>Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006). <p>The noise and vibration assessment will include background noise monitoring to measure existing noise levels at nearby noise sensitive receiver locations near the project site to identify the existing typical noise environment. This will be used to develop project specific noise levels for the assessment. The typical noise levels that are generated at speedway racing events would be based on existing sound power level data used in assessment for similar projects.</p> <p>The assessment will include:</p> <ul style="list-style-type: none"> • Development of an operational noise model to predict noise levels at nearby noise-sensitive receivers • Identification of the operational noise levels associated with speedway events • Assessment of operational road traffic noise impacts.

Issue	Proposed Environmental Impact Statement scope
Biodiversity	<p>A biodiversity assessment will be carried out as part of the Environmental Impact Statement. The biodiversity impacts will be assessed in accordance with the section 7.9 of the BC Act and the Biodiversity Assessment Method (BAM) and documented in a Biodiversity Development Assessment Report (BDAR).</p> <p>The following government guidelines will be considered as relevant during the preparation of the biodiversity assessment:</p> <ul style="list-style-type: none"> • Commonwealth EPBC 1.1 Significant Impact Guidelines - Matters of National Environmental Significance (Commonwealth of Australia) • Commonwealth Department of the Environment and Energy's Nationally Threatened Ecological Communities and Threatened Species Guidelines (various) • Commonwealth Department of the Environment and Energy's <i>Survey Guidelines for Nationally Threatened Species</i> (various) • <i>Biodiversity Assessment Method</i> (Office of Environment and Heritage, 2017a) • <i>NSW Biodiversity Offsets Scheme</i> (Office of Environment and Heritage, 2017b) • Threatened species survey and assessment guidelines at https://www.environment.nsw.gov.au/topics/animals-and-plants/threatened-species/about-threatened-species/surveys-and-assessments (various) • <i>Framework for Biodiversity Assessment</i> (NSW Office of Environment and Heritage, 2014a) (although now superseded, relevant aspects may still be considered for the Environmental Impact Statement) • NSW Biodiversity Offsets Policy for Major Projects (NSW Office of Environment and Heritage, 2014b). <p>The biodiversity assessment will be based on a desktop review of database searches, regional biodiversity mapping and any relevant existing site-specific reports, as well as site inspections and detailed targeted field surveys, as required. The assessment will be carried out for any threatened species, populations and ecological communities considered likely to be present on the site or within a 50 metre buffer (to enable consideration of indirect impacts such as edge effects). At this stage it is anticipated that targeted surveys would be required for the Green and Golden Bell Frog and Southern Myotis.</p> <p>The biodiversity assessment will include the following:</p> <ul style="list-style-type: none"> • Investigations for design to avoid impacts on Threatened Ecological Communities and any other threatened species (or their habitat), as far as practicable • Identification and description of the flora and fauna species, habitat, populations and ecological communities that occur, or are likely to occur • An assessment of any direct and indirect impacts of the project on flora and fauna species, populations, ecological communities and their habitats, and groundwater dependent ecosystems • Assessment of the significance of the impacts of the project on species, ecological communities and populations, and groundwater dependent ecosystems listed under the Commonwealth EPBC Act, the BC Act and the Fisheries Management Act that occur or are considered likely to occur • Identification of mitigation and offset measures, determined in accordance with the BAM and the EPBC Act Environmental Offsets Policy, if necessary.

Issue	Proposed Environmental Impact Statement scope
Aboriginal heritage	<p>An Aboriginal Cultural Heritage Assessment Report will be prepared as part of the Environmental Impact Statement and will consider the archaeological potential of the project site. It will also document environmental management measures that would be implemented.</p> <p>The following guidelines will be used as relevant during the preparation of the Aboriginal heritage assessment:</p> <ul style="list-style-type: none"> • Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW (Department of Environment, Climate Change and Water, 2011) • Aboriginal Cultural Heritage Consultation requirements for proponents (Department of Environment, Climate Change and Water, 2010) • Code of practice for archaeological investigation of Aboriginal objects in NSW (Department of Environment, Climate Change and Water, 2010) • The Aboriginal heritage assessment of the project will include: <p>Assessment of the Aboriginal archaeological potential within the project site.</p> <ul style="list-style-type: none"> • Identification of registered Aboriginal sites within, and in the vicinity of the project site. • Identification of the potential for the project to disturb Archaeological heritage, and, where this is the case, determine: <ul style="list-style-type: none"> • In consultation with relevant stakeholders, the significance of the heritage items/ areas to the Aboriginal community • The extent and significance of impact to these resources. • Identification of appropriate measures to avoid, minimise and/ or mitigate potential impacts to Aboriginal heritage.
Air quality	<p>An air quality impact assessment will be carried out as part of the Environmental Impact Statement of the project. The following government guidelines and policy would be considered as relevant during the preparation of the air quality impact assessment:</p> <ul style="list-style-type: none"> • <i>National Pollutant Inventory Emission Estimation Technique Manual for Mining Version 3.1</i> (Department of Sustainability, Environment, Water, Population and Communities 2012) (for implications relating to exposed earth) • <i>AP-42: Compilation of Air Emission Factors</i> (US Environmental Protection Agency) • <i>Air Emissions Inventory for the Greater Metropolitan Region in New South Wales 2013 Calendar Year</i> (Environment Protection Authority, 2013) • <i>Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales</i> (Environment Protection Authority, 2016). <p>The assessment will include:</p> <ul style="list-style-type: none"> • Identification and description of the background air quality environment based on a desktop assessment and review of existing information • Identification of sensitive receivers for air quality, and weather conditions and activities that have the potential to impact air quality conditions • Identification of sources of air emissions during construction and operation of the project • Estimation of the intensity of the potential emissions to air resulting from construction and operation of the project • Prediction of potential changes in air quality conditions using the intensity of emissions identified from guidance as an input to CALPUFF dispersion modelling for construction and operation of the project, and a comparison of the results of the modelling against criteria established in accordance with the Environment Protection Authority's Approved Methods (2016) • Identification of appropriate measures to avoid, minimise and/ or mitigate potential impacts to air quality during construction and operation.

8.2 Proposed Environmental Impact Statement scope for other environmental issues

Table 8-2 provides a summary of the proposed Environmental Impact Statement assessment scope for 'other' environmental issues for the project. This scope will be refined (if necessary) following receipt of the Secretary's Environmental Assessment Requirements.

Table 8-2 Proposed Environmental Impact Statement assessment scope for other issues

Issue	Proposed Environmental Impact Statement scope
Construction noise and vibration	<p>A noise and vibration assessment will be carried out as part of the Environmental Impact Statement for the project to identify and assess potential impacts of the construction of the project on nearby sensitive receivers. The following government guidelines and policy would be considered as relevant during the preparation of the noise and vibration impact assessment:</p> <ul style="list-style-type: none"> • <i>Interim Construction Noise Guideline</i> (Department of Environment and Climate Change, 2009) • <i>NSW Road Noise Policy</i> (Department of Environment, Climate Change and Water, 2011) • <i>Noise Policy for Industry</i> (NSW Environmental Protection Authority, 2017) • <i>Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006). <p>The noise and vibration assessment will include background noise monitoring to measure existing noise levels at nearby noise sensitive receiver locations near the project site to identify the existing typical noise environment. This will be used to develop project specific noise levels for the assessment. The construction noise and vibration assessment will include:</p> <ul style="list-style-type: none"> • Identification of construction activities likely to be carried out within the project site • Development of a construction noise model to predict potential noise levels at nearby noise sensitive receivers • The intensity and duration of noise and vibration impacts expected during construction • Impacts associated with any work proposed to be undertaken outside standard daytime construction hours • A screening assessment to calculate and assess potential construction vibration impacts.
Non-Aboriginal heritage	<p>A non-Aboriginal heritage assessment will be carried out as part of the Environmental Impact Statement. The following guidelines will be used as relevant during the preparation of the non-Aboriginal heritage assessment:</p> <ul style="list-style-type: none"> • <i>NSW Heritage Manual</i> (NSW Heritage Office and Department of Urban Affairs and Planning, 1996) • <i>Assessing Heritage Significance</i> (NSW Heritage Office, 2001) • <i>Statement of Heritage Impact</i> (NSW Heritage Office, 2002) • <i>Criteria for the assessment of excavation directors</i> (NSW Heritage Council, 2011) • <i>Assessing significance for historical archaeological sites and relics</i> (NSW Heritage Branch, 2009). <p>The non-Aboriginal heritage assessment will include:</p> <ul style="list-style-type: none"> • Assessment of non-Aboriginal archaeological potential within the project site • Identification of listed items and areas of heritage significance within and near the project • Assessment of potential impacts on the values, setting and integrity of identified heritage items, and determine the significance of those impacts • Identification of appropriate measures to avoid, minimise and/ or mitigate potential impacts to non-Aboriginal heritage.

Issue	Proposed Environmental Impact Statement scope
Hazard and risk	<p>A hazards and risk assessment would be carried out for the project as part of the Environmental Impact Statement. The assessment would consider the following government guidelines:</p> <ul style="list-style-type: none"> • <i>State Environmental Planning Policy 33 – Hazardous and Offensive Development</i> • <i>Hazardous Industry Planning Advisory Paper (HIPAP) No. 4 – Risk Criteria for Land Use Planning</i> • <i>HIPAP No. 6 – Guidelines for Hazard Analysis</i> • <i>HIPAP No. 10 – Land Use Safety Planning.</i> <p>Initially a Risk Screening assessment would be carried out that would include conducting a qualitative assessment of hazards associated with the project (HAZID hazard identification). This Risk Screening would determine whether a preliminary hazard analysis is required, in accordance with the requirements of <i>State Environmental Planning Policy 33 – Hazardous and Offensive Development</i>. The hazards and risk assessment will include:</p> <ul style="list-style-type: none"> • Identification of potential hazardous materials to be located on the project site • Identification of credible adverse events that may potentially arise from those materials • Application of a screening process to determine which materials might lead to an unacceptable level of risk, depending on the quantities of hazardous materials involved • An analysis of the risk that results from the combination of estimated consequences and frequencies, including a preliminary hazard analysis, if required by the results of the screening process • An evaluation of the estimated risks against relevant criteria • Recommendations for management measures to be implemented to reduce the risks to acceptable levels. <p>In addition, a bushfire risk assessment will be prepared as part of the Environmental Impact Statement. The risk assessment will be carried out in accordance with <i>Planning for Bushfire Protection 2019</i> (NSW Rural Fire Service, 2019).</p>
Landscape character and visual amenity	<p>A landscape character and visual amenity impact assessment will be carried out as part of the Environmental Impact Statement. The assessment will be guided by the following:</p> <ul style="list-style-type: none"> • <i>Guidelines for Landscape and Visual Impact Assessment</i> (Landscape Institute and Institute of Environmental Management and Assessment, 2013) • <i>Guidance Note for Landscape and Visual Assessment</i> (Australian Institute of Landscape Architects, 2018) • <i>Western Sydney Parklands Design Manual</i> (Western Sydney Parklands Trust, 2018) • <i>Australian Standard AS4282-1997 Control of the obtrusive effects of outdoor lighting.</i> <p>The assessment will include:</p> <ul style="list-style-type: none"> • A description of the existing landscape character and qualities of the project site and surrounds • A description of the key visual conditions of the site and potential visual catchment of the project • Identification of the potential changes in landscape character • Assessment of the visual impact of the project using massing diagrams from key viewpoints • Assessment of the night time visual impact of the project during construction and operation • Identification of appropriate measures to avoid, minimise and/ or mitigate potential impacts to landscape character and visual amenity that can be incorporated into the project design and implemented during construction and operation.

Issue	Proposed Environmental Impact Statement scope
Soils and surface water quality	<p>A soils and surface water quality assessment will be undertaken as part of the Environmental Impact Statement. The following government guidelines will be considered as relevant during the preparation of the soils and water quality assessment:</p> <ul style="list-style-type: none"> • Acid Sulfate Soils Assessment Guidelines (Department of Planning, 2008) • <i>Managing Urban Stormwater: Soils and Construction Volume 1</i> (Landcom, 2004) and Volume 2 (Department of Environment and Climate Change, 2008) • Approved Methods for the Sampling and Analysis of Water Pollutants in NSW (Department of Environment and Conservation, 2004) • Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC/ARMCANZ, 2018) • Using the ANZECC Guidelines and Water Quality Objectives in NSW (Department of Environment and Conservation, 2006b) • Neutral or Beneficial Effect on Water Quality Assessment Guidelines (Sydney Catchment Authority, 2015). <p>The soils and water quality impact assessment will include:</p> <ul style="list-style-type: none"> • A review of existing information on the catchment and identification of sensitive receiving environments • Identification of relevant NSW Water Quality Objectives for waterbodies within the assessment study area • Identification of the potential impacts associated with erosion and sedimentation • Identification of potential impacts on water quality and assessment as to whether the relevant water quality objectives are likely to be achieved during construction and operation • Conceptual strategies to mitigate the identified impacts including erosion and sediment control options and water quality management measures. <p>Due to the proximity of the site to the Warragamba Pipeline Corridor and Prospect Reservoir, a high-level discussion of the relevant requirements of the <i>State Environmental Planning Policy (Western Sydney Parklands) 2009</i> and the Guidelines for Development Adjacent to the Upper Canal and Warragamba Pipelines (Water NSW, 2018) will be included in the Environmental Impact Statement. This includes a NorBe assessment of the potential impacts on the quality of water in the Bulk Water Supply Infrastructure.</p>
Contamination	<p>A contamination assessment will be carried out as part of the Environmental Impact Statement. The assessment will consider the following guidelines where relevant:</p> <ul style="list-style-type: none"> • <i>Managing Land Contamination: Planning Guidelines SEPP 55 - Remediation of Land</i> (Department of Urban Affairs and Planning and Environment Protection Authority, 1998) • <i>National Environment Protection (Assessment of Site Contamination) Measure</i> (2013) • Guidelines on the duty to Report Contamination under the Contaminated Land Management Act 1997 (Environment Protection Authority, 2015). <p>The assessment will include:</p> <ul style="list-style-type: none"> • A review of available data and existing reports • Observations from a site inspection • Identification of the potential to encounter contamination and the activities that have the potential to generate contamination • Assessment of potential contamination impacts to human health and environmental receptors • Identification of mitigation measures.

Issue	Proposed Environmental Impact Statement scope
Groundwater and geology	<p>A groundwater impact assessment will be carried out as part of the Environmental Impact Statement. The assessment will be based on the following policies and guidance:</p> <ul style="list-style-type: none"> • <i>NSW Aquifer Interference Policy</i> (Department of Primary Industries, 2012) • <i>NSW Groundwater Quality Protection Policy</i> (Department of Land and Water Conservation, 1998) • <i>NSW State Groundwater Dependent Ecosystems Policy</i> (Department of Land and Water Conservation, 2002) <p>The assessment will include:</p> <ul style="list-style-type: none"> • Desktop review of available existing groundwater data (groundwater levels, quality, yield, stratigraphy) • Identification of environmental receivers (such as sensitive groundwater users and Groundwater Dependent Ecosystems (if any)) and existing groundwater bore users • Development of a hydrogeological conceptual model • Identification of the types of impacts which may occur during construction, including changes to groundwater regime (drawdown, flow) and groundwater quality, potential recharge reduction, impacts to Groundwater Dependent Ecosystems, groundwater users etc • Development of a high-level site water balance for the construction phase to identify the potential for water reuse and likely discharge quantities • Identification of requirements for groundwater monitoring (baseline and construction phase) • Identification of mitigation and management measures to reduce potential impacts.
Flooding and hydrology	<p>The Environmental Impact Statement will include an assessment of potential flooding and hydrology impacts and will consider the following government guidelines as relevant:</p> <ul style="list-style-type: none"> • <i>Managing Urban Stormwater: Soils and Construction Volume 1</i> (Landcom, 2004) and Volume 2 (Department of Environment and Climate Change, 2008) • Floodplain Development Manual (NSW Government, 2005). <p>The assessment will include:</p> <ul style="list-style-type: none"> • Confirmation of the existing flood behaviour for the site through a review of available site survey data, LiDAR data, land use and existing flood models and modelling results • Assessment of consistency between stormwater management and drainage design for the Sydney International Speedway with the applicable Councils' Floodplain Risk Management Plans and flood policy, and existing flooding behaviour • Identification of potential impacts of the project on catchment hydrology, loss of flood conveyance and floodplain storage • Identification of potential impacts due to climate change • Recommendation of mitigation and management measures, including those that extend beyond design responses already considered. <p>Where required, consultation with Blacktown City Council and Western Sydney Parklands Trust will be carried out as part of the flood impact assessment.</p>
Greenhouse gas and energy	<p>A greenhouse gas and energy assessment will be carried out as part of the Environmental Impact Statement. The assessment will be prepared in accordance with AS14064-2 and the Greenhouse Gas Protocol and will include:</p> <ul style="list-style-type: none"> • Identification and quantification of the sources of greenhouse gas emissions associated with the construction and operation of the project • Opportunities for reducing greenhouse gas emissions and energy consumption.

Issue	Proposed Environmental Impact Statement scope
Climate change adaptation	<p>A climate change and natural hazard risk assessment will be carried out as part of the Environmental Impact Statement, and will consider, as relevant, the following government and industry guidelines:</p> <ul style="list-style-type: none"> • <i>Commonwealth Scientific and Industrial Research Organisation's Climate Change in Australia Technical Report 2015</i> • <i>ISO 31000-2018; Risk Management – Principles and Guidelines</i> • <i>Australian Standard AS 5334:2013 – Climate Change Adaptation for Settlements and Infrastructure – A risk-based approach</i> • <i>Australian Rainfall and Runoff Guidelines: A guide to flood estimation 2019.</i> <p>The climate change risk assessment will include:</p> <ul style="list-style-type: none"> • A review of climate data (including rainfall, temperature and windspeed) for the project site • Identification of parts of the project which are most susceptible to climate change impacts • Identification of possible climate related impacts. <p>Measures to minimise or mitigate identified climate related impacts in order to increase resilience would also be developed as part of the climate change assessment in accordance with relevant best practice guidelines.</p>
Socio-economic	<p>An assessment of the potential socio-economic impacts as a result of the project will be carried out as part of the Environmental Impact Statement. The assessment will include consideration of the following government and industry guidelines, where relevant:</p> <ul style="list-style-type: none"> • <i>Social Impact Assessment Guideline for State significant mining, petroleum production and extractive industry development</i> (Department for Planning and Environment, 2017) • <i>Social Impact Assessment: Guidance for assessing and managing the social impacts of Projects</i> (International Association for Impact Assessment, 2015) • <i>SIA principles: International Principles for Social Impact Assessment</i> (Vanclay, 2003). <p>The socio-economic impact assessment will include:</p> <ul style="list-style-type: none"> • Description of the existing socio-economic profile for the communities and businesses surrounding the project, including: <ul style="list-style-type: none"> • Social characteristics, including population and demography; families and housing; travel behaviour; socio-economic indicators • Economic characteristics, including labour force, income and employment; and business and industry. • Description of the key stakeholder groups and the values held by these communities, such as population and demographics, community services and facilities, local access and connectivity, amenity and character, and business and industry • Assessment of the potential impacts of the project on the socio-economic values of the study area • Identification of appropriate management and mitigation measures including measures to enhance the project's benefits and to avoid, manage or mitigate its potential impacts.

Issue	Proposed Environmental Impact Statement scope
Property and land use	<p>A property and land use assessment will be carried out as part of the Environmental Impact Statement. The assessment will include:</p> <ul style="list-style-type: none"> • Identification of existing local land uses and property (Lot/DP) that may be affected by the project • Review of key planning policy, strategy and relevant controls and identification of strategic planning context and future land use priorities • Assessment of potential property and land use impacts including: <ul style="list-style-type: none"> • Direct impacts as a result of land occupation • Indirect impacts on surrounding land uses during construction and operation • Consistency with the aims and objectives of the Western Sydney Parklands SEPP and the Western Sydney Parklands Plan of Management 2030 • Compliance with relevant land use and planning controls. • Development of mitigation and management measures.
Waste management and resource use	<p>A waste management and resource use assessment will be carried out as part of the Environmental Impact Statement, that will consider the following government guidelines as relevant:</p> <ul style="list-style-type: none"> • <i>Waste Classification Guidelines Part 1: Classifying Waste</i> (NSW Environment Protection Authority, 2014) • <i>NSW Waste Avoidance and Resource Recovery Strategy 2014-21</i> (NSW Environment Protection Authority, 2014) • <i>NSW Waste Reduction and Purchasing Policy</i> (Environment Protection Authority, 1997). <p>The assessment will include:</p> <ul style="list-style-type: none"> • Identification of the waste streams likely to be generated during construction and operation of the project • Identification of the expected resources required for construction and operation • Strategies for minimising the export of excavated materials off-site, maximising reuse opportunities and minimising the volume of excavated material disposal to landfill • Strategies for reducing waste such as the use of recycled materials, bulk delivery of goods to minimise packaging and arrangements with suppliers to return any unused construction materials.
Cumulative impacts	<p>A cumulative impact assessment will be carried out as part of the Environmental Impact Statement. The assessment will include:</p> <ul style="list-style-type: none"> • Identification of surrounding developments and major projects with the potential to interact with the construction of the project through: <ul style="list-style-type: none"> • a review of relevant local environmental plans, the Department of Planning, Industry and Environment’s Major Projects database and local council development application registers • consultation with Western Sydney Parklands Trust. • Identification of potential cumulative impacts arising from the interaction of these projects with the project and where this is the case, assessment of these cumulative impacts. • Consideration of a cumulative traffic impact assessment for concurrent events with the operators within Western Sydney Parklands’ Precinct 5: Eastern Creek Motor Sports. • Discussion of cumulative operational noise and vibration impacts associated with the operation of the project concurrently with the operational of other facilities within Western Sydney Parklands’ Precinct 5: Eastern Creek Motor Sports. • Measures to minimise or mitigate identified construction and operational cumulative impacts would also be developed as part of the assessment, where appropriate.

9 Conclusion

This chapter provides a conclusion to the report and identifies the next steps following receipt of the Secretary's Environmental Assessment Requirements.

The Sydney International Speedway project would be located within Western Sydney Parklands' Precinct 5: Eastern Creek Motor Sports, allowing sharing of infrastructure and coordinated development planning and the growth of speedway racing in the Greater Sydney region.

Sydney Metro is seeking approval for the proposed Sydney International Speedway. A request will be made for the project to be declared State significant infrastructure under section 5.12(4) of the EP&A Act. The project will be subject to assessment and approval by the Minister for Planning and Public Spaces under Part 5, Division 5.2 of the EP&A Act.

A review of the existing environmental context of the project has been carried out, along with a preliminary site inspection. Sensitive environmental receivers near the project include the Sydney Dragway, Prospect Reservoir and Nature Reserve and areas of vegetation that are listed under the *Biodiversity Conservation Act 2016* and the *Environmental Protection and Biodiversity Conservation Act 1999*. The nearest residential areas are located about one kilometre south of the site.

Within the site itself there are items of Aboriginal heritage significance and Threatened Ecological Communities listed under the *Biodiversity Conservation Act 2016*.

A preliminary environmental risk analysis informed by consultation with key stakeholders has identified the following 'key' environmental issues that are relevant to the assessment of the project and are considered to warrant a more detailed environmental assessment in the Environmental Impact Statement:

- Construction traffic and transport
- Operational traffic, transport and parking
- Operational noise and vibration
- Biodiversity
- Aboriginal heritage
- Air quality, including dust.

Following the receipt of the Secretary's Environmental Assessment Requirements, Sydney Metro will prepare an Environmental Impact Statement that will be publicly exhibited by the Department of Planning, Industry and Environment, in accordance with the requirements of Division 5.2 of the EP&A Act. The Environmental Impact Statement will include:

- The strategic need and justification for Sydney International Speedway
- A description of the project for which approval is being sought
- A description of the project components and construction activities
- A description of the existing environment relevant to Sydney International Speedway and an assessment of potential direct and indirect impacts on key and other environmental issues during construction and operation
- Identification of measures to be implemented to avoid, minimise, manage, mitigate, offset and/or monitor potential impacts
- Identification and consideration of issues raised by stakeholders and the community during preparation of the Environmental Impact Statement.

During the public exhibition, the community and stakeholders will be encouraged to have their say via a formal submission.

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11 Glossary and abbreviations

Term/acronym	Definition
AHIMS	Environment, Energy and Science Group of the NSW Department of Planning, Industry and Environment (former NSW Office of Environment and Heritage) Aboriginal Heritage Information Management System
AS	Australian Standard
BAM	Biodiversity Assessment Method
BC Act	Biodiversity Conservation Act 2016
BDAR	Biodiversity Development Assessment Report
CAMBA	China-Australia Migratory Bird Agreement
CAMS	Confederation of Australian Motor Sport
EC Karts	Easter Creek Karts
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	Environment Protection Authority
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
FIA	Federation Internationale de l'Automobile
FIM	Fédération Internationale de Motocyclisme
GDE	Groundwater Dependent Ecosystems
HAZID	Hazard Identification study
HIPAP	Hazardous Industry Planning Advisory Paper
JAMBA	Japan-Australia Migratory Bird Agreement
LGA	Local Government Area
NARClIM	NSW and ACT Regional Climate Modelling
NZS	New Zealand Standard
PCG	Precinct Control Group
PCT	Plant Community Type
PHA	Preliminary Hazard Analysis
PM	Particulate matter
SEPP	State Environmental Planning Policy

Appendix A

Appendix A

Requirements of the Environmental Planning and Assessment Regulation 2000

Clause 192 of the *Environmental Planning and Assessment Regulation 2000* requires that an application for approval of the NSW Minister of Planning and Public Spaces to carry out State significant infrastructure must include:

- Details of any approvals that would, but for section 5.23 of the Act, be required for the carrying out of the State significant infrastructure
- Details of any authorisations that must be given under section 5.24 of the Act if the application is approved
- A statement as to the basis on which the proposed infrastructure is State significant infrastructure including, if relevant, the capital investment value of the proposed infrastructure.

The above requirements are provided in the following sections.

Approvals that would otherwise apply

Section 5.23 of the *Environmental Planning & Assessment Act 1979* (EP&A Act) specifies approvals that are not required for approved State significant infrastructure under Part 5 Division 5.2 of the EP&A Act. Those approvals that would otherwise be required for Sydney International Speedway if not for it being State significant infrastructure include:

- Approvals under Part 4 or excavation permits under section 139 of the *Heritage Act 1977*
- Aboriginal heritage impact permits under section 90 of the *National Parks and Wildlife Act 1974*
- Bush fire safety authority under section 100B of the *Rural Fires Act 1997*
- Various approvals under the *Water Management Act 2000*, including water use approvals under section 89, water management work approvals under section 90 and activity approvals (other than aquifer interference approvals) under section 91.

In addition, Division 8 of Part 6 of the *Heritage Act 1977* does not apply to prevent or interfere with the carrying out of the State significant infrastructure.

Authorisations if the application is approved

Section 5.24 of the EP&A Act identifies approvals or authorisations that cannot be refused if they are necessary for carrying out approved State significant infrastructure and must be substantially consistent with the Part 5, Division 5.2 approval. Statutory approvals or authorisations of potential relevance to Sydney International Speedway include:

- An Environment Protection Licence under Chapter 3 of the *Protection of the Environment Operations Act 1997* should construction of the project exceed the thresholds outlined in Schedule 1 of the Act. This would be confirmed as part of the Environmental Impact Statement as the construction methodology is developed.
- A consent under section 138 of the *Roads Act 1993*, which requires consent from the relevant roads authority for the erection of a structure, or the carrying out of work in, on or over a public road, or the digging up or disturbance of the surface of a road, among other things.

Basis for application as State significant infrastructure

The State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) identifies development that is State significant development, State significant infrastructure, critical State significant infrastructure and regionally significant development.

Of relevance, clause 5 of Schedule 2 of the SRD SEPP identifies that 'development that has a capital investment value of more than \$10 million on land identified as being within the Western Parklands' is State significant development. The Sydney International Speedway would ordinarily meet this provision and would be classed as State significant development.

However, the project could be made State significant infrastructure through a specific declaration under section 5.12(4) of the EP&A Act and an amendment to Schedule 4 of SRD SEPP to include Sydney International Speedway.

As part of delivering Sydney Metro West, Sydney's next big underground metro railway, Sydney Metro requires the existing government land currently used for speedway racing to construct a stabling and maintenance facility. To minimise the potential impact to speedway racing operations in Sydney, the project is planned to be constructed and operating prior to the closure of the current speedway. It is intended to declare Sydney Metro West, by Ministerial Order, to be State significant infrastructure and critical State significant infrastructure under sections 5.12(4) and 5.13 of the EP&A Act respectively.

Given the links to the Sydney Metro West project and the implications for the NSW tourism industry, a consistent environmental assessment and approval framework for the two projects is preferable. Sydney Metro will seek a specific declaration for Sydney International Speedway as State significant infrastructure under section 5.12(4) and critical State significant infrastructure under Section 5.13 of the EP&A Act.

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