



# ***Clyde Waste Transfer Terminal***

*Part 3A Modification  
Assessment  
(DA 205-08-01 MOD 5)*



April 2019

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### **Cover photo**

Road sign to waste facility in Wetherill Park, NSW

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# Glossary

Abbreviation	Definition
AQIA	Air Quality Impact Assessment
CCC	Community Consultative Committee
Consent	Development Consent
Council	Cumberland Council
Department	Department of Planning and Environment
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A (ST&OP) Regulation	<i>Environmental Planning and Assessment Regulation (Savings, Transitional and Other Provisions) 2017</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPL	Environment Protection Licence
ESD	Ecologically Sustainable Development
IMF	Intermodal Facility
LEC	Land and Environment Court
Minister	Minister for Planning
NIA	Noise Impact Assessment
OCMP	Operational Contingency Management Plan
OU	Odour Unit
Planning Secretary	Secretary of the Department of Planning and Environment
RMS	Roads and Maritime Services
RTS	Response to Submissions
SRF	Solid Recovered Fuel
TIA	Traffic Impact Assessment
tpa	Tonnes per annum
TfNSW	Transport for NSW
WB	Woodlawn Bioreactor
WMBT	Woodlawn Mechanical Biological Treatment
WTT	Waste Transfer Terminal
WWMF	Woodlawn Waste Management Facility



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# 1. Introduction

This report assesses a modification request by Veolia Environmental Services (Australia) Pty Ltd (the Proponent, Veolia) to increase the waste throughput at the Clyde Waste Transfer Terminal (Clyde Terminal) from 500,000 to 600,000 tonnes per annum (tpa) and make amendments to other conditions of consent relating to traffic management. The request has been lodged pursuant to the former section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

There was considerable delay in the assessment of this modification request associated with the proposed right-hand turn from Parramatta Road into the site and issues with pedestrian and road safety. These issues were subject to detailed and ongoing discussion between the Proponent, Cumberland Council (Council), Roads and Maritime Services (RMS) and the Department of Planning and Environment (the Department). These issues were finally resolved to the satisfaction of Council and the Department in February 2019.

## 1.1 Background

The Proponent operates the Clyde Terminal at 322 Parramatta Road, Auburn in the Cumberland local government area (see **Figure 1**).



**Figure 1** | Clyde Waste Transfer Terminal Site

The Clyde Terminal is located within an industrial and rail precinct south of Parramatta Road in Auburn. It is bounded by Duck Creek and Parramatta Road to the north, and to the south by the Western railway line and various commercial and industrial uses. The nearest sensitive receivers are in residential areas approximately 370 metres (m) to the west in the suburb of Granville.

The Proponent is a French transnational company that provides waste collection, recycling and disposal services for the commercial, industrial and domestic sectors throughout Australia.

The Proponent has been operating the Clyde Terminal since 2004 under a development consent that was granted by the NSW Parliament under the *Clyde Waste Transfer Terminal (Special Provisions) Act 2003*. Under this consent, the Proponent is permitted to receive up to 500,000 tpa of putrescible waste at the Clyde Terminal from the Sydney metropolitan area. The waste is then compacted into containers and transported by rail to the Woodlawn Waste Management Facility (WWMF) in the Goulburn Mulwaree local government area. The WWMF includes the following facilities:

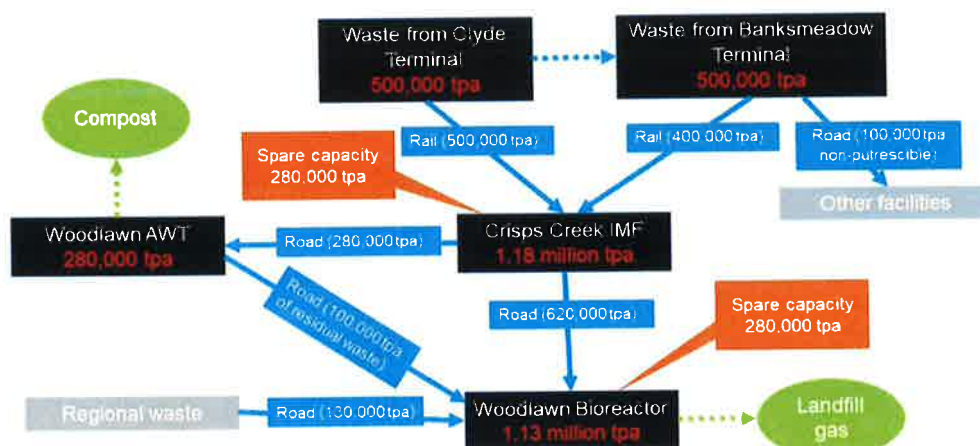
- Crisps Creek Intermodal Facility (Crisps Creek IMF)
- Woodlawn Bioreactor (WB) (landfill)
- Woodlawn Mechanical Biological Treatment (WMBT) facility.

Crisps Creek IMF is a dedicated intermodal facility that is currently permitted to accept 1.18 million tpa of containerised waste by rail from Sydney via the Clyde Terminal and Banksmeadow Terminal (under separate development consent SSD 5855). Currently, Crisps Creek IMF only received 900,000 tpa of waste from Clyde and Banksmeadow Terminals, leaving a spare, unrealised capacity at Crisps Creek of 280,000 tpa. This modification request would utilise 100,000 tpa of this spare capacity (see **Figure 2**). From the Crisps Creek IMF, waste travels 8 km by road to the WMBT and the WB, which is located within the void of the former Woodlawn Mine.

WB is a major putrescible landfill that uses waste to produce landfill gas to power electricity generators. WB is currently permitted to receive 1.13 million tpa of waste, which includes up to 130,000 tpa of putrescible waste received by road from the surrounding region. WB receives approximately 37% of Sydney’s putrescible waste.

WMBT is permitted to receive up to 280,000 tpa of putrescible waste and process it into compost for use in rehabilitation of the adjacent former mine. Up to 100,000 tpa of residual waste from the WMBT process is transported to the WB for landfilling and gas capture.

**Figure 2** presents a schematic representation of the integration of the current approved pathways for putrescible waste destined for WWMF. Currently, approved quantities for each facility are shown in red, with actual waste movements shown in blue boxes. Spare, unrealised capacity at Crisps Creek IMF and WB are shown in the orange boxes.



**Figure 2** | Integration of Current Waste Pathways - Clyde WTT, Banksmeadow WTT and WWMF

Additionally, approval was granted on 9 April 2019 for requests to modify the WMBT Project Approval (MP 06\_0239) to construct and operate a Solid Recovered Fuel (SRF) facility to process up to 50,000 tpa of residual waste from the MBT facility and to modify the WB Project Approval (MP 10\_0012) to facilitate the loading and transfer SRF materials from the Crisps Creek IMF to Port Kembla or Port Botany, subject to commercial requirements.

Veolia now seeks to increase the throughput of the Clyde Terminal by 100,000 tpa to 600,000 tpa to realise part of the spare capacity approved at both Crisps Creek IMF (280,000 tpa spare capacity) and WB (280,000 tpa spare capacity).

## 1.2 Approval History

The Clyde Terminal was approved by the then Minister for Planning on 29 August 2002. The decision was subsequently appealed by the then Auburn City Council and two local residents to the Land and Environment Court (LEC). The LEC decision was to overturn the development consent on legal and merit grounds. However, given the strategic importance of the Clyde Terminal to the State's overall waste management strategy, the NSW Government decided to enact legislation to allow its construction and operation. The *Clyde Waste Transfer Terminal (Special Provisions) Act 2003* was assented to and came into force on 8 December 2003. That Act granted development consent to the proposal, despite the Court's decision.

The development consent has been modified on four occasions (see **Table 1**).

**Table 1** | Summary of Modifications

Mod No.	Summary of Modifications	Approval Authority	Type	Approval Date
MOD 1	Installation of a new odour control system	Minister	Former s96(1A)	4 April 2007
MOD 2	Replacement of the existing truck noise monitoring method and program with a revised Heavy Vehicle Noise Monitoring Program	Minister	Former s96(1A)	25 September 2008
MOD 3	Removal of certain noise and dust monitoring requirements	Minister	Former s96(1A)	1 March 2010
MOD 4	Permanent increase of the waste acceptance rate to 500,000 tpa	Minister	Former s75W	13 May 2014





## 2. Proposed Modifications

### 2.1 Original Modification Request

In March 2017, the Proponent lodged a modification request under the former section 75W of the EP&A Act (DA 205-08-01 MOD 5) seeking approval to:

- increase the permitted annual waste input from 500,000 tpa to 600,000 tpa (condition 10)
- permit right-turn movements by waste trucks and other vehicles into the Clyde Terminal from Parramatta Road (condition 119)
- permit light vehicle use of the internal access roads between Rawson Street and the Clyde Terminal (condition 118)
- effect administrative changes to a condition relating to truck night time access to the Clyde Terminal (condition 123)
- remove the requirement for a Community Consultative Committee (CCC) by deleting and amending certain conditions relating to the CCC (various conditions).

The original modification request is described in full in the Environmental Assessment (EA) and Response to Submissions documents included in Appendix B.

### 2.2 Amended Modification Request

In response to concerns raised in submissions by the Environment Protection Authority (EPA), Cumberland Council, Transport for NSW (TfNSW), and the general public, on 13 October 2017 the Proponent wrote to the Department advising it wished to withdraw two items from the modification request. These items relate to the dissolution of the CCC and the light vehicle access to the Clyde Terminal via Rawson Street. Further consideration of the modification request proceeded on this amended basis. The remaining four modifications requested were as follows:

- increase the permitted annual waste input from 500,000 tpa to 600,000 tpa (condition 10)
- permit right-turn movements by waste trucks and other vehicles into the Clyde Terminal from Parramatta Road (condition 119)
- effect administrative changes to a condition relating to truck night time access to the Clyde Terminal (delete condition 123)
- update one condition relating to the CCC (condition 134), whereby the CCC is maintained in accordance with the Department's new *Community Consultative Committee Guidelines for State Significant Projects* (the CCC Guidelines).

### 2.3 Operational Details

No physical alterations to the site would be required as a result of this modification. The Proponent has advised the additional 100,000 tpa of incoming waste would be accommodated as follows:

- there would be no change to the approved operating hours of 24 hours per day, seven days per week, however staffing and shift arrangements would be adjusted. Waste processing time would increase from 16 to 20 hours per day, with one additional compactor operator per shift being employed to streamline the processing capabilities. This would increase processing speed and the number of containers filled per day.

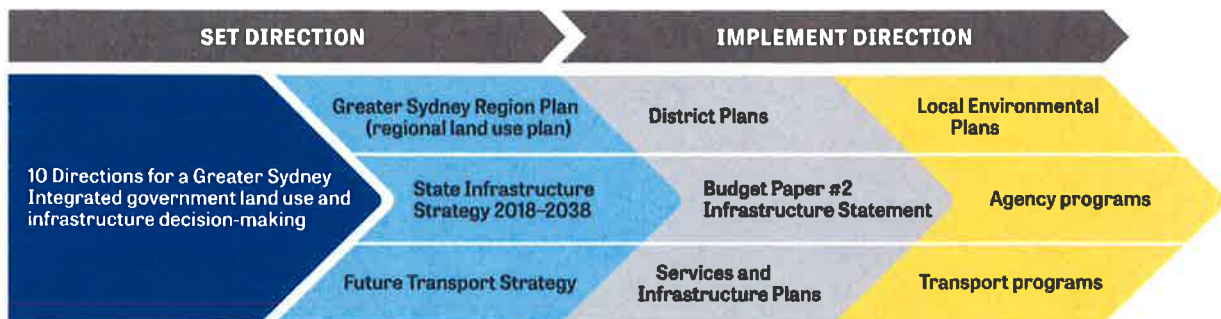
- to remove the additional containers of waste, one additional train per week would be required to depart from the Clyde Terminal for Crisps Creek IMF, as follows:
  - Current situation: one train per day is sent to Crisps Creek IMF from Clyde Terminal (Monday to Friday), as well as one train on a Saturday every 4 weeks. In addition, a small train (17 wagons) departs Clyde Terminal for Crisps Creek IMF via Banksmeadow WTT. Six trains per week leave for Crisps Creek IMF from Banksmeadow WTT.
  - New situation: the additional waste throughput at the Clyde Terminal would be accommodated by scheduling extra Saturday trains, meaning one Saturday train per week rather than one every 4 weeks.
  - Approvals required: currently, the project approval (10\_0012) for the WB and Crisps Creek IMF site permits two trains per day (12 trains per week) to arrive at Crisps Creek IMF (Monday to Saturday). Therefore, further development approval is not required for the one additional train per week to arrive at Crisps Creek IMF from the Clyde Terminal under this modification request.
- up to 210 containers can be stored in the yard of the Clyde Terminal. Currently fewer than 50 containers are present at any one time, leaving ample capacity for the extra containers generated by the 20% increase in waste throughput.
- increased waste processing speeds would ensure the maximum amount of waste present on the terminal floor at any one time would not increase above the existing peak level of 500 t. The length of time the peak is present may, however, increase slightly. Up to 1,000 t could be present on the terminal floor during exceptional circumstances (equipment breakdown, rail strike etc.).
- it would still be possible for the floor of the terminal building to be cleared of waste once a day and cleaned.



## 3. Strategic Context

### 3.1 Greater Sydney Region Plan, 2018

The vision of the Greater Sydney Region Plan 2018, *A Metropolis of Three Cities* falls within the integrated planning framework for Sydney (see **Figure 3**) and seeks to meet the needs of a growing and changing population by transforming Greater Sydney into a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City. It brings new thinking to land use and transport patterns to boost Greater Sydney’s liveability, productivity and sustainability by spreading the benefits of growth.



**Figure 3** | Integrated Planning for Greater Sydney

Objective 35 outlines that retaining industrial land locally for waste management and recycling is critical, whilst Strategy 35.1 directly targets the protection of existing, and identification of new, locations for waste recycling and waste management. By providing enhancement of an existing waste management facility, the development is consistent with the objectives and strategies of the Greater Sydney Region Plan.

### 3.2 Central City District Plan, 2018

The *Central City District Plan* (CCDP) is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, *A Metropolis of Three Cities*, at a district level and is a bridge between regional and local planning. The proposed development would assist in meeting Action 77 of the CCDP as it protects an existing location for waste management.



## 4. Statutory Context

### 4.1 Approval Authority

The Minister for Planning is the approval authority for the request. Under the Minister's delegation of 11 October 2017, the Executive Director, Key Sites and Industry Assessments, may determine the request under delegation as:

- the relevant local council has not made an objection
- a political disclosure statement has not been made
- there are fewer than 25 public submissions in the nature of objections.

The proposed modification request meets the terms of the delegation as Cumberland Council withdrew its original objection to the modification request and there were only 8 objections from the public.

### 4.2 Former Section 75W Modification

Under Schedule 2 of the *Environmental Planning and Assessment Regulation ((Savings, Transitional and Other Provisions) 2017* (EP&A (ST&OP) Regulation), the power to modify transitional Part 3A projects in accordance with former section 75W of the EP&A Act (as in force immediately before the section's repeal on 1 October 2011) is being wound up, but as the request for this modification was made before the 'cut-off date' of 1 March 2018, the provisions of clause 3BA of Schedule 2 of the EP&A (ST&OP) Regulation continue to apply.

The Department notes that:

- the primary function and purpose of the approved project would not change as a result of the proposed modification
- the modification is of a scale that warrants the use of former section 75W of the EP&A Act
- the waste throughput rate of the Clyde Terminal would only increase by 20%, with no increase in approved hours of operation or additional infrastructure required
- any potential environmental impacts would be appropriately managed through the existing or modified conditions of approval.

Therefore, the Department is satisfied the proposed modification is within the scope of former section 75W of the EP&A Act and does not constitute a new development application. Accordingly, the Department considers that the request should be assessed and determined under former section 75W of the EP&A Act rather than requiring a new development application to be lodged.



## 5. Engagement

### 5.1 Department's Engagement

Under the former section 75W of the EP&A Act, the Department is not required to notify or exhibit the modification request. However, due to the potential for public interest in the proposal, the Department exhibited the request from Wednesday 26 April 2017 to Tuesday 9 May 2017:

- on the Department's website
- at the Department's information centre
- at Cumberland Council and City of Parramatta Council offices.

The original modification request was advertised in the Auburn Review. Residents and businesses within a 1 km radius of the Clyde Terminal were notified of the modification request and invited to make a submission. The modification request was also referred to:

- Cumberland Council
- City of Parramatta Council
- EPA
- Roads and Maritime Services (RMS)
- Sydney Trains
- Transport for NSW.

### 5.2 Summary of Submissions

During the exhibition period, a total of 14 submissions were received, including five from public authorities and nine from the public and local businesses. Of the 14 submissions received, nine objected to the modification request.

### 5.3 Key Issues – Government Agencies

The following comments were provided by the public authorities:

- The **EPA** noted there was insufficient information presented in the EA to allow adequate assessment of the impacts of the modification request. The EPA recommended retention of the CCC, subject to future review. Further clarification was requested to inform the EPA's review of the modification request.
- **RMS** did not support the modification request as it deemed the right-turn movement of trucks at this location on Parramatta Road to be unsafe.
- **Transport for NSW** (TfNSW) provided a response also on behalf of Sydney Trains that insufficient documentation had been submitted for assessment of the suitability of the proposed access via Rawson Street. TfNSW also noted that landowner's consent would also be required for the proposed access. TfNSW advised they had no objection to the right-turn from Parramatta Road as it would have negligible effect on bus operations.

## 5.4 Key Issues – Council/Community

### Council key issues

- **Cumberland Council** objected to the original modification on the grounds that the proposed right-turn into the Clyde Terminal would impact traffic on Parramatta Road. Council also raised concerns regarding potential impacts on surrounding intersections from light vehicles using the access road off Rawson Street.
- **City of Parramatta Council** raised no objections to the modification request.

### Community Issues

Nine submissions were received from the public and surrounding businesses, of which eight objected to the modification request. Concerns raised in the public submissions included:

- potential odour and air quality impacts
- increased heavy vehicle movements, especially on Parramatta Road
- loss of consultation with the community due to deletion of the Community Consultative Committee
- potential litter impacts
- validity of the Minister as determining authority.

## 5.5 Response to Submissions

In August 2017, the Proponent provided a Response to Submissions (RTS) report addressing the issues raised by the public authorities and the general public. The RTS report was circulated to the public authorities below for further review and comment. The RTS is included in Appendix D.

- **Cumberland Council** (Council) advised it removed its objection to the removal of the right-turn ban for waste trucks from Parramatta Road into the Clyde Terminal (subject to conditions), however was concerned about pedestrian safety and the suitability of the existing traffic island/refuge at the intersection.
- The **EPA** required further information regarding the maximum amount of waste to be held in the terminal building. In addition, and due to the potential for odour generation, the EPA recommended restricting the amount of waste to be held in the processing building to 500 tonnes (t) at any one time. Conditions of consent were recommended regarding odour and noise emissions
- **RMS** advised it now supported the proposed right-turn from Parramatta Road due to recent resurfacing works and extension of the right-turn lane into Rawson Street that would accommodate the Clyde Terminal.
- **TfNSW** advised that, to permit access to the site via the internal road connecting the Clyde Terminal to Rawson Street, a safety assessment for crossing of rail tracks would be required to obtain landowner's consent from RailCorp, the owner of the subject land. No further comments would be provided until this consent had been obtained. The Proponent subsequently withdrew its request to amend this condition (condition 118).

The Department requested further information regarding the right of carriageway on the internal road, the extent of stakeholder consultation and the exact configuration of the extra trains required to transport the additional 100,000 tpa of waste to Crisps Creek IMF.

Further information was supplied by the Proponent on 27 September 2017 addressing issues from the EPA, Council and the Department. The modification request was amended by the Proponent on 13 October 2017, thereby withdrawing the request to amend conditions regarding the CCC and the internal access via Rawson Street. Further to this, two issues remained outstanding, being the right-turn access from Parramatta Road and the amount of waste permitted on the terminal floor at any one time.

The EPA had residual concerns about potential odour impacts from increased waste on the terminal floor. The Proponent provided further information, and in February 2018 agreed to restrict the amount of waste to 500 t except under exceptional circumstances as detailed in an Operational Contingency Management Plan (OCMP).

### **Pedestrian Safety**

The remaining outstanding issue, right-turn from Parramatta Road, was the subject of detailed and repeated discussions between the Proponent, the Department, Council and RMS during the period October 2017 to February 2019. During this time, the Department facilitated numerous meetings and discussions with Council and RMS. Council informed the Department there was a pedestrian fatality at this intersection in 2014, which highlighted the need for further engagement to ensure suitable design of the intersection to facilitate pedestrian safety.

Intersection design requirements and responsibility for payment for the intersection upgrade were discussed at length, causing considerable delays in the assessment of the modification request. In addition to provisions for pedestrian safety (pedestrian island and pram ramps), Council required the intersection to be designed to accommodate right-turn by the largest vehicle using it (B-double trucks accessing the Clyde Marshalling Yards). However, the Proponent and the Department noted that the largest Veolia truck to access the Clyde Terminal turning right from Parramatta Road is a 12.5 m rigid waste truck. Veolia has advised that semi-trailers do occasionally enter the Clyde Terminal to deliver plant or machinery, however this is always by left turn only.

Veolia provided two draft intersection designs and costings for the upgrade of the intersection (one accommodating B-double/semi-trailer trucks turning right and one accommodating 12.5 metre trucks turning right). The construction cost for the B-double/semi-trailer option was much higher, and Veolia maintained it would be unfair for it to bear the full cost of the works, given it does not use B-double or semi-trailer trucks for the right-turn.

During 2018 Council maintained its position that the intersection must be upgraded for B-doubles/semi-trailers turning right at Veolia's expense. However, following further consultation, on 17 February 2019 Council advised in writing it was satisfied that the intersection upgrades should be undertaken to accommodate right-turn access to the site by the Proponent's largest service vehicle (12.5 m waste trucks) and provided recommended conditions of consent.



## 6. Assessment

The Department has assessed the merits of the amended modification request. During this assessment, the Department has considered the:

- EIS and assessment report for the original application
- EA and assessment report for the earlier modifications (MOD 1 to MOD 4)
- existing conditions of approval/consent (as modified)
- the EA supporting the proposed modification (**Appendix B**)
- submissions from State government authorities and Councils (**Appendix C**)
- the Proponent's response to issues raised in submissions, including amendment of the proposed modification and the additional information discussed in **Table 2**
- relevant environmental planning instruments, policies and guidelines
- requirements of the EP&A Act, including the objects of the EP&A Act.

The Department considers the key issues associated with the modification request are:

- air quality and odour
- traffic, access and manoeuvring.

These issues are discussed in the following sections of this report. The Department's assessment of other issues is provided in **Table 2**.

### 6.1 Air Quality and Odour

The modification seeks a 20% increase in the volume of waste passing through the Clyde Terminal per year (increasing from 500,000 tpa to 600,000 tpa), which creates the potential for additional dust and odour impacts for nearby receivers. The Department notes the Clyde Terminal building is maintained under negative pressure and has a forced air extraction system.

The Proponent submitted an Air Quality Impact Assessment (AQIA) with the original modification request, however it did not include a quantitative odour assessment, relying instead upon a qualitative approach based on the Clyde Terminal's audited odour performance since 2009. The AQIA maintained that the increase in annual waste throughput would not affect the worst-case odour emission rate under normal operational conditions, as the maximum amount of waste in the building at any one time would not increase above existing levels. The increase in waste throughput would be achieved solely by increasing the time the maximum amount of waste would be present.

The EPA and the Department sought clarification of various details relating to the AQIA. This included the potential for increased dust emissions from the elevated air ventilation stack in the northwest corner of the terminal building and further explanation of operational processes and the amount of waste present at any one time. Council raised no air quality concerns with the modification request.

Following the provision of additional information regarding the assessment of dust emissions, on 17 October 2017 the EPA advised it accepted the Proponent's position that the increase of 100,000 tpa would not significantly increase operational dust emissions, especially given the existing management measures in place, the forced air



extraction system, and the Clyde Terminal's good current compliance performance regarding dust emissions. The Department had no further concerns regarding dust emissions.

On 14 December 2017, the Proponent provided basic odour modelling of the scenario of 1,000 t of waste present on the terminal floor, which demonstrated the odour levels at residential receivers would be within the 2 Odour Unit (OU) criterion for urban areas from the Technical framework: assessment and management of odour from stationary sources in NSW. The EPA was satisfied there would be no additional odour impacts under normal operating conditions (which is a maximum of 500 t of waste onsite), however did not support permitting 1,000 t of waste to be present on the terminal floor on a regular basis, as this amount significantly exceeds the standard operating amount. Therefore, the EPA recommended a condition restricting the amount of waste on the terminal floor to 500 t at any one time, as well as requiring the Proponent to assess and report on the likely circumstances that would cause the amount of waste to exceed 500 t and develop appropriate contingency actions to be taken during these circumstances.

The Department notes the terminal building is currently equipped with a forced ventilation system to circulate air and reduce odour and no odour complaints have been received since May 2011. The Department is satisfied with the Proponent's assertion that the worst-case odour emission rate would not increase under normal circumstances. The increase in waste throughput would be achieved by increasing the length of time the maximum amount of waste would be present rather than increasing the maximum amount of waste above existing levels. In this regard, the Department notes the actual waste would constantly be 'refreshed' as waste is removed and compacted continuously throughout the day, thereby limiting odour build-up.

To ensure the potential for odour impacts remains low, the Department recommends a condition restricting the amount of waste held on the terminal floor to 500 t, except under circumstances to be agreed to in consultation with the EPA in an Operational Contingency Management Plan (OCMP). As a condition of approval, the Department requires preparation of an OCMP that includes details of triggers and emergency situations that may impact operations and cause waste to build up on the terminal floor. The OCMP must also include robust contingency measures to mitigate the impacts caused by emergency situations.

The Department's assessment concludes there would be a low risk of additional dust and odour impacts from the modification under normal operating conditions (up to 500 t of waste present on the terminal floor), and notes that the EPA, as the regulating authority for odour complaints, is also generally satisfied. Should the normal amount of waste exceed 500 t due to unforeseen circumstances, the Department believes this can be managed by the contingency measures to be required in the OCMP.

## **6.2 Traffic, Access and Manoeuvring**

The transport of an additional 100,000 tpa of waste to the Clyde Terminal and the removal of the right-turn restriction from Parramatta Road for vehicles entering the Clyde Terminal both have the potential to impact traffic onsite and the safety and efficiency of the road network in the surrounding area.

### **Increase in waste truck movements**

The Traffic Impact Assessment (TIA) provided with the EA report estimated additional operational traffic to be an average of 100 truck movements (50 in 50 out) per day.

SIDRA analysis of three intersections along Parramatta Road in the vicinity of the Clyde Terminal (Rawson Street/Duck Street/Parramatta Road, Wentworth Street/Parramatta Road, and the site access/Parramatta Road) showed the intersections currently operate at a good to satisfactory Level of Service (LoS) (A to D) during the morning and afternoon peak periods. Further SIDRA modelling of the proposed addition of 100 truck movements per day found there would be no change in the LoS at any of the three relevant intersections during the morning

or afternoon peak. Council and RMS did not raise any concerns regarding the capacity of the road network to accommodate the additional truck movements in and out of the Clyde Terminal.

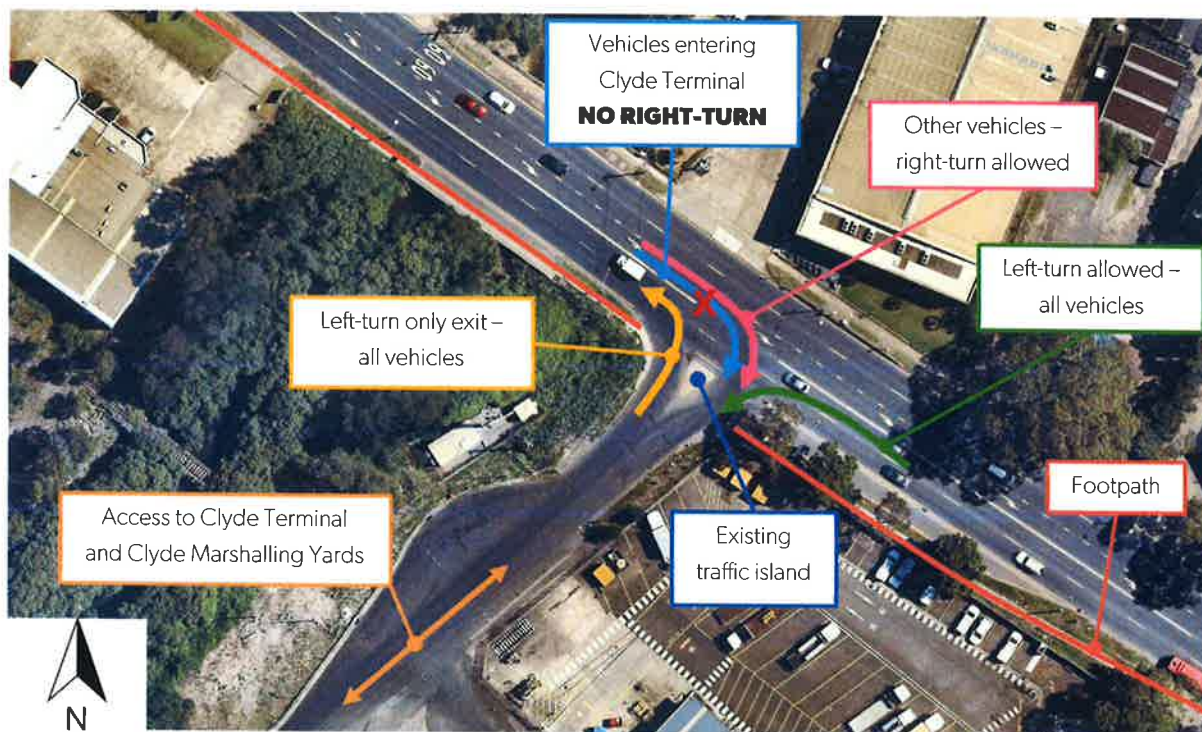
There are no changes proposed to traffic circulation practices onsite. The EA concluded there would be limited impact on truck movements within the Clyde Terminal building. The Department raised concerns regarding the Clyde Terminal's ability to cope with the additional trucks tipping on the terminal floor, particularly during the peak period of 8 am - 11 am, when up to 40 trucks per hour may enter the facility. The Proponent advised the front-end loader operator at the tip face would continue to control tipping frequency to ensure sufficient manoeuvrability within the building and there is room for four trucks to queue between the terminal building and the weighbridge. The driveway of the Clyde Terminal is approximately 100 m in length and can adequately accommodate up to 8 x 12.5 m waste trucks awaiting tipping.

The Department's assessment concludes the traffic generated by the development can be easily accommodated on the local and regional road network and truck waiting areas are satisfactory without any necessity for queuing on the street. Accordingly, the Department recommends the existing conditions of consent are adequate without any amendments.

### Right-turn from Parramatta Road

Access to the Clyde Terminal is via a private access road from Parramatta Road that is shared with the adjacent Clyde Marshalling Yards. Currently, no vehicle accessing the Clyde Terminal is permitted to turn right from Parramatta Road into the access road under condition 119 due to the then Roads and Traffic Authority's original 2001 objection to the inclusion of traffic signals at the intersection. However, it is acknowledged that other vehicles accessing the Clyde Marshalling Yards do turn right at that intersection including B-double and semi-trailer trucks. All vehicles exiting the Clyde Terminal and Clyde Marshalling Yards must turn left only onto Parramatta Road.

There is a dedicated right-turn lane on Parramatta Road for movements into Rawson Street that also serves as a right-turn lane into the Clyde Terminal access road. The right-turn lane has recently been upgraded and extended by RMS (See **Figure 4**).



**Figure 4** | Current access arrangements from Parramatta Road

The modification seeks to remove the right-turn restriction on all vehicles entering the Clyde Terminal from Parramatta Road. The Proponent has advised that, despite the restriction, many waste trucks entering the Clyde Terminal from the west are already turning right from Parramatta Road rather than taking a detour to enter via a left turn. The Proponent maintains it is safe to make the turn because of the long sight lines on Parramatta Road and the dedicated right-turn lane provided.

As described in Section 5 above, for safety reasons Council and RMS originally did not support the removal of the right-turn restriction, however RMS later revoked its objection due to its recent upgrade works on Parramatta Road. The Department notes there was a pedestrian fatality involving an existing truck at the intersection in 2014.

It would appear from swept path drawings provided by Veolia that larger-size trucks may make contact with the kerb during the existing right-turn, however the Department notes that the largest size vehicle entering the Clyde Terminal via a right-turn would be a rigid 12.5 metre waste truck.

Council maintained its strong concerns regarding the suitability of the existing intersection for trucks turning right, particularly with regard to pedestrian safety. Council required the intersection to be re-designed and reconstructed to include pram ramps and a pedestrian refuge island, as well as to accommodate the largest vehicle using it (B-double trucks). Council specified these upgrades should be at Veolia's sole expense. The Proponent provided further information and various concept designs of intersection upgrades showing all turns in and out of the private access road for different truck sizes. These concept designs highlighted the potential need to adapt or remove the existing traffic island and move in-ground services to accommodate larger truck movements. Internal discussions continued at Council during 2018 and, whilst there was no agreement on the final intersection design, on 17 February 2019 Council advised the Department in writing it was now satisfied in principle that the intersection upgrades may be undertaken to accommodate the largest service vehicle accessing the site, as required by the Proponent for the development (i.e. 12.5 m rigid waste truck turning right and semi-trailers turning left only).

Pedestrian and road user safety are of high importance to the Department and due consideration has been given to all information provided by the Proponent, as well as the professional opinions of RMS and Council. On balance, the Department is satisfied that right-turns into the Clyde Terminal from Parramatta Road can be undertaken safely, subject to appropriate intersection design. The Department has therefore proposed a condition of consent that permits the right-turn from Parramatta Road, however requires the final design and construction of the intersection works to be completed in consultation with and to the satisfaction of Council and RMS before any vehicle may turn right into the Clyde Terminal. The Department particularly notes that the intersection design must accommodate semi-trailers turning left in and left out of the Clyde Terminal to Parramatta Road, however the right-turn may be designed for a maximum size of 12.5 m rigid trucks.

To support intersection safety, the Department has also included a condition requiring a road safety audit to be undertaken within 6 months of commencement of right-turn movements at the upgraded intersection.

The Department's assessment concludes the relevant traffic, access and manoeuvrability issues relating to the modification have been satisfactorily addressed and resolved. Amended conditions of consent have been recommended to manage operational traffic impacts from vehicles turning right into the Clyde Terminal off Parramatta Road.

### **6.3 Assessment of Other Issues**

The Department's Assessment of other issues is provided in **Table 2**.

**Table 2 | Other Assessment Issues**

Findings	Recommended Conditions
<b>Noise</b>	
<ul style="list-style-type: none"> <li>• The increase in waste throughput has the potential to increase noise impacts due to additional traffic and operational levels.</li> <li>• The existing operational noise criteria are documented in the Environment Protection Licence (EPL) for the Clyde Terminal. The Noise Impact Assessment (NIA) provided with the EA assessed the noise impacts from the modification against these criteria using a worst-case scenario during the night-time period.</li> <li>• The NIA concluded that operation of the site at the increased level of waste throughput would remain consistent with the original assessment of the development in 2001, and that operational noise levels from the Clyde Terminal were predicted to comply with the applicable criteria at all sensitive residential receivers.</li> <li>• The EPA requested additional information on the methodology used to assess the modification’s noise impacts. The Proponent provided this additional information in August 2017, which confirmed the NIA was undertaken in accordance with the Industrial Noise Policy and that reliance on data from the original assessment in 2001 was justified.</li> <li>• The EPA was satisfied with this information, however to ensure the Clyde Terminal could operate at increased capacity within the existing noise limits, recommended a condition requiring verification of noise emissions at the increased rate of operation.</li> <li>• No other agencies had concerns related to noise impacts.</li> <li>• The Department notes the increase in waste throughput would be achieved through an increase in the length of time the Clyde Terminal would be operating at its peak load. Whilst it is not expected there would be an increase in noise emissions above existing levels, the Department agrees with the EPA's position on the need for verification of this.</li> <li>• The Department’s assessment concludes there is a low likelihood of noise impacts associated with the modification. Condition 59 of the existing consent requires the submission of an Annual Environmental Management Report that includes a review of noise emissions against the noise limits in the consent and EPL. Therefore, the Department considers the existing conditions of consent already address verification of noise impacts and are adequate without amendments.</li> </ul>	Not Applicable
<b>Community Consultative Committee</b>	
<ul style="list-style-type: none"> <li>• Further to submissions from neighbouring businesses and the EPA, the Proponent has proposed to amend condition 134 to retain the CCC and re-establish it in accordance with the new CCC Guidelines.</li> <li>• The Department notes the current CCC has not operated effectively for a number of years due to lack of community interest. However, the</li> </ul>	Require the Proponent to: <ul style="list-style-type: none"> <li>• Undertake all steps necessary to establish and maintain a CCC for the Clyde Terminal in</li> </ul>

## Findings

## Recommended Conditions

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<p>submissions received on this modification indicate renewed awareness of the need to maintain a community forum for the Clyde Terminal, especially given the proposed 100,000 tonnes increase in the amount of waste accepted per year.</p> <ul style="list-style-type: none"><li>• The CCC Guidelines represent the new best practice for setting up and running CCCs. The Department's assessment therefore concludes this to be the most appropriate method to maintain the Clyde Waste Transfer Terminal CCC going forward.</li><li>• The Department has therefore recommended a condition requiring the CCC to be reinvigorated in accordance with the CCC Guidelines.</li><li>• As the Proponent has had some difficulty in the past gaining sufficient public interest in the CCC, the Department has also recommended a condition requiring the Proponent to submit a short CCC progress report annually to enable the Planning Secretary to determine if some other form of community consultation would be more appropriate, in the event a CCC cannot be formed or maintained over time.</li></ul>	<p>accordance with the CCC Guidelines</p> <ul style="list-style-type: none"><li>• Submit a report to the Department every twelve months detailing progress in establishing and maintaining the CCC over time.</li></ul>
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### Removal of restriction on truck night time access

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<ul style="list-style-type: none"><li>• The Proponent has proposed to delete condition 123 that prohibits heavy vehicle access to the Clyde Terminal during night time hours (10 pm to 5 am Mondays to Saturdays and 10 pm to 7 am Sundays).</li><li>• This condition was included in the original 2003 project approval pending approval of a Traffic Management Plan (TMP).</li><li>• The TMP was duly approved by a delegate of the then Director-General in June 2011, thereby fulfilling the condition. Trucks presently access the site at night in accordance with the approved TMP.</li><li>• The Department is therefore satisfied it is appropriate for condition 123 to be deleted.</li></ul>	Delete condition 123
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## 7. Evaluation

The Department has assessed the proposed modification in accordance with the relevant requirements of the EP&A Act. The Department considers the proposed modification is appropriate on the basis that it would:

- not result in environmental impacts beyond the approved facility
- not result in any additional traffic safety issues
- contribute to fully realising the landfill disposal capacity of the Woodlawn Bioreactor landfill.

Consequently, the Department is satisfied that the modification should be approved, subject to conditions.



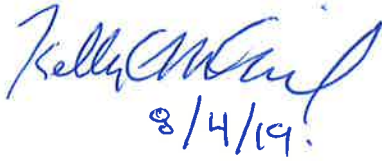
## 8. Recommendation

It is recommended that the Executive Director, Key Sites and Industry Assessments, as delegate of the Minister for Planning:

- **considers** the findings and recommendations of this report; and
- **determines** that the application DA 205-08-01 MOD 5 falls within the scope of former section 75W of the EP&A Act
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant approval to the modification request
- **modify** the consent DA 205-08-01
- **signs** the attached modification of approval (**Attachment A**).

Prepared by  
Sheelagh Laguna  
A/Principal Planner

Recommended by:



8/4/19.

**Kelly McNicol**  
Team Leader  
Industry Assessments

Recommended by:



15/4/19.

**Chris Ritchie**  
Director  
Industry Assessments



## 9. Determination

The recommendation is: **Adopted by:**

**Anthea Sargeant**

Executive Director

Key Sites and Industry Assessments





# Appendices

## **Appendix A – Notice of Modification**

## **Appendix B – Environmental Assessment**

[http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8271](http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8271)

## **Appendix C – Submissions**

[http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8271](http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8271)

## **Appendix D – Submissions Report**

[http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8271](http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8271)