

Submissions Report

MCROPS Midge Orchid Rd

A Submission to the Department of Planning,
Housing and Infrastructure

on behalf of NALG Envirotech Pty Ltd

19 June 2026



Submissions Report

A Submission to The Department of Planning
 Prepared by

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Version History

Ver	Date	Status	Author	Approver
0.1	26/05/2026	Draft	Adele Khooshzaban, Esther Hughes	-
0.2	27/05/2026	Review of Draft	Ben Connell, Nick Lawrance, Mustafa Hakim, Philip Parekalam	-
1	17/06/26	Final	Adele Khooshzaban, Esther Hughes	Esther Hughes

Disclaimer

This report has been prepared by MRA Consulting Group for NALG Envirotech Pty Ltd. MRA (ABN 13 143 273 812) does not accept responsibility for any use of, or reliance on, the contents of this document by any third party.

MRA acknowledges the assistance provided by Anderson Environmental and Planning, Artefact, Colliers Engineering and Design, Headway Traffic and Transport, Ground Ink, Judith Stubbs and Associates, Koikas Acoustics, McCardle Cultural Heritage, October Urban, and Todoroski Air Sciences.

In the spirit of reconciliation MRA Consulting Group acknowledges the Traditional Custodians of country throughout Australia and their connection to land, sea and community. We pay our respects to Aboriginal and Torres Strait Islander peoples and to Elders past, present and emerging.

Project Details

Project details

Project name	MidCoast Regional Organics Processing Solution
Application number	SSD-84090218
Address of the land in respect of which the development application is made	48 Midge Orchid Road, Darawank NSW 2428 (Lot 5 DP 1089990)

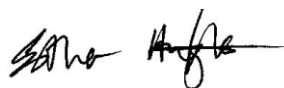
Applicant details

Applicant name	NALG Envirotech Pty Ltd
Applicant address	Level 3, Suite 303, 7-9 Irvine Place, Bella Vista NSW 2153
Applicant details	ABN: 27 662 247 954

Details of the person by whom this Response to Submissions (RtS) was prepared

Name	Esther Hughes
Address	Suite 408 / 19 Roseby St Drummoyne
Professional qualifications	BA, MA, GDURP, MEnvSc, MPIA, CEnvP (General)

Signature:



Date 19 June 2026

1 Introduction

This Response to Submissions (RtS) has been prepared by MRA Consulting Group on behalf of NALG Envirotech Pty Ltd (NALG) in relation to State Significant Development application SSD-84090218 for the MidCoast Regional Organics Processing Solution (the Project) at 48 Midge Orchid Road, Darawank, within the MidCoast Local Government Area (LGA), New South Wales.

The Project involves the development and operation of a food organics and garden organics (FOGO) processing facility with a capacity of approximately 146,000 tonnes per annum (tpa). The facility will utilise in-vessel composting and anaerobic digestion technologies to process organic waste and produce compost and renewable energy products. The Site is located on land owned by MidCoast Council and is adjacent to the existing Tuncurry Waste Management Centre.

The Project is declared State Significant Development (SSD) under Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021, as a composting facility with a capital investment value exceeding \$30 million.

An Environmental Impact Statement (EIS) was prepared by MRA Consulting Group to assess the potential environmental impacts of the Project. The EIS identified key issues relating to

- Biodiversity,
- Traffic,
- Noise,
- Air quality,
- Water,
- Waste management,
- Bushfire,
- Heritage,
- Amenity,
- Hazards, and
- Socio-economic impacts.

Seventeen (17) specialist studies were undertaken to understand and assess potential impacts and were submitted with the development application.

The Project was publicly exhibited from 20 February 2026 to 19 March 2026 in accordance with the Environmental Planning and Assessment Act 1979. During the exhibition period, submissions were received from government agencies and members of the public.

Key matters raised during the exhibition included air quality and odour management, traffic and transport operations, noise impacts, water quality and stormwater management, visual amenity, biodiversity and ecological impacts, and operational and emergency management procedures.

All submissions, together with comments provided by the various authorities, have been reviewed and considered in the preparation of this RtS.

This RtS provides responses to issues raised during the exhibition of the EIS and outlines where relevant clarifications, design refinements, and additional mitigation measures have been incorporated into the Project.

Targeted consultation with government agencies and stakeholders has been ongoing throughout the EIS preparation and response to submissions, including engagement with the Department of Planning, Housing and Infrastructure (DPHI), MidCoast Council, Transport for NSW (TfNSW), NSW Rural Fire Service, Mid Coast Water, Crown Land, and the Conservation Programs, Heritage and Regulation group (CPHR).

Consultation with relevant authorities occurred during the EIS process from 8 April 2025 to September 2025 and is documented in Section 6 of the EIS.

The submissions to the EIS provided an opportunity to review the Project and undertake further consultation. This report documents the issues raised, responses to those issues, project changes and additional consultation undertaken.

Table 1: Key Milestones

Date	Milestone
15 May 2025	SEARs request and scoping report submitted
18 June 2025	SEARs issued
30 January 2026	Application lodged
20 February 2026 until 19 March 2026	The exhibition period commenced
9 April 2026	Request to respond to submissions
19 June 2026	Response to submissions

2 Analysis of Submissions

2.1 Breakdown of Submissions

2.1.1 Overview

The tables below provide a concise summary of the matters that were identified in the submissions.

Table 2: Community submissions Exhibition Period

			Issues																				
Location	Identifier	Status	The Project	Location	Procedural	Justification	Waste	Air quality	Odour	Noise	Vibration	Soils	Water	Traffic	Hazards	Bushfire	Ecology	Aboriginal heritage	Non-aboriginal heritage	Amenity	Socio-economic	Greenhouse Gases	Community engagement
	1 Object		✓	✓	✓	✓			✓	✓			✓	✓	✓		✓			✓	✓		
	2 Object			✓	✓	✓			✓	✓			✓	✓	✓		✓			✓	✓		
	3 Object			✓				✓	✓	✓		✓	✓	✓	✓					✓			
	4 Object			✓					✓	✓					✓	✓							
	5 Comment					✓									✓	✓							
<5km	6 Object			✓	✓				✓	✓					✓	✓				✓			✓
	7 Support	✓																					
<5km	8 Object			✓	✓				✓	✓					✓	✓				✓			✓
	9 Comment				✓	✓			✓	✓					✓	✓				✓	✓		✓
<5km	10 Object								✓						✓	✓				✓	✓		✓
	11 Object			✓					✓				✓		✓	✓				✓	✓		
	12 Object			✓					✓						✓								
	13 Object								✓											✓			
	14 Object	✓	✓						✓						✓					✓	✓		
	15 Object	✓	✓																				
	16 Object														✓								
<5km	17 Object			✓	✓			✓	✓	✓			✓	✓	✓	✓	✓			✓			
<5km	18 Object																						✓
	18		4	11	6	4	0	2	13	8	0	1	5	14	11	1	3	0	0	11	6	0	5

The total number of community submissions is 18.

Submission categories:

- 15 submissions are "Object".
- 2 submissions are "Comment".
- 1 submission is "Support"

The source of submissions included two organisations. One organisation represents residents and is primarily concerned with traffic on the Lakes Way and Failford Rd intersection and the potential impacts on the local community. The other organisation represents businesses and comments on the benefits and potential impacts of the proposal.

One group submission was also received from local residents, which comments on a variety of matters including the project and location, probity, environmental assessment reports, social impact assessment and biodiversity. The group submission includes some members who also made individual submissions.

Three independent submissions are from nearby residents in Darawank, who are primarily concerned about increases in traffic, odour impacts, amenity and safety hazards (from traffic).

One individual submission is by a lawyer on behalf of residents at a location in proximity to the development, commenting on various sections of the EIS, but also on matters relevant to the residence.

The key matters raised are with regard to location, odour, traffic and amenity.

Table 3: Authority submissions exhibition period

		Issues																
		Status	The Project	Location	Procedural	Justification	Waste	Air quality	Odour	Noise	Vibration	Soils	Water	Traffic	Hazards	Bushfire	Ecology	Aboriginal heritage
DPHI	Comment							✓	✓	✓			✓	✓				
EPA	Comment			✓			✓	✓	✓	✓			✓					
HNSW Aboriginal	Comment																✓	
HNSW Non-Aboriginal	No Comment																✓	
TfNSW	Comment			✓										✓				
RFS	No Comment														✓			
FR NSW	No Comment														✓			
CPHR	Comment			✓									✓			✓	✓	
DECCEEW Water	Comment												✓					
Mid Coast Council	Comment			✓				✓	✓	✓				✓			✓	
No. of Concerns			0	0	4	0	1	3	2	3	0	0	4	3	1	2	2	1
																		1

The total number of submissions from authorities is 10. Apart from procedural matters, the majority of submissions are with regard to air quality and odour, traffic and water. Three authority submissions do not require further comment.

2.2 Categorisation of Issues

2.2.1 The Project

One community submission objects to the project as a whole and is of the opinion that it is a “truly awful plan”.

One submission states that “the community is outraged and if it goes ahead the Mid Coast Council will lose the trust and respect of an entire region...”.

One submission states that it supports the project.

One submission would like to see limits on future expansion.

DPHI requested clarification of the project description including:

- Identify on the site plan where the final product will be stored (if not within the bunkers shown in Figure 20 of the EIS).
- Describe the proposed backup power system.
- Outline how FOGO will be transported to the anaerobic digestion facility.
- Describe the proposed bunding, including its location.
- Confirm the anticipated construction timeframe and whether construction will be staged.
- Provide plans/drawings for the proposed signage and fencing.

There are no comments regarding the overall project by authorities.

2.2.2 Location

Eleven community submissions oppose the location of the development, citing:

- Reduced liveability
- Industrial-scale infrastructure into a rural/residential interface
- Precedent for expansion
- Unsuitability due to scale of the operation combined with traffic and environmental impacts
- Alteration of character of the location
- Conflict with the expectations of local residents
- Losses in amenity and property value
- Fundamental incompatibility with surrounding landuse
- Causing the area to become uninhabitable
- Location should be at least 50-100km from any residence or tourist area
- Impacts to local tourism, housing development, road traffic, and smell.
- A location well away from a local tourist haven “or expect significant upheaval”.
- Impacts to lifestyle
- Lack of foresight
- Not assessed as a cumulative impact
- Cause ruin to fragile ecosystem, ruin the local golf course and local beaches plus its near our rivers which will destroy the local waterways.
- Impacts to tourism
- Processing at an alternative location with regard to Transport for NSW's Future Transport Strategy.
- Lack of analysis of alternative locations
- Alternative location at Minimbah.
- Whether the RU2 zone is suitable for development.

No public authority commented on the location.

2.2.3 Procedural Matters

The community submissions raised multiple issues regarding the standards and methodologies used. The matters raised pertain to:

- Lack of consultation
- Limited engagement with local community groups
- Insufficient time given for community consultation
- Very little visible public communication regarding the proposal prior to exhibition.
- The Traffic Impact Assessment methodology due to seasonal traffic and lack of crash modelling
- Cumulative Impact Assessment methodology
- Deficiencies in environmental risk modelling
- Inconsistency in planning standards applied by MidCoast Council with regard to road burden and cost
- No genuine alternative site analysis.
- Demolition of adjacent residential dwelling to facilitate development by Council raises probity issues.
- Social Impact Assessment and the impacts on property values, amenity, and community character must be independently assessed.

Community submissions requested clarification on the following matters:

- Despite statements in relation to 24/7 operation, the EIS then states that staffed hours will be limited to Monday to Friday 7am to 5pm

- Whether the proposed facility is primarily intended to service the requirements of the MidCoast local government area, or to service other Council areas

Procedural issues raised by the EPA, CPHR, TfNSW and MidCoast Council authorities pertain to:

- Reporting clarifications for air quality, traffic, water and Aboriginal heritage.
- DPHI requested further community consultation be undertaken due to the community concerns raised regarding the level of consultation.

2.2.4 Economic, Environmental and Social Matters

2.2.4.1 Traffic

14 community objectors raised the issue of traffic. Issues include:

- Heavy vehicle movements and traffic congestion
- The inadequacy of local roads to sustain the development (The Bucketts Way and other roads)
- Underestimation of real traffic impacts due to seasonality and clustered arrivals
- Increased traffic collision risk and decrease in safety
- Road wear due to heavy vehicles, with no commitment to upgrade roads
- Substantial increase in traffic along the Lakes Way
- Effect on caravans, cyclists and families.
- Route via Forster near McIntosh St
- The effect on emergency vehicles via the Lakes Way and Failford Rd
- The number of vehicles for 146,000 tpa of material.
- Planning fairness and consistency due to other applications being rejected due to the impact on road infrastructure
- The cost of road maintenance
- The burden placed on local ratepayers to fund infrastructure damage caused by heavy vehicles.
- Failford Road desperately needs a roundabout
- Abrogating responsibility to the intersection upgrade to Transport for NSW and/or MidCoast Council
- Need for acceleration and deceleration lanes at The Lakes Way/ Midge Orchid Rd to minimise impacts on other northbound and southbound traffic using The Lakes Way.
- Potential for a better location due to exceedance of capacity of The Lakes Way/Failford Rd.
- 30 days' consultation period extension requested.
- It is unrealistic to assume that 52 daily movements will be self-restricted to a 10-hour daytime window when the facility accepts deliveries 24 hours a day.
- The accuracy of the modelling depending entirely on the relevance of that generic data to this specific installation.
- The noise assessment exploiting the fact that the closest property already experiences high background noise to apply a more lenient noise criterion.
- The safety and amenity impacts on the Lakes Way are being fully assessed.
- The road geometry and infrastructure of Midge Orchid Road have not having been independently assessed for their suitability to carry 52 B-double and semi-trailer movements per day over a 30-year operating period.

Ongoing impact on The Lakes Way and Failford Roads that needs to be resolved, and the lack of evidence that the proponent has any intention of actively arguing for funding from TNSW and MidCoast Council for upgrading and safety improvements to the intersection and both roads. MidCoast Council raised traffic concerns regarding:

- Queue lengths from The Lakes Way to Midge Orchid Rd

- The width of Midge Orchid Rd

TfNSW commented on:

- The exclusion of Ton O' Fun Rd from modelling
- Lack of a turn lane warrant assessment.
- B double vehicles accessing the site

DPHI requested clarification on:

- The number of heavy vehicles per day and per hour
- Swept path analysis for unloading liquid waste
- Swept path analysis for loading product while another is unloading liquid waste
- How on-site traffic will be managed to avoid conflicts
- The limitation of truck movements to daytime hours

2.2.4.2 Noise

Twelve (12) community submissions raised concerns regarding additional noise impacts, including:

- 24/7 operations assessed and compliant with noise criteria
- 24/7 truck operations, mostly daytime with limited compliant night activity
- Night-time noise and sleep disturbance assessed (LAeq & LAFmax) and compliant
- Continuous operational noise, assessed under worst-case and compliant
- Change to rural character, considered unlikely due to site context
- Impacts on 661 The Lakes Way, now included in updated assessment
- Roller doors at night, managed via automated rapid-action systems
- Door management enforcement, addressed through controls and procedures
- Heavy vehicle noise (acceleration/deceleration), below criteria (~9 dB)
- Omitted residence, noting it no longer exists
- Delivery timing concerns, with mostly daytime operations despite 24/7 capability
- Monitoring period/seasonality, compliant with NPfI and accounting for variation

MidCoast Council raised issues regarding:

- The inclusion of a potential receiver at 661 The Lakes Way

The NSW EPA requested updates to the Noise Impact Assessment, including:

- Corrections for annoying noise (NPfI Fact Sheet C)
- Identification of fixed external noise sources
- Updates to sleep disturbance trigger levels
- Assessment of cumulative construction noise
- Construction noise management levels for each stage of construction
- Consistency between the Traffic Impact Assessment and Noise Impact Assessment for clarification of heavy vehicles per day and per hour, and update the relevant assessment(s) accordingly

2.2.4.3 Amenity

Eleven (11) Community members raised objections with regard to amenity which include comments on:

- Area transitioning from a rural/residential to freight corridor

- Stress and safety risk
- Reduced liveability
- Changes to the character of the local area
- Substantial and irreversible loss of residential amenity

No comments regarding amenity were raised by authorities

Odour and noise are addressed separately.

2.2.4.4 Biodiversity

Three (3) community members raised matters with regard to ecological matters, including:

- Wildlife strike increase
- Disruption of habitat
- Disruption of nocturnal species
- Introduction of pest species, such as birds and rodents
- Limited evidence that the Midge Orchid Road site represents the option with the least biodiversity constraint
- The Tuncurry Midge Orchid (*Genoplesium littorale*) may require further survey
- The EIS must demonstrate full compliance with the Biodiversity Offset Scheme and the Biodiversity Assessment Methodology, including a complete Biodiversity Development Assessment Report

MidCoast Council commented regarding:

- A minor error in the identification of a hollow bearing tree
- The relationship of groundwater and surface water to the Swamp Sclerophyll Forest
- A local biodiversity offset

CPHR requested:

- A 20m buffer will be implemented from PCT 4006 to minimise indirect impacts
- A connectivity buffer be maintained along the western site boundary to allow for connectivity between native vegetation to the north and south of the site for species including Squirrel Glider

2.2.4.5 Air quality and Odour

Thirteen (13) community submissions raised concerns regarding odour and air quality:

- Odour emissions generally
- Odour during failure or overload or during local weather conditions
- Reporting not reflecting the lived experience
- The AQIA should be subject to a thorough peer review process to verify its findings
- Site-specific odour measurements should be obtained for the Tuncurry Waste Management Centre for consideration in the AQIA in relation to cumulative odour impacts
- Cumulative odour emissions use Albury Waste Management Centre, which has a different climate and geography
- Suitability of Taree airport for climate data
- While peak-to-mean (P/M) factors are described in Section 4.1.2 of the AQIA, the assessment does not provide any further information on how the factors are applied to the modelled odour sources in Section 7.3.1 of the assessment
- Whether the modelled odour impacts have considered the P/M factors. As such, it is not possible to determine whether the results actually represent the worst-case estimate of potential impacts at sensitive receptors based on 1-second concentrations

- Whether an odour buffer is required.
- An increase in dust
- Lenient standard of 7OU applied. 4-5 OU would be more appropriate
- Abattoir and paunch being strong odour emitters, the odour profile has not been properly characterised.
- Biofilter failure was not addressed
- Conditional air quality monitoring

DPHI requested the following clarifications:

- Describe the contingency measures that would be implemented in the event of an emission control system failure
- Specify the assumptions used in the Air Quality Impact Assessment
- Describe the biotrickling system proposed for the Combined Heat and Power unit

The EPA commented that:

- The Air Quality Impact Assessment is considered adequate to enable recommended conditions of approval

Mid Coast Council requested:

- That the air quality and odour assessment report be amended to include assessment of one additional receiver

2.2.4.6 Water

Five (5) community submissions raised concerns about water:

- Leachate escape
- Stormwater contamination
- Long-term consequences for coastal ecosystems
- No analysis of seasonal groundwater fluctuations
- The pre-development land use assumptions significantly over-represent the pre-development pollutant loads and are inconsistent with MidCoast Council's Guidelines for Water Sensitive Design Strategies (October 2019)
- It is not clear whether the swale treatment or the exfiltration losses from swales have been accounted for in the post-development pollutant loads and analysis of NorBE targets
- More detailed groundwater investigations are required to determine the actual variation in groundwater levels at the site
- The permanent conversion of this land to industrial use, with associated hardstand, leachate management, and stormwater infrastructure, creates a risk of contaminated runoff reaching the Wallamba River.

DCEEW requested clarification regarding:

- Quantify the construction water demands and confirm a viable water source is available.
- Confirm if additional water supply works are required.
- Assess groundwater impacts if take exceeds 3 ML/year.

DPHI requested clarification regarding:

- Mapping of the PMF level

The EPA recommended conditioning of the consent to provide further detail including:

- A water discharge impact assessment that addresses the SEARs requirements so that impacts to the receiving environment can be assessed.
- A characterisation of water quality at the point of discharge (infiltration)
- Details of any surface or groundwater mitigation, management and monitoring activities and methodologies so that impacts to the receiving environment can be assessed.

2.2.4.7 Health

One (1) objector mentioned health concerns broadly.

- Potential health impacts from the waste processing facility

No health concerns were raised by authorities.

2.2.4.8 Waste

One (1) submission from the president of the Forster Tuncurry Business Chamber supported the following matters:

- Reduction in organic waste sent to landfill
- Lower greenhouse gas emissions associated with landfill decomposition
- Production of renewable energy through biogas capture
- Creation of reusable compost products that support soil health and agriculture
- Establishment of long-term regional waste infrastructure.

However, not at the expense of local communities and landholders.

Waste management was raised in the submission by the EPA regarding:

- The upper limit of the amount of waste that may be stockpiled at the facility at any one time.

2.2.4.9 Bushfire and Hazards

One community submission raised matters regarding bushfire hazard assessment:

- Inconsistencies of the bushfire hazard assessment with the BDAR with regard to tall heath vegetation.
- It is important that the assumptions of the PHA be reviewed against a more conservative vegetation formation/classification of forest/dry sclerophyll forest for Plot 5 in the Bushfire Assessment Report, and potential RHF of up to 29kW/m² at the digesters.

No matters for response were raised by the Rural Fire Service or Fire Rescue NSW

One comment was raised by CPHR requesting that:

- The Bushfire Emergency Management and Evacuation Plan be modified to require consultation with NPWS in the establishment, implementation and review of emergency plans and procedures for the MidCoast Regional Organics Processing Facility.

2.2.4.10 Aboriginal Heritage

Procedural matters regarding the Aboriginal Cultural Heritage Assessment Report were submitted by the Department of Climate Change, Energy, the Environment and Water (DCCEEW) – Heritage NSW, as summarised in Section 2.2.3, above.

2.2.4.11 Socio-Economic

Six submissions raised socio-economic concerns:

- Increased burden on rate payers
- Property desirability
- Buyer perception
- Decrease in property values
- Lack of property valuation
- Compensation or land acquisition
- Inflation of scale of development for commercial reasons.
- The establishment of a monitoring regime and complaints resolution process.

Economic and social matters were not raised by public authorities, except to request further community consultation.

2.2.5 Issues Regarding the Justification of the Project

No comments were received that question the necessity of the Project, however the community seeks clarification on the appropriateness of the location.

Justification of the Project was not raised by public authorities.

3 Actions

3.1 Review of layout

NALG has reviewed the layout of the Site Plan (Appendix C) after careful consideration of the feedback received. In particular the review focussed on:

- Provision of a 20m buffer area for protection of the Plant Community Type (PCT) 4006,
- Provision of a squirrel glider connectivity zone on the eastern side of the development.
- Reduction of the size of the pre-treatment building to enable the 20-metre setback.
- Reduction of the size of the biofilter to adjust to the new building sizes.
- Turning paths have been updated to accommodate a semi-trailer as the local roads are not B-Double approved.

3.2 EIS Update

The EIS has been updated with amendments to the document and appendices as outlined below.

Amendment	Location
Site plan diagrams	Appendix C and throughout EIS
Stormwater Plan	Appendix D and throughout EIS
Landscape Plan	Appendix E and throughout EIS
Cut and Fill Plan	Appendix G
Waste Management Plan	Appendix K
Updates to Water and Flooding	Section 6.6
Updates to Bushfire	Section 6.8
Updates to Traffic	Section 6.9
Updates to Aboriginal Cultural Heritage	Section 6.12
Updates to diagrams in Air Quality Impact Assessment	Appendix L
Updates to Acoustical Report	Appendix M
Updates to Biodiversity Development Assessment Report	Appendix N
Updates to Arborist Report	Appendix O
Updates to Water Cycle Management Plan	Appendix P
Updates to Bushfire Assessment Report	Appendix R
Updates to Bushfire Emergency Management Plan	Appendix S
Updates to Transport Impact Assessment	Appendix T
Updates to diagrams in Preliminary Hazard Analysis	Appendix V
Updates to Aboriginal Cultural Heritage Assessment Report	Appendix W
Updates to Built Form and Urban Design Report	Appendix Y
Updates to Social Impact Assessment	Appendix ZA
Updates to diagrams in GHG Assessment	Appendix ZB
Updates to Mitigation Measures	Appendix ZD

3.3 Further Engagement

3.3.1 Community

In response to community comments about the minimal time given for submissions and the lack of project awareness, an extension of time of 53 calendar days from the statutory exhibition period conclusion date of 19 March 2026 was offered for submissions until 11 May 2026.

The community was additionally informed about the project and invited to respond through:

- A second mailout to residents within 1.5 km of the proposal, sent on Friday 17 April 2026;
- Direct email correspondence to respondents who provided an email address on 21 April 2026
- An advertisement in The Great Lakes Advocate on Saturday 2 May 2026
- Attendance by a Council representative at the Tuncurry Business Chamber on 7 May 2026.
- A local community meeting on 8 May 2026.

3.3.1.1 Mailout

The mailout to nearly residential addresses included information about the project and community consultation to date. An invitation was offered to provide further feedback with email addresses and a phone number. The mailout did not result in additional responses.

3.3.1.2 Direct Email

A direct email was sent to seven (7) stakeholders who had provided an email address in their submission. The email contained an attachment with information about both the project and community consultation to date.

Responses were received as noted below:

- A representative of the Tuncurry Business Chamber invited attendance at the next Conversation Connect Event with the Forster Tuncurry Business Chamber
- A local resident requested a meeting with the proponent and cc'd other residents, resulting in ten (10) local stakeholders being informed, invited to comment and invited to attend a local meeting.

Further email exchanges took place with the one resident requesting further details and information regarding:

- The traffic assessment
- Operating hours
- The Minimbah site as an alternative
- Other alternative sites
- The upcoming community meetings
- Property values
- Studies – traffic, odour and Feasibility Assessment
- 24/7 hours of operation
- The previous tender for the operations
- Compensation
- Stockpiling outside

Queries were answered in person at the community meeting, or via return correspondence.

No formal submissions were received. No additional matters were raised that differed substantially from comments already received.

3.3.1.3 Advertisement

An advertisement was placed on page 9 of the Great Lakes Advocate, which provided a description of the project, the planning phase, and an invitation to comment. Email addresses and a phone number were provided as contact details.

The advertisement did not result in additional responses.

3.3.1.4 Forster Tuncurry Business Chamber

A Council representative attended and presented at the Forster Tuncurry Business Chamber meeting to provide an overview of the proposed FOGO Facility project, including the broader business, environmental and community benefits associated with the development. Approximately 30–35 local business owners attended the session.

The majority of questions and concerns raised related to:

- Odour impacts
- Noise impacts
- Traffic and transport movements
- Air emissions and pollution controls
- Processing methodology
- Misinformation circulating on social media regarding the facility design and operation

Council provided an overview of:

- The facility design intent
- The advanced environmental controls required through the Basis of Design
- The SSD assessment process currently underway through the NSW Major Projects Portal

Council explained that:

- All waste processing will occur within fully enclosed buildings
- Buildings will operate under negative air pressure
- Advanced odour treatment systems including scrubbers, filtration systems and biofilters are incorporated into the design
- Fast-closing doors and modern containment controls are proposed to minimise potential impacts to surrounding land uses
- Noise, traffic, air quality, odour and environmental impacts are all being independently assessed as part of the SSD application process

A portion of the discussion focused on clarifying that the proposed facility is not an “open composting” operation, which may have been incorrectly assumed based on commentary circulating on social media and historical examples of older waste facilities elsewhere in Australia.

Traffic and Transport

Council explained that the majority of vehicles accessing the facility daily are expected to be existing Council kerbside waste collection vehicles already operating on the regional road network.

It was acknowledged that heavy combination movements will occur at the Site and this is being assessed.

It was also explained that traffic impacts and road network performance are being formally assessed through the SSD process.

Tourism and Local Amenity

Questions were raised regarding potential impacts to tourism and the surrounding area.

Council explained that:

- The proposed facility is being co-located with existing waste infrastructure at the Tuncurry Waste Management Centre precinct
- The adjacent site operated as the region's primary landfill facility until the early 2020s without identified negative impacts to tourism outcomes
- The proposed enclosed organics processing facility will operate to a significantly higher environmental and operational standard than historical landfill operations previously undertaken at the Site

Council also reiterated that amenity impacts will ultimately be assessed independently through the SSD determination process.

Business and Community Benefits

Council outlined a number of key project benefits, including:

- Enabling compliance with the NSW FOGO mandate for the MidCoast community and business sector
- Delivering organics processing capacity locally in the most economically, environmentally and socially sustainable manner identified through market testing
- Reducing waste to landfill and associated greenhouse gas emissions
- Supporting long-term waste cost management through commercial royalties generated from non-Council waste streams processed at the facility
- Providing local infrastructure capacity rather than relying on transport of waste outside the region

Council also explained that multiple processing and delivery options were assessed through market testing, including exporting waste outside the MidCoast region, with the proposed facility identified as the most favourable long-term option.

Community Engagement and Future Communication

Questions were raised regarding the level of historical community engagement undertaken by Council.

Council explained:

- Initial planning commenced in 2021 following completion of the feasibility study
- Community information and engagement activities have occurred progressively over the last five years
- The FOGO service and project has been Councils Waste Strategy, and Delivery and Operational Plans for a number of years
- A summary of historical engagement activities was previously provided to Mr Ben Connell as part of a formal contract RFI response

Council further noted that:

- No direct service changes impacting businesses are expected for approximately 18–24 months while the SSD application is assessed and, if approved, the facility is constructed
- A substantial education and engagement program will be delivered in the 12+ months leading into any future FOGO service rollout

Council committed to continuing engagement with the Business Chamber and broader community throughout the planning, delivery and implementation phases of the project.

Overall Outcome

Overall, the engagement session was constructive and positive.

Attendees appeared more supportive of the project once the proposed processing methodology, environmental controls and regulatory assessment framework were explained in detail. The session also provided an opportunity to directly address misinformation and establish a commitment for ongoing engagement with the local business community as the FOGO service progresses.

3.3.1.5 Local Meeting

NALG Envirotech and MRA Consulting Group invited local residents to meet and discuss the project at the Tuncurry Waste Management Centre, opposite the development site. The date and time were offered flexibly for the residents' group to decide. No preferred timeslot was nominated, and the meeting was scheduled by the Proponent for Friday 8 May 2026 from 2.00 pm to 3.30 pm. The meeting concluded at 4.05 pm.

Four (4) persons were in attendance, in addition to two (2) NALG and two (2) MRA representatives. An invitation was extended at the outset to submit further feedback on the Proposal until 11 May 2026.

The majority of questions and concerns raised related to:

- The suitability of the proposed location
- The probity of the choice of location
- The safety and performance of The Lakes Way
- Traffic and transport movements at nighttime
- The validity of traffic reporting
- Odour impacts and controls
- Noise impacts
- Visual Amenity
- Property values

NALG presented a slideshow on the development and technology. During the slideshow, questions were answered with regard to air capture and treatment, contingencies in case of biofilter or energy failures, storage capacity, bunding, and site expansion. Descriptions of negative pressure, the scrubber and biofilter were provided and it was explained that during loading and unloading, fast-acting, automated doors would be in place, and trucks would tip into a waste receival pit inside a fully enclosed building. These controls were well received.

Generally, the attendees expressed that they were impressed by the technology and the ability to operate using contingency measures. They appreciated the sustainability measures being introduced to reduce waste to landfill and reduce greenhouse gas emissions. Attendees were supportive of the idea that this type of facility should be established within the MidCoast LGA.

The presentation led into an open discussion during which matters were raised as follows.

Probity and site selection.

The proponent explained that:

- The site selection and tender process are Council matters.
- The determining authority is the State Department of Planning, not local Council.

The discussion on location was extensive. Some of the residents came to the opinion that the location has been previously decided and that they should focus on the understanding of this proposal and any potential improvements to it. One resident was adamant that the selection process was flawed and ought to be revisited.

Traffic, particularly the poor performance of The Lakes Way and Failford Rd.

Residents were frustrated by the extensive delays on The Lakes Way and are concerned about extensive delays. They have been petitioning for years to upgrade the Failford Rd intersection. In addition, they asserted that the traffic study did not capture peak traffic during holiday periods.

The proponent explained that:

- They are unable to fix the intersection at Failford Rd and the additional vehicles will not cause significant impact. Residents rejected the statement.
- The proponent agreed to
 - Advocate via this submission for improvements to The Lakes Way/ Failford Rd Intersection
 - Investigate the option of a private road.

- Redirect trucks to enter The Lakes Way from the north via Rainbow Flat, which would avoid a right-hand turn at Failford Rd and the Lakes Way.
- The traffic assessment was described to the local stakeholders as being in accordance with the relevant guidelines. The stakeholders did not agree with this position as locally traffic is elevated during holiday periods.

Additional Traffic Comments:

The option of a private road was investigated and found to be unfeasible due to the number of consent authorities and landowners that would need to agree to the project, the time to obtain relevant approvals and the cost made this option unviable.

The option of redirecting trucks via Rainbow Flat was investigated and was found to be feasible during peak traffic periods. This would be adopted in the Traffic Management Plan for operations.

The re-direction of traffic would occur at times when the intersection is not performing to a reasonable standard and is not proposed to be universally adopted.

Noise

Residents were concerned about nighttime noise.

The proponent explained that:

- Nighttime vehicles would be required for occasional deliveries where vehicles are unable to arrive during the day due to delays or other logistical matters.

Odour

The discussion on odour was generally covered by the description of controls during the presentation, and minimal further discussion was required.

It was explained that conventional open windrow composting was not proposed, and that data from open window composting is unreliable in this context.

The local stakeholders wanted assurance that, during the operational period, the controls in place would be able to mitigate odour and noise impacts. The results of odour modelling and the controls in place were explained. The stakeholders also commented that the Department of Planning had given assurances that an external body would regulate the facility.

Overall, odour is a key matter, and some satisfaction was gained from understanding odour controls and modelling results.

Visual Amenity

The residents were concerned about the views of the facility, affecting the gateway to Tuncurry and property values.

The Proponent explained that:

- The Site is well screened by vegetation, except from Midge Orchid Rd.
- That the closest residence is about 400m distant.

Waste generation

Residents asked if waste is produced.

The proponent explained that:

- The facility generates around 3 to 5% contaminated waste from input materials, which is treated before being sustainably transported or disposed of.
- Most of the waste inputs are recycled into products.

Social matters

Residents are concerned that there would be negative impacts on themselves, on property values, and on the locality.

Toward the end of the meeting one resident asked for a pitch as to how this could benefit the community and suggested free compost and tours of the facility.

The community members asked NALG to be approachable, open and transparent

The proponent responded that:

- They were unable to comment on property values, however, the location would not be subject to amenity issues based on the reporting completed.
- The data that was being presented regarding loss of property value was based on open windrow composting and was therefore not relevant to this proposal.
- There would be a community reference group established for the facility.
- NALG intends to support the community through job creation, skilled labour, facility tours and potential sponsorships.

Overall, the community meeting was well appreciated and communications were constructive.

The matters that were not fully resolved, from the perspective of the stakeholders, include:

- The traffic that is experienced on The Lakes Way and at Failford Rd. This is a broader issue that requires MidCoast Council and/or Transport for NSW to invest in an intersection upgrade. NALG is willing to mitigate the impact of trucks using the intersection by re-routing trucks.
- Whether the traffic reporting is valid, being at a low season of the year. The proponent is of the opinion that the report is valid as it is indicative of normal road usage.
- Residents would still prefer that this facility be re-located and suggest Minimbah. This is beyond the ability of the Proponent to deliver.

3.3.2 Conservation Programs, Heritage and Regulation Group

The applicant's ecology consultant, Anderson Environment and Planning, met with The Conservation Programs, Heritage and Regulation (CPHR) group, to discuss the provision of a buffer area on the western side and a squirrel glider corridor.

Their response is provided below:

Thanks for your time today to discuss Squirrel Glider connectivity at MidCoast Regional Organics Facility. The acacia dominated vegetation to the north provides potential foraging habitat. We appreciate the footprint constraints on the western boundary 'pinch point' described in the meeting and acknowledge that a 20m buffer has been committed to around the TEC in the southwestern corner which limits the ability to contract the footprint further.

To summarise the key points from today;

- *Moving forward with a functional connectivity corridor along the eastern boundary in already avoided land as per the approach proposed in correspondence to CPHR dated 20 April 2026*
- *Augmenting this corridor with glider poles, augmented hollows and nest boxes*
- *Implementing the approach via a Squirrel Glider Management Plan*
- *Update the BDAR with clear commitments to this approach*

If you need to discuss anything else during these updates, please let me know. I appreciate the collaborative approach being taken by AEP and the proponent.

3.3.3 MidCoast Council

The applicant's ecology consultant, Anderson Environment and Planning, emailed MidCoast Council to request any further feedback on the amended plan with particular regard to the BDAR assessment.

The matter raised was not intended to suggest that a BSA should be developed within and as part of the project. We understand that this process is unreasonable for the project. We wished to highlight the Council's strong preference for all projects to realise local offsetting outcomes. A suitably worded condition can direct best endeavours for offsets for the project to be secured locally.

Council was also contacted by MRA Consulting to request any long-term groundwater data.

Groundwater data was supplied to MRA and forwarded to the stormwater consultant for reference. This information has been used in the redesign of stormwater infrastructure and is represented in the updated Stormwater Plan (Appendix D) and updated Water Cycle Management Plan (Appendix P).

3.3.4 Transport for NSW

Headway Traffic and Transport, the applicant's traffic consultant, spoke with TfNSW (date unconfirmed) to discuss matters regarding the traffic assessment.

In particular, the reasoning behind excluding Ton O Fun Road in the Sidra analysis was discussed.

The movements from Ton O Fun Road were minimal and they were added to the northbound movements on The Lakes Way and there was no loss of vehicle movements through the intersection and the impact to Failford Road was captured.

TfNSW was amenable to the reasoning which has been included in the response in Attachment 1.

3.3.5 NSW Department of Planning, Housing and Infrastructure

The applicant's planner contacted the DPHI by phone in April 2026 to discuss the approach to additional community consultation. The Department provided helpful advice as to the level of engagement.

DPHI also undertook to visit the Site on 29 April 2026. A local Council representative was in attendance as owners of the Site.

3.4 Refinement of the project

The overall scope of the project to process 146,000 tpa of organic materials has remained the same. There are no changes to the investment value.

Refinements to the project are outlined in detail below.

3.4.1 Environmental Conservation

The site plans have been modified to increase the buffer area to the southwest in order to protect areas of high conservation value. The buffer is now 20 metres to PCT 4006, with approximately 10 metres of managed land provided at the narrowest point to the west. The 10-metre buffer of managed land also assists in reducing impacts with regard to bushfire.

A minimum 10 metre Squirrel Glider connectivity zone is being provided on the eastern boundary of the Site.

The BDAR has also been updated to reflect the changes and is attached as Appendix N.

3.4.2 Stormwater management

The 20-metre conservation buffer has necessitated a redesign of the shape of the stormwater filtration basins. The redesign has been modelled by the stormwater consultant to confirm that there is adequate capacity to treat stormwater runoff and meet the appropriate standards.

The 20-metre conservation buffer has also resulted in an increase in the minimal distance at the western boundary to 10 metres. This extra distance also enables the use of swales to convey stormwater instead of culverts.

The provision of long-term groundwater data has resulted in the verification of groundwater levels, resulting in the following recommendations:

- Minimum levels of stormwater basins on site (for Stormwater Management) are to be no lower than 2.60 mAHD.
- Filter media for Water Quality Management are to be no thicker than 450mm.
- Observed groundwater levels are representative of high groundwater conditions at the time of measurements on the Site

The design has been consequently modified to have invert levels of at least 2.60 m AHD in consideration of elevated groundwater conditions. Refer to Section 4.3 of the Water Cycle Management Plan for further details.

The Water Cycle Management Plan and Stormwater Plan have been updated and are attached as Appendix P and Appendix D.

3.4.3 Traffic and Parking

Considering that Midge Orchid Road is not an approved B-Double route, the facility would no longer receive B-Double vehicles. Therefore, the Transport Impact Assessment (Appendix T) has been updated to reflect semi-trailers servicing the Site.

Residents are most concerned about large vehicles turning right across that intersection during peak holiday periods. NALG is also concerned. An alternative route has been considered via Lakes Way and coming down to Midge Orchid Road through Rainbow Flat. This avoids trucks having to turn right at Failford Road within a 100km/h speed limit zone.

This is a feasible alternative route during peak traffic periods when the Failford Rd intersection may be congested:

- Incoming via Rainbow Flat to avoid the right turn at Failford Road, accepting that the detour of 8 minutes is acceptable.
- Outgoing via Failford Road to avoid contributing to the through movement of traffic on The Lakes Way past Failford Road.

NALG will prepare a Drivers Code of Conduct post determination which will detail truck routes and ensure compliance.

As part of the site layout revision, the configuration of parking has changed minimally, and the location of the sheltered bike rack has been moved to near the administration building. The number of car parking spaces remains the same.

3.5 Additional Specialist Assessment

No new reports have been conducted.

Updates have been made to plans and reporting as indicated in Section 3.2.

The most substantial updates have been to the stormwater, ecological reports and the landscape design. These changes result from the inclusion of additional biodiversity conservation areas and from redesign of stormwater infrastructure to accommodate the conservation zones.

- The Biodiversity Impact Assessment Report (Appendix N) has been amended to include;
 - A biodiversity buffer of 20m
 - A Squirrel Glider corridor of minimum 10m
- The Water Cycle Management Plan (Appendix P) and Stormwater Plan (Appendix D) have been updated in consideration of:
 - Amended site layout
 - Additional groundwater data
- The Landscape Plan (Appendix E) has been updated to incorporate the new biodiversity considerations and changes to the site layout.
- The Bushfire Assessment Report (Appendix R) has been updated with new setbacks from vegetation. The Bushfire Emergency Management Report (Appendix S) has a minor wording update to include consultation with NPWS.
- The Transport Impact Assessment (Appendix T) has been updated with minor changes to the Project including new swept path analyses and new vehicle numbers arising from the use of semi-trailers instead of B-Doubles.
- The Acoustical Report (Appendix M) has been updated with regard to feedback and has incorporated one new sensitive receiver (not yet built).
- An additional RtS response was provided for the Air Quality Impact Assessment (Attachment 2). The response answers technical questions regarding air quality and odour. It also provides a justification for reducing the size of the biofilter, being commensurate with the reduced building size.

- The Aboriginal Cultural Heritage Assessment was updated in consideration of minor errors.
- All relevant reports have been updated with the latest plan diagram.

4 Response to Submissions

4.1 The Project

General comments were received from the community regarding the project as a whole.

Clarifications were requested by authorities and are provided below.

Table 4: The Project: Community

Issue	Response
One community submission objects to the project as a whole, and is of the opinion that it is a “truly awful plan”.	The Proponent is of the opinion that the development application has been well planned using a wide range of expert consultants and a proven and robust facility design which includes world-leading environmental controls and operational practices. The feedback is acknowledged, however, as no specific matters have been raised. there is no ability to provide a meaningful response.
One submission states that “the community is outraged and if it goes ahead the Mid Coast Council will lose the trust and respect of an entire region...”.	The Proponent is of the opinion that this project is a benefit to the region through the processing of local organic material. There are no predicted impacts that could cause the trust and respect of the region to be eroded. The project would result in local jobs and skilled workers, as well as upgrading local waste management infrastructure.
One submission states that it supports the project.	Support for the project is appreciated. No specific reasons for support were given.
One submission would like to see limits on future expansion.	The Site has limited expansion potential. The maximum throughput of 146,000 tpa would be scaled up gradually and is predicted to meet the future need of the region, hence future expansion is unlikely.

4.1.1 Authorities

Table 5: The Project: Authorities

Issue	Response
DPHI	
Identify on the site plan where the final product will be stored (if not within the bunkers shown in Figure 20 of the EIS).	A Storage Plan has been included in the site plans in Appendix C. The final product will be stored inside the fully enclosed maturation area.
Describe the proposed backup power system.	The facility has generators on site as backup and is self-sustaining due to the anaerobic digesters, which are powered by the FOGO waste. The system can run indefinitely without an external electricity source considering the facility's CHP capacity.

Issue	Response
Outline how FOGO will be transported to the anaerobic digestion facility.	FOGO will be transported to the facility using semi-trailers and Council kerbside collection vehicles. Both types of vehicles have contained bodies that are sealed to retain all contents. Once received at the facility, the FOGO is tipped into a waste receival pit and picked up by a waste crane before being deposited into a feed hopper. This hopper feeds a pre-treatment line that separates waste into fractions by size. The less than 50 mm fraction is delivered to the digesters by a conveyor inside a fully enclosed building.
Describe the proposed bunding, including its location.	A description of bunding is provided below, which should be read in conjunction with the Leachate Management Plan in Attachment 3.
Confirm the anticipated construction timeframe and whether construction will be staged.	The anticipated construction timeframe is fourteen (14) months. The construction will be staged, as indicated in the additional information provided below.
Provide plans/drawings for the proposed signage and fencing.	A Fencing and Signage Plan has been provided as Attachment 4

4.1.1.1 Additional Information - Description of Bunding and Leachate Management

The Stage 1 MCROPS facility will generate process liquids primarily from operation of the enclosed in-vessel composting (IVC) tunnels and associated enclosed receival, pre-processing and maturation areas. The wastewater and leachate management system shall be designed on the basis of full containment, segregation of clean stormwater from process liquids, and controlled collection, storage and reuse of process liquids where practicable. The system design shall include prevention of solids build-up, ease of cleaning, and no uncontrolled discharge to the environment.

The system shall capture, segregate, collect and store all process-derived liquids, including (as a minimum):

1. IVC tunnel leachate collected via the tunnel aeration slab / dual-purpose aeration pipework and directed to a leachate pit/sump,
2. receival and bunker drainage,
3. pre-processing area drainage and wash-down water
4. maturation and post-processing area wash-down water, and
5. Condensate and liquid effluents from odour control equipment (e.g., scrubber blowdown and duct condensate), where applicable.

Additionally:

- Clean stormwater shall be kept separate from process liquids at all times. Drainage systems shall be designed to prevent cross-contamination between clean roof runoff and any process liquid drainage networks.
- All internal process areas (receival hall, bunker, pre-processing area, tunnel loading/unloading area and maturation/post-processing area) shall be graded and drained to dedicated process liquid collection points. Floor drainage shall incorporate measures to minimise solids entry (e.g., local screening, trench basket screens, sumps with removable baskets and/or grit capture).
- Leachate pits/sumps and transfer pump stations shall be sized for peak inflows (including wash-down events) and shall include duty/standby pumping where required to maintain continuous operation and avoid flooding of process areas.

- Process liquid storage tanks shall provide sufficient working volume to buffer operational variability (including weekend/public holiday operation) and shall be configured to prevent accumulation and/or stratification of solids. Tank design shall include appropriate mixing/agitation or recirculation, access for inspection and cleaning, and isolation points for maintenance.
- Tanks, pits and associated pipework shall be constructed from materials suitable for corrosive organics processing environments, including resistance to low pH liquids and elevated ammonia concentrations. Where coatings or linings are used, they shall be suitable for continuous wet service and abrasive solids.
- All process liquid tanks and chemical dosing/storage areas (if any) shall be appropriately bunded and/or located within secondary containment to manage spills and prevent uncontrolled release to the environment.
- The system shall include provisions for controlled reuse of process liquids within Stage 1 operations (where practicable), including dosing of leachate/wastewater to feedstock and/or compost to assist moisture management and process control, subject to operational requirements and product quality outcomes
- Any liquid effluent streams generated by the odour control system (e.g., scrubber blowdown) shall be directed to the process liquid management system and considered in storage capacity, materials selection and corrosion allowance
- Instrumentation and monitoring shall be provided to support reliable operation, including tank/sump level measurement, pump run status and alarms, and high-level alarms at critical collection points. Controls shall be integrated with the site control/SCADA system.
- Sampling points shall be provided at representative locations (e.g., leachate collection pit, storage tank outlet, any discharge point if applicable) to support routine monitoring, troubleshooting and compliance verification
- Odour emissions from tanks and sumps shall be managed by design, including sealed covers where required and/or connection of headspaces to the odour collection system, consistent with the site odour management philosophy
- Operational controls shall ensure any non-processable and foreign materials captured in screens, baskets, sumps or pits are removed routinely and do not accumulate in tanks, pumps or downstream pipework.
- The wastewater and leachate management design shall incorporate safe access and maintainability, including provision for wash-down, confined space management (where applicable), lifting points for pumps and screens, and safe isolation of equipment for maintenance.
- Odour management systems shall be designed to ensure compliance with all planning approvals, environmental licences, and EPA guidelines, including zero off-site odour nuisance under normal operating conditions. Odour control availability shall be consistent with Contract availability requirements.

The location of these bunded systems is as follows, to be read in conjunction with Attachment 3 or Figure 1:

- The BN03 pre-treatment building
 - The Receivals area has a fall towards the waste receival pit inside the enclosed building. This system is mirrored on the internal liquid receival point inside the pre-treatment building.
 - Floor drains capture the leachate and direct this to the waste receival pit leachate system.
 - The waste pit is a fully bunded concrete construction with two (2) floor drains and a leachate buffer pit and pump system.
 - The pre-treatment building itself has four (4) floor drains inside the pre-treatment area, all of which drain to the leachate storage and handling system,
- The BN05 digesters are fully sealed vessels.
- The BN06 liquid digestate & biogas storage area has three (3) x 400 kilolitre tanks constructed on a fully bunded concrete pad which drains to the leachate storage and handling system,
- The BN10 maturation building is a fully enclosed building and has a series of floor waste drains that feed into the main leachate collection system and direct leachate to the leachate storage and handling system, The dust management system connects via an underground pipe to a pit with a solid sealed cover. This pit is connected to the leachate storage and handling system,

- The BN11 biofilter has a drainage pit and fan collection pit that connects to the leachate storage and handling system,
- The BN15 liquid waste receivals block has
 - three (3) x 30 kilolitre storage tanks which are self-bunded. This is a tank-within-tank design; and
 - 1 x 150 kilolitre digester feed tank which is bunded using a concrete kerb fully surrounding the tank. All liquid wastes are stored and feed to the BN05 digestors for processing.
- The BN16 IVC tunnels comprise five (5) x fully enclosed tunnels within an enclosed building. Leachate falls toward the doors and there is a floor drain connected to the leachate storage and handling system.

4.1.1.2 Additional Information – Construction Stages

Stage 1 – 55,000 tpa capacity - Operations commencing Q1 2028

MC ROPS would utilise NALG in-vessel composting (IVC) tunnels, an enclosed maturation area, and an air handling system comprising of extraction, multi-staged scrubbing and biofiltration to manage odours. With this technology, the facility would process organic waste and produce high-quality compost end products. A summary of relevant specifications is provided below.

Receival Hall

- Concrete flooring
- Air handling system – negative pressure for odour control
- Fast acting roller doors to waste receival bunker
- Waste receival bunker constructed of cast (in-situ) concrete
- Concrete block walls for waste storage which is moved as per operational requirements.
- Waste handling system (overhead crane systems, material handlers)
- Feedstock pre-treatment to remove gross physical contaminants (ferrous and light materials) and shredding equipment for particle size reduction for screening

IVC

- Five tunnels, measuring 35m long, 8m wide and 6m high (filling capacity minimum 400 tonnes at a maximum feedstock density 650kg/m³ for every batch)
- Concrete tilt-up panels
- Tunnel floors would comprise of base slab and aeration slab and aeration pipes
- Dual purpose pipes with spigot openings to provide aeration and collect leachate – leachate to drain into pit
- Hydraulic motorised tunnel door lifting mechanism
- Fans and air control systems & ductwork
- Plant room to house air handling and electrical equipment
- Leachate handling equipment
- Pipe and sprinkler internal tunnel irrigation system

Maturation/Final Storage and Despatch

- Enclosed maturation building with area for maturation
- Concrete floor
- Lightweight coverall structure
- Post-treatment equipment to refine and screen products prior to storage
- Product load out corridor for loading trucks under cover

Stage 2 – increase to 95,000 tpa capacity – operations commencing Q4 2028

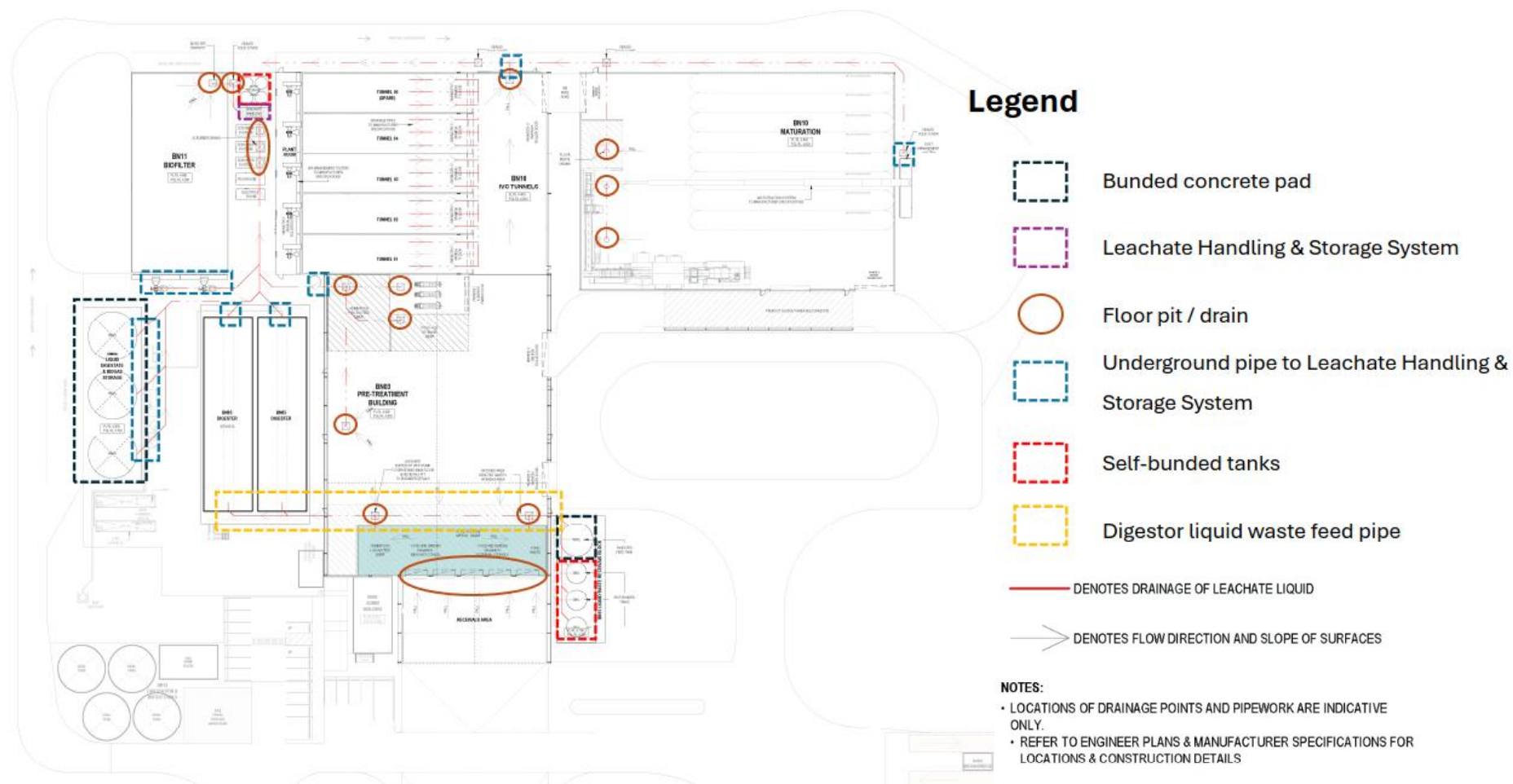
- 1 x PF2100 plug flow dry anaerobic digester to be installed and commissioned to augment the IVC tunnel system
- Feed system
- Digestate dewatering system
- Biogas storage
- CHP

Stage 3 – increase to 146,000 tpa capacity – operational time is dependent upon securing suitable waste types & volumes

- 1 x PF2100 plug flow dry anaerobic digester to be installed
- Upgrade to power supply and onsite electrical systems

Figure 1: Leachate and bunding plan

MCROPS Leachate Bunding Locations



4.2 Location

There is relatively strong community sentiment regarding the location of the facility.

4.2.1 Community

Table 6: Location: Community

Issue	Response
Reduced liveability	No amenity impacts were identified during the EIS process that demonstrated reduced liveability.
Industrial-scale infrastructure into a rural/residential interface	The development is suitably located opposite a waste management centre.
Precedent for expansion	The lot size is constrained and there would not be space for significant expansion. Moreover, the requested throughput is sufficient for future collections in the long-term.
Unsuitability due to scale of the operation combined with traffic and environmental impacts	An extensive assessment of traffic and environmental impacts is contained within the EIS and specialist reporting.
Alteration of character of the location	The development is suitably located opposite a waste management centre.
Conflict with the expectations of local residents	The closest residence is approximately 385m from the Site. There are no expected amenity impacts or traffic conflicts.
Losses in amenity and property value	There are no expected amenity impacts that arose from the EIS reporting.
Fundamental incompatibility with surrounding landuse	The development is located opposite a waste management centre.
Causing the area to become uninhabitable	The Social Impact Assessment did not find that the area would become uninhabitable
Location should be at least 50-100km from any residence or tourist area	This outcome would be difficult to achieve due to transport issues.
Impacts to local tourism, housing development, road traffic, and smell.	The facility would be well screened from the roadway. It would not result in significant odours. Road traffic would use The Lakes Way but would not impact local residential roads. Tourism is not likely to be affected as the location is not a tourist hotspot.

Issue	Response
A location well away from a local tourist haven “or expect significant upheaval”.	The location is opposite a waste management centre and is not considered to be a tourist haven.
Impacts to lifestyle	The development is accessed from a road that services local waste management and water infrastructure needs. The introduction of an organics processing facility would not affect the daily life of residents or local users of the vicinity.
Lack of foresight	The facility would service the future needs of the community for the processing of organics material.
Not assessed as a cumulative impact	The cumulative impact of developing at this location was assessed in the EIS in Section 6.18.
Cause ruin to fragile ecosystem, ruin the local golf course and local beaches plus its near our rivers which will destroy the local waterways.	Water discharge would meet the neutral or beneficial effect criteria. Local ecosystems, golf courses, beaches, rivers and waterways would be unaffected by the development.
Processing at an alternative location with regard to Transport for NSW’s Future Transport Strategy.	The development will provide essential infrastructure for the MidCoast region, via interconnected road networks.
Lack of analysis of alternative locations	Alternative locations were subject to a separate review by MidCoast Council.
Alternative location at Minimbah.	Alternative locations were subject to a separate review by MidCoast Council. Council owns limited suitable sites for expansion of waste management infrastructure.
Whether the RU2 zone is suitable for development.	RU2 is permissible for development under the Transport and Infrastructure SEPP. Moreover, the Site is suitably located opposite a waste management centre.

4.2.2 Authorities

Nil.

4.3 Procedural matters

Several procedural matters were raised with regard to community engagement, reporting and site selection. These have been addressed below.

4.3.1 Community

Table 7: Procedural matters: Community

Issue	Response
Lack of consultation generally Limited engagement with local community groups Insufficient time given for community consultation Very little visible public communication regarding the proposal prior to exhibition 30 days objection period requested.	In response to the perceived lack of consultation, NALG contacted stakeholders and extended the submissions period by 53 calendar days, in accordance with the actions outlined in Section 3.3 above. The approach to consultation has been discussed in Section 5 of the EIS. The proponent mailed information to residences within 1.5 kilometres off the development and held a community meeting with interested parties. Further to the above, MidCoast Council has extensively engaged with the community regarding the introduction of FOGO. These outreach and endeavours are outlined below. • Public Communications & Media – key milestones 2023-2026, radio & TV interviews, local newspaper articles • Community Engagement and Education – an extensive, ongoing engagement program across the MidCoast LGA focused on building awareness of waste services, resource recovery, and the transition to FOGO. • Pop-up stalls and Direct Engagement – Over 70 events and 3,298 engagements in 2025, 21 events and 785 engagements in Q1 2026 • Presentation, Tours & Workshops - Community presentations, Waste facility tours, Sustainability Centre workshops. It is understood that DPHI also contacted the community to enable them to respond during the exhibition period. An extension to the consultation window was offered to the community until 11 May 2026, as outlined in Section 3.3 above. The extended window for community consultation provided approximately 53 additional days for response. No formal submissions were received; however discussions and correspondence occurred during the time period. No new issues were raised.
The Traffic Impact Assessment methodology • Winter traffic measurements • Lack of crash modelling	The Traffic Impact Assessment was developed in accordance with the Transport for NSW Guide to Transport Impact Assessment version 1.1. and the relevant Australian Standards. If the development only operated during certain periods, data would be collected at a time where the volumes would be reflective of its typical operations. For this development traffic data during the summer

Issue	Response
	would not be collected during the holiday period as the volumes do not reflect typical flow. Additionally, with the closure of Tuncurry Tip to heavy vehicles, there is a minimal increase in heavy vehicle peak hourly movements associated with the Midge Orchid Road noting that the NALG development will generate heavy vehicle movements of 5 trips in/out during the peak periods. Section 4.4 of the TIA analysis the crash history of the vicinity of the development. It comments that there is an existing issue of a poor crash history at The Lakes Way and Failford Rd intersection. There are no known recorded incidents at the intersection of The Lakes Way and Midge Orchid Road. Safety appears to be a primary concern with historic poor performance in the area. Upgrading The Lakes Way and Failford Rd intersection should be investigated by the relevant authorities.
The accuracy of the modelling depends entirely on the relevance of that generic data to this specific installation.	Relevant, project specific, data has been used to provide accurate modelling, including present and future impacts. It has considered vehicle numbers for trucks and staff, operating hours, traffic data, crash history, sight distances, parking demand, traffic management onsite, traffic generation, turning, and construction.
Cumulative Impact Assessment methodology	Cumulative impact was assessed in Section 6.18 of the EIS. The EIS assesses incremental and non-incremental aspects of the project. Air quality, noise and traffic have been assessed for cumulative impacts in their respective reports and sections of the EIS. They policy settings for waste management in have been explored within Section 2 of the EIS. Section 6.18 outlines future development in the vicinity off the project and assesses interactions that have potential to cause cumulative impact. No further assessment of cumulative impacts is deemed necessary.
Deficiencies in environmental risk modelling	The application is supported by 17 specialist studies and meets the requirements of the SEARs. The studies include a Preliminary Hazards Analysis. Recommended mitigation measures have been proposed.

Issue	Response
	No further risk modelling is deemed necessary.
Inconsistency in planning standards applied by MidCoast Council with regard to road burden and cost to the community.	The application is being assessed independently by the Department of Planning, Housing and Infrastructure and therefore MidCoast is able to provide input but will not make a decision on this development.
No genuine alternative site analysis.	This development application is for one specific location. It is not within the scope of the assessment to consider multiple sites. MidCoast Council conducted a site selection process prior to this application, resulting in a preference for this location. The Site is deemed suitable due to the proximity to the local waste management centre, access to road infrastructure and distance from residential receivers.
Demolition of adjacent site to facilitate development by Council raises probity issues.	The proponent sees no issue in Council demolishing property that it owns to facilitate the development.
No Social Impact Assessment has been conducted. The impacts on property values, amenity, and community character must be independently assessed.	A Social Impact Assessment was produced by Judith Stubbs and Associates. An assessment of property values is not within the scope of the EIS. Amenity was assessed by the Social Impact Assessment and in Section 6.15 of the EIS. An analysis of the community is contained within the SIA.
Despite statements in relation to 24/7 operation, the EIS then states that staffed hours will be limited to Monday to Friday, 7am to 5pm	The facility is able to operate without staffing; however the Proponent has decided it will have at least one staff member at the Site at all times. For clarity, the waste processing technologies used at the facility operate 24/7 in controlled processes and with remote monitoring systems. The receipt of waste materials does not occur 24/7, it is limited to the daytime hours nominated and will only occasionally occur outside of daytime hours due to unexpected events or long-haul deliveries.
Whether the proposed facility is primarily intended to service the requirements of the MidCoast local government area, or to service other Council areas	The primary intent is to service the MidCoast local government area, however the facility is designed to receive inputs from other localities as well.

4.3.2 Authorities

Table 8: Procedural matters: Authorities

Issue	Response
The EPA requested updates to the following reports: Acoustical Report	Updated
The EPA notes that some greenhouse gas (GHG) information was not provided to support this application	Noted as a non-issue. A GHG assessment was provided as Appendix ZB to the application.
CPHR requested: - additional groundwater data - justification of baseline water quality modelling	Explained in Water section below
TfNSW requested: - justification of the exclusion of Ton O' Fun Rd - B Double access - Turn warrant assessment	Explained in Transport section below
MidCoast Council requested updates to: - Air quality and odour reporting - Noise reporting	Explained in Air Quality and Noise sections below.
Heritage NSW requested clarifications on: - Email addresses - Typographical errors - Responses being included or not - Consultation - Explanations about the historical disturbances - Middens - Departmental names - Sea level fluctuations	Explained in Aboriginal section below.
DPHI requested that additional consultation be carried out	See Section 3.3
MidCoast Council noted that they will require the payment of contributions	Noted

4.4 Transport

The community is very concerned about traffic matters, particularly along The Lakes Way.

Clarifications were requested from TfNSW, DPHI and MidCoast Council regarding access, site conflicts, road improvements, and reporting.

4.4.1 Community

Table 9: Transport matters: Community

Issue	Response
Heavy vehicle movements and traffic congestion.	It is acknowledged that there is a local issue with regard to traffic congestion and that additional trucks will minimally increase the burden on local roads. However, the increase in vehicles is minimal and the solution to traffic congestion is for the relevant authorities to widen The Lakes Way and to improve the intersection at Failford Rd. NALG has agreed to divert trucks via Rainbow flat during peak periods.
The inadequacy of local roads to sustain the development (The Bucketts Way and other roads)	It is unlikely that this development will use The Bucketts Way. It is agreed that local roads require improvements.
Underestimation of real traffic impacts due to seasonality and clustered arrivals	The facility would operate throughout the year. Although traffic would be seasonally higher in summer months, the overall impact of an additional 42 trucks and 12 passenger vehicles per day would not significantly impact the traffic results.
Increased traffic collision risk and decrease in safety	Truck drivers are expected to drive in a professional manner. It is recommended that road upgrades are implemented to improve safety generally on The Lakes Way.
Substantial increase in traffic along the Lakes Way	The total number of heavy vehicles has been updated to 42 movements per day. However, the trucks will be evenly distributed throughout the day, resulting in hourly volumes which are generally lower, with up to five heavy vehicles per hour, except for a single hour (11:00 am) where up to seven vehicles may occur. 12 staff would attend the facility over a 24-hour period, consisting of 4 office staff and 8 operational staff. The number of additional vehicles would not result in a substantial traffic increase.
Effect on caravans, cyclists and families.	Drivers would be expected to drive safely and respect other road users. Safety concerns are noted as a broader issue within the community and should be addressed by road upgrades.
Route via Forster near McIntosh St	This route is not proposed

Issue	Response
The effect on emergency vehicles via the Lakes Way and Failford Rd	Trucks would be re-routed during peak periods to avoid additional delays at The Lakes Way and Failford Rd. An intersection upgrade is recommended.
The number of vehicles for 146,000 tpa of material.	The number of trucks per day would be 42 and the number of passenger vehicles would be 12. These values are moderate as NALG would utilise a transfer station to consolidate materials and reduce vehicle numbers.
Planning fairness and consistency due to other applications being rejected due to the impact on road infrastructure	The proponent is unable to comment on planning fairness and the rejection of other applications. This application is being assessed by the Department of Planning, Housing and Infrastructure.
Road wear due to heavy vehicles, with no commitment to upgrade roads	NALG will be subject to a development contribution for the cost of road wear.
The long-term cost of road maintenance	NALG will be subject to a development contribution for the cost of road wear.
The burden placed on local ratepayers to fund infrastructure damage caused by heavy vehicles.	NALG will be subject to a development contribution for the cost of road wear.
The community deserves clear transparency on who will bear the cost of maintaining and repairing roads affected by increased heavy vehicle traffic associated with this project.	NALG will be subject to a development contribution for the cost of road wear.
Failford Road desperately needs a roundabout	Agreed. A roundabout could be a viable way to upgrade the intersection.
Abrogating responsibility to the intersection upgrade to Transport for NSW and/or MidCoast Council	The intersection at The Lakes Way and Failford Rd is already performing at a substandard level. It is not the responsibility of NALG to fix a longstanding problem.
Need for acceleration and deceleration lanes at The Lakes Way/ Midge Orchid Rd to minimise impacts on other northbound and southbound traffic using The Lakes Way.	NALG has decided to use semi-trailer vehicles instead of B-doubles in order to minimise impacts on other northbound and southbound traffic using The Lakes Way.
Potential for a better location due to exceedance of capacity of The Lakes Way/Failford Rd.	NALG has decided to redirect trucks via Rainbow Flat during peak periods to avoid The Lakes Way / Failford Rd intersection

Issue	Response
It is unrealistic to assume that 52 daily movements will be self-restricted to a 10-hour daytime window when the facility accepts deliveries 24 hours a day.	Due to the reduction in vehicle size from B Double to semi-trailer, the number of trucks will be 42, and the number of heavy vehicle movements will be 84. It is anticipated that these vehicles can be easily accommodated between 7am and 5pm with a maximum number of trucks being anticipated to be 7 in an hour. Nighttime deliveries would be required to allow for unexpected events or long-haul deliveries.
The property closest to the facility's access road already experiences high traffic noise. The noise assessment exploits this fact to apply a more lenient noise criterion to this property.	Noise modelling has been undertaken in accordance with the guideline document Noise Policy for Industry.
All heavy vehicle traffic must use The Lakes Way, a State Road that also serves as the tourist access corridor for Tuncurry, Forster, and coastal areas. The safety and amenity impacts on this road are not fully assessed.	The Lakes Way has been assessed in the Traffic Impact Assessment within the vicinity of the development. It is understood that the community is concerned about the impact of additional heavy vehicles on safety and amenity. Access to the facility at Midge Orchid Rd would only use a portion of The Lakes Way, and trucks would not be required to travel through Tuncurry, Forster or coastal towns. The introduction of FOGO results in some vehicles being used for organics collection that would otherwise go to the Tuncurry Waste Management Centre opposite. Hence the access is consistent with the existing truck use.
The road geometry and infrastructure of Midge Orchid Road has not been independently assessed for its suitability to carry 52 B-double and semi-trailer movements per day over a 30-year operating period.	Agreed. NALG has decided to use semi-trailer vehicles instead of B-Doubles as the road is not rated for B-Double vehicles.
The traffic impact on 661 The Lakes Way, which directly adjoins The Lakes Way, has not been assessed for the 24/7 scenario.	The traffic impact assessment includes local traffic. Nighttime deliveries would be infrequent.
Ongoing impact on The Lakes Way and Failford Roads that needs to be resolved and the lack of evidence that the proponent has any intention of actively arguing for funding from TNSW and MidCoast Council for upgrading and safety improvements to the intersection and both roads.	The Proponent would like to use the opportunity of this submission to argue for funding for improvements to The Lakes Way and Failford Rd intersection. See below.

4.4.1.1 Upgrade to The Lakes Way/Failford Rd Intersection

The majority of traffic concerns are regarding the inadequacy of local roads leading to safety concerns, specifically The Lakes Way and Failford Road intersection. This matter came up repeatedly in local submissions and in-person consultation. Council, having requested the SIDRA analysis of this particular intersection, is aware of the problem. The local community considers it to be a critical issue.

In the EIS submission, it is evident that:

- The intersection is currently performing very poorly at LOS F.
- Multiple incidents have occurred over the last 3-year period that fall within the Austroads RSA Extreme FSI rating.

The Proponent urges Transport for NSW to take responsibility for upgrades and to work with MidCoast Council to remedy the poor performance of The Lakes Way and Failford Rd, thereby improving safety and travel times for the community.

4.4.2 Authorities

Transport for NSW (TfNSW) and the Department of Planning, Housing and Infrastructure (DPHI) raised matters relating to traffic and transport impacts, as summarised in Table 9.

A response to these matters has been prepared by Headway Traffic & Transport Pty Ltd (May 2026) and is provided in Attachment 1.

Table 10: Traffic matters: Authorities

Issue	Response
TfNSW	
1. The Traffic Impact Assessment (TIA) excludes Ton O' Fun Road, which reduces the reliability of the modelling outcomes for The Lakes Way / Failford Road intersection.	The TIA included traffic volume counts at the intersection of The Lakes Way, Failford Road, and Ton O' Fun Road. The recorded volumes on Ton O' Fun Road were low, with 7 and 9 vehicles exiting, and 7 and 16 vehicles entering during the AM and PM peak hours, respectively. These volumes are not expected to materially influence the operation of The Lakes Way / Failford Road intersection. Notwithstanding this, the turning movements to and from Ton O' Fun Road were conservatively reassigned to the corresponding movements on The Lakes Way and Failford Road in the SIDRA modelling. This approach ensures that the potential impact of Ton O' Fun Road traffic is accounted for, and therefore, the exclusion of the leg as a separate approach does not affect the reliability of the modelling outcomes to understand the LoS for Failford Road.
2. The TIA does not provide a turn-lane warrant assessment or analysis of deceleration/storage length or acceleration lane length required at the Lakes Way / Midge Orchid Road intersection in accordance with Austroads requirements. Please Provide this assessment, including consideration for heavy vehicles to accelerate and merge at a minimum of 80% of the through vehicle speed, being 100km/h.	A review of turn lane warrants and adequacy of existing acceleration and deceleration lane provisions has been undertaken with reference to Austroads guidelines. The findings demonstrate that the existing intersection treatments, including associated storage and acceleration provisions, are appropriate for the level of heavy vehicle demand associated with the development. (refer to Section 4.4.3)

Issue	Response
3. The proposal indicates B-Doubles will access the site via The Lakes Way / Midge Orchid Road intersection. Please provide a swept path analysis to demonstrate that vehicles can safely and efficiently navigate the intersection	The proposal has been revised to accommodate vehicles up to semi-trailer in size only, with B-doubles no longer proposed to access the Site. The intersection of The Lakes Way and Midge Orchid Road is an existing rural intersection that currently accommodates heavy vehicle movements, including vehicles up to semi-trailers. Vehicles up to semi-trailers are consistent with Austroads' 20-m articulated vehicle, which is typically adopted as the design vehicle for intersections of this classification. As such, it is considered that semi-trailers can safely and efficiently navigate the intersection. A detailed swept path assessment is considered not necessary.
4. Midge Orchid Road is not currently an approved B-Double route under the National Heavy Vehicle Regulator (NHVR). Where the proposed development relies on access by B-Double vehicles, it should be clearly demonstrated, prior to the determination of the application, that the road is capable of safely accommodating these vehicles types. This should include an assessment of the suitability of Midge Orchid Road and associated intersections, having regard to factors such as road geometry, pavement capacity, swept paths, intersection design and overall network safety, and efficiency. In addition, confirmation should be provided that the relevant approvals from the NHVR can be obtained, including any application required to designate Midge Orchid Road as an approved B-Double route, prior to commencement of operations involving B-Double vehicle access to the site.	With the proposed delivery vehicles revised to consist of vehicles up to semi-trailers only, B-double access is no longer required. Accordingly, the use of Midge Orchid Road as a B-double route and associated NHVR approvals are not applicable to the proposal. The revised vehicle type is consistent with the existing function and operation of the local road network.
Department of Planning, Housing, and Infrastructure (DPHI)	
5. The Traffic Impact Assessment and Noise Impact Assessment contain contradictory information. Please clarify the number of heavy vehicles per day and per hour, and update the relevant assessment(s) accordingly.	The TIA originally assessed up to 35 heavy vehicles per day, with a maximum of 6 heavy vehicles in any given hour accessing the Site. These estimates were provided by NALG based on the proposed operational capacity and assumed vehicle sizes. Following a revision to vehicle sizes, the total number of heavy vehicles has been updated to 42 per day. However, the updated estimates provided by NALG indicate that hourly volumes are generally lower, with up to 5 heavy vehicles per hour, except for a single hour (11:00 am) where up to 7 vehicles may occur. This period falls outside the identified peak hours at the surrounding road network. As the revised peak hour heavy vehicle volumes are lower than those previously assessed in the TIA, the SIDRA modelling has not been updated and is considered to remain conservative.

Issue	Response
	The updated heavy vehicle generation data prepared by NALG is provided in Attachment 5.
6. Provide a swept path analysis for a heavy vehicle unloading liquid waste.	The swept path diagrams prepared as part of the TIA have been updated to include heavy vehicles accessing the designated areas for the unloading of liquid waste. Refer to Drawing Nos. MRA 2501-DC-004 and MRA 2501-DC-005. Loading and unloading operations will occur in different areas. Liquid waste unloading will occur either within the receivals area or inside the pre-treatment building, while loading will occur in the covered loading area at the northern end of the circulation roadway. The updated swept path diagrams are provided in the Transport Impact Assessment (Appendix T).
7. Provide a swept path analysis for a heavy vehicle loading product while another vehicle is simultaneously unloading liquid waste.	
8. Describe how onsite traffic will be managed to avoid conflicts.	On-site traffic will be managed to minimise potential conflicts through the following measures: • Scheduling of deliveries from outside the region to avoid peak periods and overlap of vehicle movements, • Provision of designated loading and unloading areas to separate heavy vehicle activity from other site users, • Implementation of a driver code of conduct to regulate driver behaviour and on-site movements, • Controlled site access arrangements to manage vehicle entry and exit in an orderly manner, and • Preparation of a Signage and Line Marking Plan at the detailed design stage to clearly define circulation paths, priority movements, and conflict points. These measures will ensure that vehicle movements within the Site are organised and predictable, thereby reducing the potential for conflicts between vehicles and other site users.
9. The EIS states that delivery of inputs and collection of products will occur 24 hours a day, 7 days a week days per week; however, the TIA indicates that truck movements would be limited to daytime hours. Please clarify and update the documentation accordingly.	Refer to Item 5 for the updated truck numbers. It is noted that the facility will permit 24-hour, 7-day operations to allow occasional nighttime deliveries, which have been excluded from the assessment calculations. Any such movements are expected to occur during off-peak periods and are therefore not anticipated to result in noticeable impacts on the surrounding road network.
Please clarify and update the documentation accordingly.	The EIS, Traffic Impact Assessment and Noise Impact Assessment have been updated accordingly.
MidCoast Council	
There are concerns about queue lengths and interaction between stored and passing vehicles for the right turn lane from The Lakes Way to Midge Orchid Rd. This turn lane is approx. 65m in length which might be inadequate to store current	Please refer to Section 4.4.3 and the updated TIA, Appendix T. The SIDRA modelling results indicate that 95th percentile back of queue lengths at the intersection of The Lakes Way and Midge Orchid Road are less than one vehicle across all assessment scenarios, including the with-development

Issue	Response
and additional generated vehicles in a peak hour. Further assessment should be carried out.	scenario. This indicates that the existing turn treatments provide sufficient storage capacity, and that queues are fully contained within the available lanes. On this basis, additional storage length or modification to the existing turn lane provisions is not warranted.
Midge Orchid Rd is an urban industrial road and as per Auspecs 0041, a 13m wide road pavement is required. This can be a conditional matter. Currently, the road has varying width with majority being 8m wide.	NALG will be negotiating with Council to upgrade Midge Orchid Road. The subject area is outside the proponent's consent area, and a separate application would be required to widen it. The proposed road works are over a 60-metre length and are 2-metres in width.

4.4.3 Technical Traffic Assessment

Changes in Heavy Vehicle Volumes

The traffic volume survey conducted in July 2025 indicated low existing heavy vehicle activity at the Midge Orchid Road / The Lakes Way intersection, with up to 4 heavy vehicles turning in and out during peak hours. Following the discontinuation of heavy vehicle movements associated with the Tuncurry Waste Management Centre in March 2025, existing volumes have reduced. The proposed development would result in a minor increase of up to 5 heavy vehicle movements in and out during peak hours. Given the historic use of the intersection, this level of activity is considered low and within the range previously experienced at the Site.

Turn-Lane Warrants Assessment

The intersection of The Lakes Way and Failford Road is provided with a channelised right turn treatment and auxiliary left turn treatment from The Lakes Way to Failford Road. A review undertaken in accordance with the warrants outlined in Austroads Guide to Traffic Management Part 6 confirms that these turn treatments are justified based on existing traffic volumes. See Updated Appendix T, section 6.7.

Analysis of Acceleration and Deceleration Lanes

The Lakes Way currently provides approximately 100 m of acceleration lane for vehicles exiting Midge Orchid Road, with existing deceleration lanes of approximately 80 m (right turn) and 190 m (left turn). Austroads guidance notes that acceleration and deceleration lane design is primarily based on car performance and that full acceleration of heavy vehicles is often not achievable in practice, with safe merging relying on appropriate sight distance, gap availability, and intersection geometry.

Based on Austroads' relationships, a semi-trailer is expected to achieve a merge speed of approximately 40 km/h over a 100 m acceleration distance (indicative). The intersection provides suitable sight distance (>250 m), operates at acceptable levels of service, and has a low number of additional heavy vehicle movements associated with the development.

SIDRA results confirm that 95th percentile queue lengths are less than one vehicle and are less than one vehicle in all scenarios, indicating adequate storage capacity within existing turn treatments. On this basis, the existing acceleration and deceleration lane provisions are considered sufficient, and no upgrade is required. See updated Appendix T, Section 6.8.

Distribution of Traffic via Rainbow Flat

The performance intersection of Failford Road and The Lakes Way was reviewed at the request of MidCoast Council. This intersection is currently performing poorly with a LOS F. The proposed development will generate 12 heavy vehicle trips and up to 12 personal vehicle trips in the morning and afternoon peak periods with only a portion of these vehicles to use the intersection of Failford Road and The Lakes Way. As the performance of this intersection is an existing concern and The Lakes Way has been identified in the Draft Hunter Strategic Integrated Transport Plan

for safety upgrades, it is recommended that options be further investigated separately to this development to improve performance and the safe operation of this intersection.

The Proponent is willing to route the incoming semi-trailers via the Lakes Way (Rainbow Flat) which will avoid a right-hand turn at Failford Road during peak times.

This provision would be included in the Traffic Management Plan; however, it would not be conditioned so as to enable a right turn during less busy periods.

4.5 Noise

Nighttime operations have been the primary noise concern of the community stakeholders.

Updates were requested from authorities to the Noise Report to clarify noise attributes, construction noise and a potential additional receiver.

4.5.1 Community

Table 11: Noise: Community

Issue	Response
24/7 operations, continuous operational noise	The facility has been adequately assessed for 24/7 operations, with no exceedances of the relevant criteria.
24/7 truck operations	Trucks would be generally scheduled to arrive and leave during daytime hours, however, there is a need to enable 24/7 deliveries. The facility has been assessed for 24/7 truck movements, with no exceedances of the relevant criteria.
Sleep disturbance not being covered by averaged noise metrics Nighttime noise	Nighttime noise was assessed by both the averaging criteria and maximum levels. Both were compliant with the assessment criteria.
Noise causing a change to the character of the rural locality	The Site is located opposite the local waste management facility. There is a busy road between the facility and the closest sensitive receptors. Considering the above, it is unlikely that there would be a change to the character of the locality.
No assessment of any potential impacts on the approved subdivision of 661 The Lakes Way nor the two (2) additional dwelling locations facilitated via that consent.	The acoustical report has been updated to assess the approved subdivision for two additional dwellings.
Concerns about the effectiveness of the assumption that roller doors will be closed at night. The 24/7 operations, and heavy vehicle deliveries and offtake during night-time hours, suggest that there may be a propensity for roller doors to be left open at various times of the night.	The roller doors would open and close automatically after the waste has been tipped.
Nighttime doors - There is no automatic mechanical interlock, no monitoring system, and no proposed enforcement mechanism to ensure roller doors are kept closed at all times during the night period.	The proposed doors for waste receipt are modern rapid action doors, which incorporate automated controls that minimise the risk of being left open at night, without relying solely on a mechanical interlock. - Doors operate at high speeds and automatically close after each use via controls listed below, ensuring they remain open only for the minimum time required - Sensor-based activation (radar/infrared) ensures doors only open when vehicles or

Issue	Response
	operators are present, then close automatically once the opening is clear and safe to do so • Integrated control systems with status display provide clear indication of door operation and faults to operators at central control • Traffic light indicators provide visible confirmation of whether the door is open or closed. In addition, the system is interlocked between other processing equipment inside the building and will be supported by standard operational procedures and training requiring doors to remain closed outside of active movements.
The Acoustical Report should be revised to provide a worst-case assessment of noise impacts on the existing residence on our clients' land. This should include consideration of noise from heavy vehicles on The Lakes Way decelerating and accelerating to enter and leave the MCROF during the night-time period, noting that no heavy vehicle access is currently available to the Tuncurry Waste Management Centre facility at night.	The updated noise report includes an assessment of trucks accelerating and decelerating at the closest sensitive receiver. The result is 9dB below the assessment criterion.
Omission of residence 20m away.	The residence 20m away was on Council property. It is no longer a residence and therefore has not been assessed as a sensitive receiver.
The facility operates 24/7 with no legal restriction on delivery times. The acoustic assessment's assumption that all trucks will voluntarily restrict to 7am-5pm has no legal basis.	Delivery vehicles would generally arrive between 7am and 5pm. Occasional nighttime deliveries are required; therefore assessments have been undertaken with the inclusion of nighttime deliveries.
A 30-year industrial facility should have its noise impacts assessed against representative conditions across multiple seasons. Eleven days in winter is inadequate.	Elevated noise levels during the summer season would result in less stringent noise criteria and therefore a winter assessment is favourable to sensitive receivers. The noise assessment complies with the relevant guidance in Noise Policy for Industry.

4.5.2 Authorities

The NSW EPA raised matters in relation to the Noise Impact Assessment, which are summarised in Table 12.

A revised Noise Impact Assessment has been completed by Koikas Acoustics Pty Ltd, May 2026 (Appendix M) for the proposed Mid-Coast Regional Organics Processing Facility in response to comments raised. The assessment has been undertaken in accordance with:

- NSW EPA Noise Policy for Industry (NPfI, 2017)
- Interim Construction Noise Guideline (ICNG, 2009)
- NSW Road Noise Policy (RNP, 2011)

Noise modelling was undertaken using CadnaA and reflects worst-case operational, construction, and traffic scenarios.

Table 12: Noise: Authorities

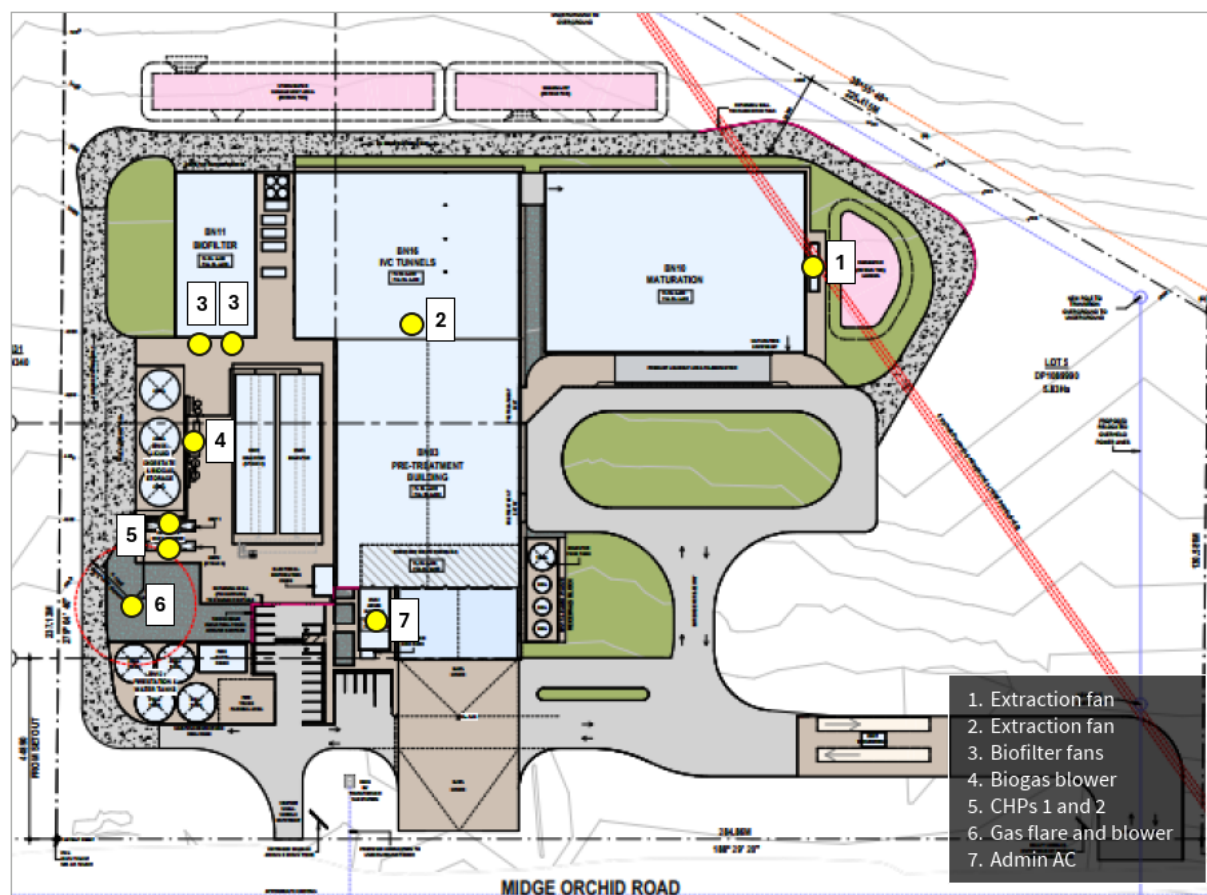
Issue	Response
NSW EPA	
1. The EPA recommends the NIA be revised to include the assessment of operational noise, including a quantified assessment of Noise Policy for Industry (NPfI – EPA, 2017), Fact Sheet C - Corrections for annoying noise.	The Acoustical Report has been updated (Appendix M) to include a fully quantified operational noise assessment in accordance with the Noise Policy for Industry (NPfI, 2017), including Fact Sheet C – Corrections for Annoying Noise. The revision includes the following key updates: - Operational noise has been re-modelled in CadnaA for all relevant assessment periods (day, evening, and night), incorporating the full suite of plant and process equipment operating concurrently in worst-case scenarios. - Intrusive and amenity noise criteria have been recalculated and consistently applied across all residential and non-residential receivers, with appropriate RBLs and +3 dB conversion applied for comparison. - External fixed noise sources (including fans, blowers, CHP unit intake/exhaust and biofilter systems) have been explicitly identified and incorporated as individual noise sources in the model, rather than being grouped. - Sleep disturbance assessment has been revised to apply the correct NPfI screening criteria (LAFmax and LAeq night-time trigger levels), including reassessment of maximum noise events from both internal plant breakout and external truck movements. - All receptor assessments have been updated to reflect revised modelling assumptions, including worst-case operational configurations (e.g., open roller doors during day/evening and closed conditions at night). The updated results confirm that predicted operational noise levels remain within the applicable Project Noise Trigger Levels at all sensitive receivers.
2. Identify on a site plan the location of fixed noise sources external to the process buildings, for example, fan exhausts, blower intakes, combined heat and power unit (gas turbine) intake and exhaust, and indicate how these noise sources were treated in the noise modelling.	The Acoustical Report includes a site plan as Figure 5, identifying all fixed external noise sources associated with the development, including CHP unit intake and exhaust, pre-treatment extraction fans, biofilter fans, maturation extraction fans, blower systems, and other external mechanical ventilation equipment (Figure 2 below). These sources have been incorporated into the CadnaA noise model as discrete point and area sources and positioned at their corresponding locations on the Site in accordance with the revised layout. Each source has been assigned a sound power level based on

Issue	Response
	manufacturer data and validated acoustic reference datasets. In the noise modelling, all fixed external sources were included simultaneously in the cumulative worst-case operational scenarios for day, evening, and night periods. Their combined operation was assessed together with internal building breakout and on-site mobile sources to represent the total operational noise environment. The modelling demonstrates that the inclusion of these external fixed sources does not materially increase the predicted off-site noise levels and does not change the overall assessment outcome, with compliance with the applicable noise criteria maintained at all sensitive receivers.
Other minor matters for note and correction: 3. The LAFmax, dBA sleep disturbance maximum noise trigger levels do not reflect the requirements of the Noise Policy for Industry (NPfI – EPA, 2017) and need to be correctly stated.	The sleep disturbance assessment has been reviewed and revised by Koikas Acoustics, May 2026 (Appendix M), to ensure full consistency with the Noise Policy for Industry (NPfI, 2017). In particular, the correct screening and assessment criteria have been applied for maximum noise events, including LAFmax trigger levels and associated LAeq night-time criteria. The previous presentation of sleep disturbance trigger levels has been corrected to align with NPfI requirements, including the appropriate application of RBL-based thresholds (RBL + 15 dB for LAFmax and RBL + 5 dB for LAeq, where applicable). The assessment has also been updated to ensure consistency between the adopted criteria, modelling outputs, and presented compliance tables. The revised assessment confirms that predicted maximum noise levels at all sensitive receivers remain below the corrected NPfI sleep disturbance criteria, and no exceedances are identified under the updated methodology.
4. Construction noise levels should reflect cumulative construction noise levels and not just levels associated with individual work items.	The construction noise assessment has been updated in the Acoustical Report (Appendix M) to reflect cumulative construction activity rather than isolated individual plant items. In the revised assessment, simultaneous operation of representative construction equipment has been modelled for each construction stage, with all relevant plant items combined to derive a total cumulative LAeq,15min noise level at each sensitive receiver. This approach ensures that worst-case concurrent construction scenarios (e.g., excavator, truck movements, handheld tools, and vibratory equipment operating within the same 15-minute period) are assessed together rather than independently. The resulting cumulative noise levels have been compared

Issue	Response
	directly against the ICNG construction noise management levels for each receiver. The revised results demonstrate that even under cumulative worst-case construction scenarios, predicted noise levels remain below the applicable management and highly noise-affected levels at all assessed residential receivers, confirming compliance with the ICNG framework.
MidCoast Council	
The report identifies the dwelling at 661 The Lakes Way as a sensitive receiver. However, it is noted that a three-lot subdivision has been approved on this property, with the potential for a dwelling to be constructed to the north of the existing residence, closer to Midge Orchid Road, Darawank. The report has not considered this potential receiver, which may be subject to greater noise impacts from truck movements associated with the development, particularly vehicles entering and exiting Midge Orchid Road, Darawank. It is recommended that the acoustic report be amended to include assessment of this receiver	The Acoustical Report has been updated and is provided as Appendix M. No significant noise impacts have been identified at the location.
DPHI	
Provide the construction noise management levels for each stage of construction.	The Koikas Acoustics assessment has been prepared in accordance with the NSW EPA Interim Construction Noise Guideline (ICNG) and establishes project-specific construction noise management levels for surrounding receivers. The assessment identifies the following Noise Affected Levels (NALs) for residential receivers, defined as 10 dB above the Rating Background Level (RBL): • 758 The Lakes Way: LAeq,15min 46 dB(A) • 43 Manns Road: LAeq,15min 51 dB(A) • 661 The Lakes Way: LAeq,15min 63 dB(A) In addition, a Highly Noise Affected Level of 75 dB(A) applies to all receivers, consistent with ICNG guidance. Construction activities have been assessed for key stages, including: • site clearing and excavation; and • construction works (building, plant installation, and concrete works). Predicted noise levels for all construction stages are generally at or below the relevant noise management levels at all sensitive receivers, due to the separation distances between the Site and surrounding properties. The assessment concludes that construction noise impacts are expected to be minor and manageable

Issue	Response
The Traffic Impact Assessment (TIA) and Noise Impact Assessment (NIA) contain contradictory information. Please clarify the number of heavy vehicles per day and per hour, and update the relevant assessment(s) accordingly.	and can be further mitigated through standard best-practice controls in accordance with the ICNG (See Appendix M). The Koikas Acoustics assessment adopts the following updated and consistent traffic assumptions: • 42 heavy vehicles per day accessing the Site • Equivalent to 84 total movements per day (42 inbound and 42 outbound) • Peak hour activity comprises approximately: • 7 trucks arriving and 7 trucks departing, equating to 14 movements per hour • All routine truck movements are confined to daytime hours (7 am to 5 pm) • While operations are designed to allow 24-hour activity, no regular night-time truck movements are forecast, with only a conservative assessment scenario of limited night activity included for completeness. These values have been consistently applied in the updated noise assessment, including: • operational noise modelling; and • on-road traffic noise calculations. The assessment confirms that, based on the clarified traffic volumes: • On-road traffic noise remains within the applicable Road Noise Policy criteria; and • The increase in traffic noise is negligible and within the allowable ≤ 2 dB increase above existing levels. Accordingly, the discrepancy identified between the TIA and NIA has been addressed through clarification and alignment of traffic assumptions within the updated assessments.

Figure 2: External noise sources



4.6 Amenity

Community concerns regarding amenity are primarily with regard to the local semi-rural character of the area and residential amenity loss. These matters are summarised below.

4.6.1 Community

Table 13: Amenity: Community

Issue	Response
Area transitioning from a rural/residential to freight corridor	The facility would be accessed from Midge Orchid Road via The Lakes Way. The Lakes Way is a State Road and hence is part of the primary network of linking routes for the movement of people and goods throughout the State. Midge Orchid Road currently services the Tuncurry Waste Management Centre. It becomes The Pines Road which links to the Hallidays Point Treatment Plant and System Plant. Several trails are also accessed from The Pines Road. Residences are generally not accessed from Midge Orchid/The Pines Road, although one right of way has been preserved onsite.

Issue	Response
	The 42 heavy vehicles (some of which will reduce the number of trucks accessing the Waste Management Centre) would be consistent with the nearby uses and would be insufficient to cause the Midge Orchid Road to transition to a freight corridor. Most vehicles would not enter the townships of Tuncurry or Forster, but would enter and return via northern routes.
Stress and safety risk	The facility is not adjacent to any residential dwellings. The closest dwelling, at The Lakes Way, is approximately 385m distant. No additional trucks, beyond existing Council kerbside collection vehicles, would use The Lakes Way to the south of Midge Orchid Road and hence would avoid conflict with driveway accesses.
Reduced liveability	The development is not expected to interfere with the lifestyle or activities of the local community. Amenity of the area is expected to be maintained. Access to local trails and beaches would not be interrupted.
Changes to the character of the local area	The development is opposite the local waste management centre and is expected to compliment the activities undertaken there. The building would be screened from view from The Lakes Way and would not cause a change in character to the 'gateway' of Tuncurry. A Built Form and Urban Design Report have been provided with the development application which addresses the local character and community identity. The Report states that the FOGO facility: "...retains existing vegetation where possible, integrates new landscaping and minimises visual impacts from the surrounding area."
Substantial and irreversible loss of residential amenity.	Residences are located at a minimum of 385m from the development and are visually screened by surrounding vegetation. Noise would not be expected to cause disturbance by day or night. Odour will be controlled using negative pressure, scrubbers and filtration. Although there is an increase in heavy vehicles, the increase is moderate. Residential dwellings are not situated on truck routes. The facility is a modern industrial design. It would incorporate: • vegetation screening,

Issue	Response
	• earth-toned materials and finishes, • landscaping, low • impact lighting and • Aboriginal artwork.

4.6.2 Authorities

Nil matters regarding amenity were raised by Authorities

4.7 Biodiversity

A wide range of biodiversity matters were raised. The site design has subsequently been revised to improve biodiversity conservation, enabling a 20m setback to significant vegetation and a 10 wide squirrel glider corridor.

Matters raised are addressed below, in Attachment 6 and in the revised BDAR.

4.7.1 Biodiversity Community

Table 14: Biodiversity: Community

Issue	Response
Wildlife strike increase	The Biodiversity Development Assessment Report states: “...the development does not propose any wind turbines, nor is it expected to increase the risk of vehicle strike to any threatened species.”
Disruption of habitat	It is acknowledged that existing habitat would be removed by the clearing of vegetation, however significant plant communities would be retained, and biodiversity offsets would be sought for other areas of cleared vegetation. The layout has been further modified to include a Squirrel Glider connectivity corridor to the east and to create a larger setback on the western boundary. The following measures are to be implemented: • Vegetation retention and protection: Retain and protect areas of PCT 4006 that contain Schedule 1 Koala feed tree species, with retained vegetation clearly marked before works begin. • Koala exclusion fencing: Install Koala-proof fencing around the operational footprint to stop Koalas from entering active areas and reduce the risk of vehicle strike. • Habitat-sensitive lighting: Use low-intensity, downward-facing lighting to reduce light spill into nearby habitat, with motion sensors used where practical. • Vehicle speed control: Set reduced speed limits (20 km/h or less) on internal haul roads, supported by fauna warning signage.

Issue	Response
	Habitat would be managed through a biodiversity management plan (BMP) designed to control weeds and improve habitat condition.
Disruption of nocturnal species	Habitat sensitive lighting would be implemented to avoid disruption of nocturnal species.
Introduction of pest species, such as birds and rodents.	Pests would be managed by regular pest control.
The issue of site selection remains central to the application of the avoid–minimise–offset hierarchy. In this regard, the EIS provides limited evidence that the Midge Orchid Road site represents the option with the least biodiversity constraint.	Site selection is not within the scope of the EIS or biodiversity report.
The Tuncurry Midge Orchid (<i>Genoplesium littorale</i>) may require further survey.	<i>Genoplesium littorale</i> was surveyed in April 2024 by Key Botany and in March 2025 by AEP Consulting, both at times when the orchid was flowering in nearby locations. The biodiversity report states: “Given two (2) rounds of targeted surveys was conducted across the entirety of the Study Area and species was not identified, it is therefore considered unlikely for this species to be impacted...”
The EIS must demonstrate full compliance with the Biodiversity Offset Scheme and the Biodiversity Assessment Methodology, including a complete Biodiversity Development Assessment Report.	A complete Biodiversity Development Assessment Report was included in the submission as Appendix N. It demonstrates compliance with the biodiversity offset scheme.

4.7.2 Authorities

Following comments received from CPHR and MidCoast Council, additional ecological review and design refinements were undertaken by Anderson Environment and Planning (AEP) in April 2026 in relation to:

- Protection of the retained TEC/wetland vegetation;
- Habitat connectivity for Squirrel Glider;
- Clarification of hollow-bearing trees;
- Biodiversity offsetting arrangements; and
- Biodiversity management measures for retained vegetation.

The updated ecological response confirms that the proposal has been refined to further minimise indirect ecological impacts and maintain local habitat connectivity and is provided in Appendix N.

Table 15: Biodiversity: Authorities

Issue	Response
CPHR	
The proposal interface with PCT 4006 / TEC Swamp Sclerophyll Forest was less than 1 m from the operational area, with potential indirect impacts to wetland vegetation. A 20 m buffer was recommended.	The proposal has been redesigned to incorporate a 20m buffer to the TEC/wetland area. The Biodiversity Management Plan (BMP) would include measures to minimise indirect impacts, including stormwater and operational management controls.
The western boundary created a habitat connectivity pinch point for fauna species, including the Squirrel Glider. A connectivity corridor was recommended.	A connectivity buffer would be maintained along the western boundary to improve habitat connectivity between retained vegetation areas to the north and south of the Site. This measure would be incorporated into the Biodiversity Management Plan (BMP).
MidCoast Council	
Clarification was requested regarding hollow-bearing trees identified within the Arborist Impact Assessment (AIA), including potential impacts within the EEC.	Review of field data and GIS imagery confirmed that only one hollow-bearing tree (Tree 53 – <i>Eucalyptus pilularis</i>) is present within the EEC and will be retained. Tree 21 was incorrectly identified in the AIA photographic record and does not contain hollows. No hollow-bearing trees will be impacted by the proposal. The Arborist report has been updated (Appendix O).
Further information was requested regarding potential impacts to the retained Swamp Sclerophyll Forest EEC, including groundwater and stormwater impacts.	The proposal design has been refined to include a 20 m setback to the TEC/EEC area. The proposed stormwater treatment train is designed at a capacity to receive the runoff from the Site, and to treat stormwater to a Neutral or Beneficial Effect. It is considered to be adequate to avoid impacts to the retained Swamp Sclerophyll Forest. There would be no need to consider design amendments as the preferred design elements have been previously discussed with MidCoast Council. Groundwater impacts have been further investigated, and the stormwater design has been updated. Considering that the discharge of stormwater would have a neutral or beneficial effect, impacts to groundwater are not expected.
Council recommended that biodiversity offsets be secured locally through a Biodiversity Stewardship Agreement (BSA).	The proponent would meet biodiversity offset obligations through mechanisms available under the Biodiversity Conservation Act 2016, including like-for-like credits where feasible or payment into the Biodiversity Conservation Fund if required. Council has since clarified that: <i>The matter raised was not intended to suggest that a BSA should be developed within and as part of the project. We understand that this process is unreasonable for the project. We wished to highlight the Council's strong preference for all projects to</i>

Issue	Response
	<i>realise local offsetting outcomes. A suitably worded condition can direct best endeavours for offsets for the project to be secured locally.</i>

4.8 Air quality and odour

Odour modelling and odour control failure were the primary concerns of the community submissions.

Authorities requested several clarifications and the inclusion of one more receptor in modelling results.

4.8.1 Community

Detailed responses to the air quality and odour issues raised in submissions are provided in the AQIA Response prepared by Todoroski Air Sciences (April 2026) (Attachment 2).

Table 16: Air Quality and odour: Community

Issue	Response
Odour emissions generally	Given that the development is for a composting facility, it is understandable that odour is a major concern, however the development is for an enclosed facility with odour scrubbers and a filtration system, which is able to mitigate odour impacts. The Air Quality Impact Assessment has modelled odour impacts and found that the result is 1 or <1 odour unit at all receptors, with the criterion being 7. It is noted that odour less than an odour unit (1 OU), would not be detectable to most people.
Odour during failure or overload or during local weather conditions	The facility is designed to run off power which is generated onsite. Hence odour controls would still be in place during a power-out. If a failure of the odour control system were identified, the affected equipment would be isolated and inspected. Maintenance or repair works would be undertaken as soon as practicable, and operational activities contributing to emissions would be reduced or temporarily suspended where necessary. This may include limiting receipt or processing activities, keeping roller doors closed when not required for access, and maintaining material within enclosed areas until the control system is restored. Regular odour monitoring, visual inspections for dust or odour, process monitoring, and complaint management procedures would be used to identify and respond to any abnormal emissions.
Biofilter failure was not addressed.	The biofilter contains of two (2) fans. During failure or maintenance, the biofilter is able to operate using one fan only.
Reporting not reflecting the lived experience.	It is hoped that reporting does reflect the lived experience.

Issue	Response
	NALG would establish a complaints line for stakeholders to contact the operators regarding odour.
The AQIA should be subject to a thorough peer review process to verify its findings.	The AQIA has been reviewed by the relevant authorities, including the Department of Planning, Housing and Infrastructure, MidCoast Council, and the NSW EPA. Updates have been made accordingly, and the comments and revised report are included in this submission.
Site-specific odour measurements should be obtained for the Tuncurry Waste Management Centre for consideration in the AQIA in relation to cumulative odour impacts.	The cumulative odour impact uses the odour measurements used in the Air Quality Impact Assessment Albury Waste Management Centre (Todoroski Air Sciences, 2018) for capped landfill areas as a dataset. It is considered to be indicative of the Tuncurry site. At each receptor, the cumulative odour impact was modelled to be 1 or less, with a criterion of 7. There is enough of a difference to allow for variance in the data.
Cumulative odour emissions use Albury Waste Management Centre, which has a different climate and geography.	The AQIA utilises odour emission data from a comparable waste management facility (Albury Waste Management Centre) to represent similar source types. Odour emission rates characterise the emission behaviour of specific activities and materials, rather than site-specific climate or geography. Site-specific meteorology and terrain are separately accounted for within the dispersion modelling. In addition, landfill operations at the adjacent Tuncurry Waste Management Centre have ceased and remaining activities are limited, such that cumulative odour contributions are not expected to materially influence the assessment outcomes.
Suitability of Taree Airport for climate data.	The AQIA adopts a hybrid meteorological modelling approach, incorporating prognostic meteorological data with surface observations from the Taree Airport Automatic Weather Station. The Taree station represents the nearest suitable source of complete, contemporary, and quality-controlled meteorological data required for dispersion modelling. Alternative data sources, such as the Forster–Tuncurry station, lack sufficient current wind and temperature records. The modelling outputs were also validated against regional wind patterns, confirming that the adopted data is representative of site conditions.
While peak-to-mean (P/M) factors are described in Section 4.1.2 of the AQIA, the assessment does not provide any further information on how the factors are applied to the modelled odour sources in Section 7.3.1 of the assessment.	The AQIA confirms that peak-to-mean (P/M) factors have been applied to all modelled odour sources to convert 1-hour average concentrations to 1-second peak concentrations. Conservative P/M factors of 2.5 (biofilter) and 2.3 (maturation area and landfill sources) were applied, consistent with recognised practice. This ensures that predicted odour concentrations represent

Issue	Response
	short-term peak conditions relevant for assessment against NSW EPA criteria.
Also, there is no information on whether the modelled odour impacts have considered the P/M factors. As such, it is not possible to determine whether the results actually represent the worst-case estimate of potential impacts at sensitive receptors based on 1-second concentrations.	The modelling incorporates conservative assumptions, including continuous operation of odour sources and application of peak-to-mean factors to derive 1-second concentrations. These assumptions provide a conservative representation of potential impacts and are considered appropriate for assessing worst-case odour conditions at sensitive receptors.
Whether an odour buffer is required.	The AQIA does not identify a need for a specific odour buffer to protect existing sensitive receptors. The assessment demonstrates that predicted odour impacts comply with applicable criteria at all receivers. Odour contours are provided as a planning tool to inform future land use decisions rather than define a fixed statutory buffer. Any future buffer requirements would be determined through Council planning controls, considering land-use compatibility and long-term development context.
An increase in dust.	The facility would be fully enclosed and under negative pressure. Dust is not expected to be an issue.
Lenient standard of 7OU applied. 4-5 OU would be more appropriate.	Although the applicable standard is 7OU, the facility complies with a more stringent odour standard of 4-5 OU
Abattoir and paunch being strong odour emitters, the odour profile has not been properly characterised.	The AQIA distinguishes between different stages of the process and their associated odour characteristics. The most odorous materials, including abattoir-derived wastes (e.g., paunch, offal, and organic residues), are managed within enclosed receipt, handling, and processing areas equipped with an engineered odour control system, including extraction, scrubbing, and biofiltration. These stages are therefore not modelled as fugitive odour sources. Odour emission rates adopted in the AQIA are applied specifically to the maturation stage of the process, which involves stabilised compost material and has a significantly lower odour potential than fresh or actively decomposing feedstock. As such, the emission factors used are considered appropriate for the relevant source type. In addition, biogas generated during anaerobic digestion is captured and treated via the CHP system, reducing the likelihood of uncontrolled odour emissions. On this basis, the AQIA appropriately characterises odour emissions by source type and processing stage and adopts conservative assumptions for the assessment of odour impacts.
Conditional air quality monitoring.	The Air Quality Impact Assessment recommends:

Issue	Response
	- Daily odour monitoring and visual inspection of dust plumes to identify significant odour and take appropriate action. - Stack sampling during commissioning 6 monthly stack sampling for a limited time period post commissioning - Regular inspection of control equipment and process monitoring NALG is willing to commit to these measures in an Operational Management Plan.

4.8.2 Authorities

A revised response relating to air quality and odour was prepared by Todoroski Air Sciences, April 2026 (Attachment 2) in response to comments raised by DPHI and MidCoast Council, as summarised in Table 17.

Table 17: Air quality and odour: Authorities

Issue	Response
DPHI	
1. Describe the contingency measures that would be implemented in the event of an emission control system failure.	Contingency measures would be implemented to minimise off-site odour and air quality impacts. These include enclosed processing areas operating under negative pressure, air extraction, scrubbing and biofiltration systems, isolation and repair of failed equipment, and temporary reduction or suspension of receipt and processing where required. Additional controls include maintaining roller doors closed where practicable, odour monitoring, inspections and complaint management procedures, and diversion of excess biogas to an enclosed low-emission flare. Incidents would be recorded, investigated, and rectified, with ongoing monitoring and maintenance undertaken.
2. Specify the assumptions used in the Air Quality Impact Assessment (AQIA)	The AQIA adopts conservative assumptions including enclosed processing, continuous extraction and treatment of odorous air, conservative emission rates for the maturation area, continuous operation of odour sources during modelling, and inclusion of cumulative odour impacts from the adjacent waste facility. Conservative dust emission factors were also adopted. These assumptions provide a conservative and appropriate basis for assessment.
3. Describe the biotrickling system proposed for the Combined Heat and Power unit.	The proposed biotrickling system treats biogas generated by anaerobic digestion prior to use in the CHP unit. The system removes hydrogen sulfide and other reduced sulfur compounds through biological oxidation within a packed scrubber system, reducing

Issue	Response
	sulfur dioxide emissions and protecting CHP infrastructure.
MidCoast Council	
The report identifies the dwelling at 661 The Lakes Way as a sensitive receiver. However, it is noted that a three-lot subdivision has been approved on this property (DA246/2018), with the potential for a dwelling to be constructed to the north of the existing residence, closer to Midge Orchid Road, Darawank. The report has not considered this potential receiver, which may be subject to greater air quality and odour impacts from this facility. It is recommended that the air quality and odour assessment report be amended to include assessment of this receiver.	The updated AQIA response includes an assessment of the potential future residential receptor associated with the approved subdivision at 661 The Lakes Way. The assessment indicates compliance with applicable odour, particulate (PM2.5, PM10, TSP, deposited dust) and gaseous pollutant criteria (NO ₂ , CO, SO ₂ and benzene). Predicted impacts at the future receptor remain within the relevant assessment criteria.

Further to the above, the EPA has suggested several conditions for approval. NALG would like to suggest a change to the following:

- E. All emissions from the receival building must be captured and treated through a biofilter and/or scrubber.

To read:

- Process air from the receival building must be captured and treated through a biofilter and/or scrubber.

Explanation – there are no air emissions from the receival building. Rapid action roller doors would be used, and the building is under negative pressure. Air is drawn from outside to inside where it is then changed and treated through an air capture system including scrubbing and a biofilter prior to release.

4.9 Water

Community concerns regarding water are primarily with regard to water contamination and leachate generation. Several technical questions were raised regarding water modelling.

Various questions were raised from authorities, including water take, groundwater and report clarifications.

The revised stormwater treatment train is able to address the major concerns raised.

4.9.1 Community

Table 18: Water: Community

Issue	Comment
Leachate escape	It is not expected that leachate would escape from the storage areas, the following measures would be in place. Buildings that store organic material would have leachate containment systems that would not allow leachate to escape. Additionally, all leachate and waste tank storage will be bunded.

Issue	Comment
Stormwater contamination	The stormwater treatment system is designed to have a neutral or beneficial effect on surface and groundwater. Containment of liquids will provide primary controls and bunding of the facility will provide secondary controls for leachate containment so that there will be no stormwater contamination.
Long-term consequences for coastal ecosystems	There are no predicted impacts to coastal ecosystems. The facility is designed to avoid discharge of dirty water through collection in bunds. All materials would be stored and managed within the buildings.
No analysis of seasonal groundwater fluctuations	The revised Water Cycle Management Plan (Appendix P) has used additional data to account for seasonal groundwater fluctuations.
More detailed groundwater investigations are required to determine the actual variation in ground water levels at the site.	Enquiries were made to MidCoast Council to see if there is additional data on groundwater levels. Data was supplied from the nearby landfill monitoring and has been considered in the most recent design of stormwater infrastructure.
The pre-development land use assumptions significantly over-represent the pre-development pollutant loads and are inconsistent with MidCoast Council's Guidelines for Water Sensitive Design Strategies (October 2019).	The pre-development levels have been confirmed with MidCoast Council prior to design of the stormwater treatment train. Council undertook an assessment of the previous 5 years, and a site visit to confirm areas that would be designated as 'forest'. Council also advised on effective treatment options for the location. The resultant design takes into account Council comments and meets the neutral or beneficial effect (NorBE) criterion in accordance with the Guidelines for Water Sensitive Design Strategies.
It is not clear whether the swale treatment, or the exfiltration losses from swales, have been accounted for in the post-development pollutant loads and analysis of NorBE targets.	The swale treatment are included in the MUSIC model. They are modelled as regular grassed swales (not bioswales) for treatment. Exfiltration losses have also been accounted for in these swales.
The western boundary of the site is flood prone, draining toward the Wallamba River approximately 600 metres away. The permanent conversion of this land to industrial use, with associated hardstand, leachate management, and stormwater infrastructure, creates a risk of contaminated runoff reaching this environmentally sensitive waterway.	An analysis of flooding was undertaken in Section 5 of the Water Cycle Management Plan. The development will be more than 0.5m above the flood planning level and above the probable maximum flood level. The flood impact assessment for the proposed site has indicated that there are minimal negative impacts and even beneficial impacts upon the land surrounding the Site.

4.9.2 Authorities

Table 19: Water: Authorities

Issue	Comment
Department of Climate Change, Energy, the Environment, and Water (DCEEW) water	
Quantify the construction water demands.	An onsite potable water supply is required for staff amenities. This connection will be made to the town water supply on the eastern side of the project site. Demand is for 22-26 staff during the construction period. Assumptions used are: 40–45 L/person/day → 880 – 1,170 L/day (~0.9–1.2 kL/day) 1.0 – 1.2 kL/day for 22–26 workers with full amenities A water cart will operate for dust suppression and will fill up using a standpipe with water supplied from the town water connection. Typical cart capacity is 10-16,000 litres. The total construction water demands for dust suppression will fluctuate depending on the weather and dust management requirements.
Confirm a viable water source is available.	There is a town water supply line to the east of the project site. The Proponent will connect into this supply line.
Confirm if additional water supply works are proposed to access a water supply, and if required provide an impact assessment of their construction and operation.	The water connection works will be carried out immediately following site clearance. This will involve trenching and laying water pipes to a standpipe and a small construction site office and amenities building. This infrastructure will service the Site during construction and will be augmented to provide a permanent supply to the finished facility. Being a greenfield site which has been assessed for all environmental impacts including ecological, groundwater, stormwater (hydrology) and biodiversity, there are no additional impacts on the proposed site. The Proponent will need to obtain relevant approvals from the relevant water authority to connect into the mains supply and this will necessitate some trenching outside of the project site. That is the extent of the expected impacts.
Clarify the potential for aquifer interception due to the project.	The facility design incorporates a waste receival pit which extends approx. 2 metres below ground level. This presents potential for ground water interception. The proposed waste pit will be constructed to a level below existing groundwater levels within sandy soils. The pit construction will occur inside an exclusion zone with a moat surrounding the works and battered slopes to each end allowing access for equipment. The pit will be formed and cast in-situ (Figure 3). This approach is intended to minimise groundwater ingress, while ensuring excavation stability and protection of surrounding land and infrastructure. The pit structure

Issue	Comment
	includes a moat to sump feature for pumping out any groundwater that may enter.
Where take is required, quantify the maximum annual volume of water take due to aquifer interference activities during construction and operation.	No take from the aquifer is required.
Demonstrate the ability to obtain sufficient entitlement unless an exemption applies.	No take from the aquifer is required.
If the take of groundwater is found to be greater than 3 ML per year, DPHI should request the proponent to assess impacts due to aquifer interference activities in accordance with the NSW Aquifer Interference Policy and framework (2012).	No take from the aquifer is required.
DPHI	
The Water Cycle Management Plan states that the development would be above the PMF level of 4.3 m AHD (development at 4.40 m AHD); however, Map 057 indicates that the site would be inundated during a PMF event. Please clarify.	Flood depths over the Site as indicated on Map 057 during the PMF event are because of overland flow spilling over locally from Midge Orchard Road and the nearby Waste Transfer Station, not due to inundation by Wallamba River and Darawakh Creek. This is detailed further in Section 5.9 of the WCMP. The mainstream flood level is at 4.30 mAHD while the development level remains at 4.40 mAHD.
EPA	
The EPA recommends that DPHI condition the development consent to require the proponent to provide the following further detail:	Conditioning of the development is not required for two of the three items, as explained below
A water discharge impact assessment that addresses the SEARs requirements so that impacts to the receiving environment can be assessed.	A Water Cycle Management Plan (WCMP) was submitted with the development allocation as Appendix P. The WCMP addresses the SEARs and the potential impacts to the receiving environment, in Section 5 (Flood Impact Assessment), Section 6 (Water Quantity Management Strategy) and Section 7 (Water Quality Management Strategy).
A characterisation of water quality at the point of discharge (infiltration)	A characterisation of water quality at the point of discharge (infiltration) is contained in Section 7 of the WCMP. The analysis details the NorBE target, the treatment train, and the results of MUSIC modelling. The result is detailed in Table 7-10, with the conclusion that: “.. all the pollutant loads (in kg/year) for developed conditions was reduced to below existing condition loads.

Issue	Comment
	Therefore, the proposed treatment train satisfies NorBE for this WQualMS and in addition, does not result in adverse effects to water quality for the PCT 4006 Biodiversity Area..." The development has been re-modelled in accordance with the modified site plan. The above holds true.
Details of any surface or groundwater mitigation, management and monitoring activities and methodologies so that impacts to the receiving environment can be assessed.	This item may be conditioned.
CPHR	
Recommended action: Provide supporting groundwater data (e.g. long-term monitoring records or regional datasets) to establish representative groundwater levels, including consideration of seasonal and elevated conditions. Council may be able to confirm the availability and applicability of longer-term groundwater monitoring data relevant to the site. Demonstrate that an appropriate separation between groundwater levels and detention storage invert levels is maintained under high groundwater conditions and refine storage design if required.	Groundwater levels on Site were taken by Hunter Geotechnical Services dated 04/08/2025 with levels measuring up to 2.10 mAHD where the detention storage is proposed to be. Additional data was obtained from Council from the Tuncurry Waste Management Centre. Long-term groundwater data is provided in the Water cycle data and processes report for the North Tuncurry Urban Release Area by EMM Consulting dated September 2025. This report provides groundwater monitoring of the area immediate south of the Site for three years from October 2022 to July 2025. The monitoring results indicated that, at the time of measurements on Site on August 2025, the groundwater level was inferred to be significantly higher than baseline levels following multiple rainfall recharge events (including a 0.2% AEP rainfall event in May 2025). Thus, the groundwater measurement of 2.10 mAHD on Site is concluded to be representative of high groundwater conditions and as such, the invert levels of detention storage is proposed to be at least 0.5 m above this level as recommended by Council Drainage Guidelines (2024). The design has been consequently modified to have invert levels of at least 2.60 mAHD in consideration of elevated groundwater conditions. Refer to Section 4.3 in the WCMP for further details.
The MUSIC stormwater quality modelling adopts a combination of "forest" and "rural" land-use types to represent the pre-developed site condition. It is unclear whether the adopted parameters are supported by site-specific evidence or are aligned with the NSW MUSIC Modelling Guidelines (BMT WBM, 2015). Adopting inappropriate land-use assumptions can influence baseline pollutant loads generated by the model. Higher assumed baseline loads may	The land-use types for MUSIC modelling as detailed in Figure 7-2 of this WCMP were discussed with MidCoast Council, who advised on the designation of "forest" and "rural" land following a review of aerial imagery and site inspection.

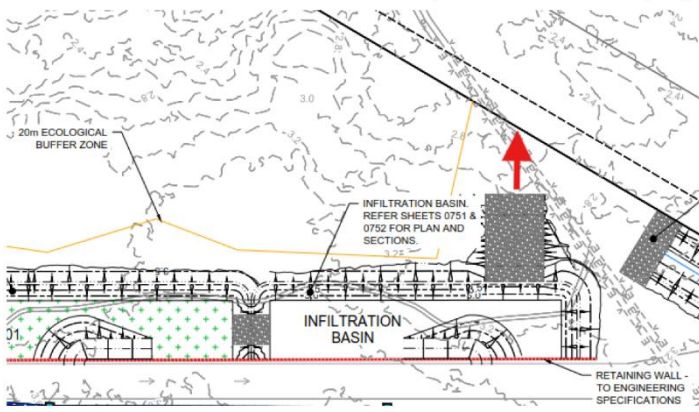
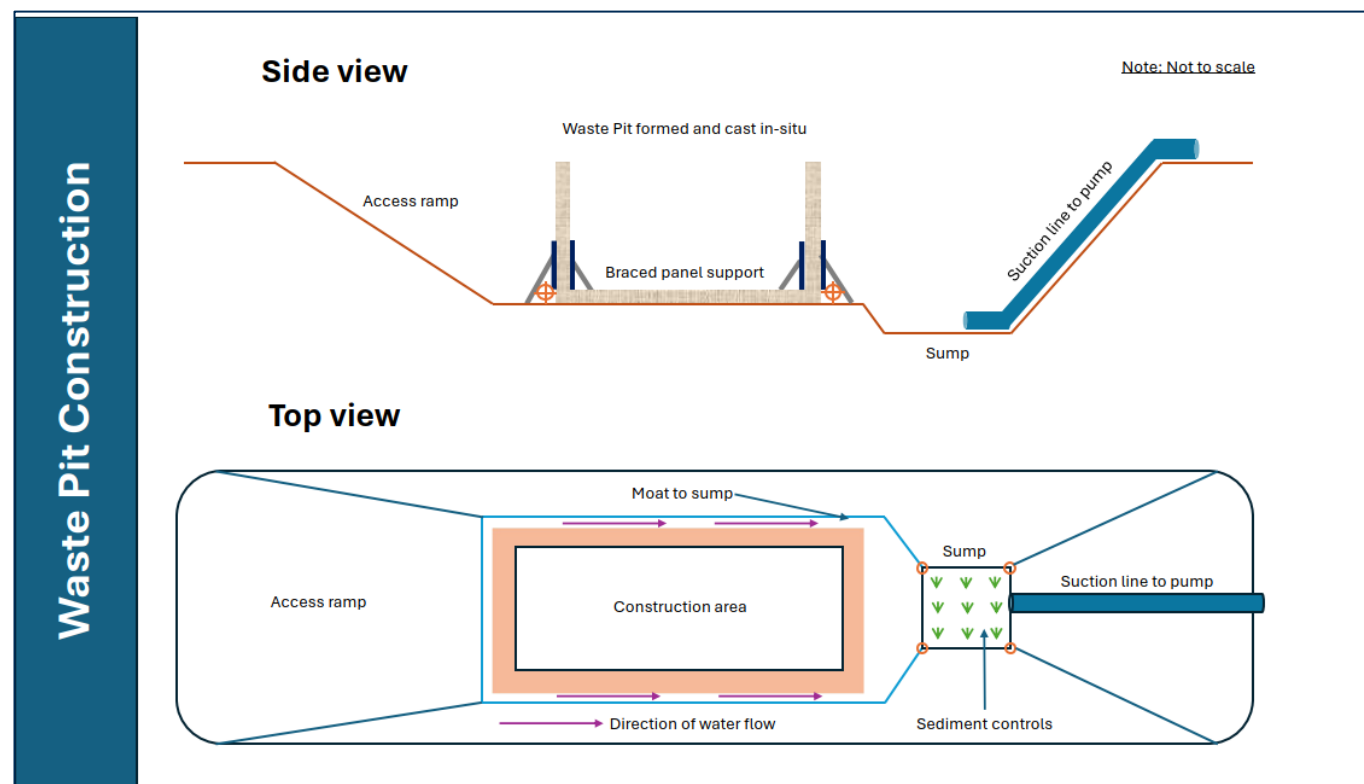
Issue	Comment
make it easier for the development to demonstrate compliance with stormwater quality treatment targets, without accurately representing existing site conditions.	Correspondence from 05/10/2025 provided the map below to be designated as “forest” in blue. All other areas on the Site have been designated as “rural” land. 
MidCoast Council	
Also, the potential impacts of surface water being discharged directly into the EEC should be examined including the measures proposed to protect the EEC from stormwater impacts, e.g. greater setbacks to the EEC and replacing the spillway with a level spreader.	Figure 5-12 in the updated WCMP shows there are no adverse impacts to flooding (i.e., increases in flood levels) observed within the EEC during the 1% AEP flood event, and that neutral and even beneficial impacts have been observed within the EEC post-development. Additionally, Sheet 101 of the civil drawings indicates that the discharge point out of the Site lies outside of the EEC boundaries, with the 20 m buffer zone also being in consideration. Refer to a snippet of Sheet 101 below. 

Figure 3: Waste pit diagram



4.10 Health

Health was not frequently raised as a matter of concern.

4.10.1 Community

Table 20: Health: Community

Issue	Comment
Potential health impacts from the waste processing facility	The facility will be totally enclosed with negative pressure drawing air inside it. The building would be bundled, and dirty water would not be allowed to escape. Site workers will be required to wear appropriate PPE and to follow site protocols. It is expected that there will be no negative health consequences from the facility.

4.10.2 Authorities

Nil responses regarding health.

4.11 Waste

The advanced treatment of waste gained some support from the community. There was minimal comment from authorities.

4.11.1 Community

Table 21: Waste: Community

Issue	Response
Reduction in organic waste sent to landfill	These comments in support of the application are true of the development. The facility will create wider benefits to the community through the diversion of organics to a compost facility, the production of useful materials, and will also reduce greenhouse gas emissions.
Lower greenhouse gas emissions associated with landfill decomposition	
Production of renewable energy through biogas capture	
Creation of reusable compost products that support soil health and agriculture	
Establishment of long-term regional waste infrastructure.	
However, not at the expense of local communities and landholders	The Environmental Impact Assessment and Social Impact Assessment did not result in matters of significant concern to local community members or landholders.

4.11.2 Authorities

Table 22: Waste: Authorities

Issue	Response
NSW EPA	
The upper limit of the amount of waste that may be stockpiled at the facility at any one time.	The upper limit of waste storage would be 9,711 tonnes at any one time. Storage values have been updated in the EIS to reflect the re-design of the Site, specifically Table 12 and Figure 20.
The EPA notes that, if the proposal is approved: the EPA will require the provision of a financial assurance for the project. The amount and form of the financial assurance is to be agreed with the EPA once approval is granted.	Noted

4.12 Bushfire and Hazards

Following the updated site plans, the Bushfire Assessment Report (Appendix R) and the Bushfire Emergency Management Plan (Appendix S) have also been updated to assess the new setbacks. The overall outcome is an improvement in bushfire protection.

4.12.1 Community

Table 23: Bushfire and Hazards: Community

Issue	Response
Inconsistencies of the bushfire hazard assessment with the BDAR with regard to tall heath vegetation.	Vegetation for the bushfire hazard assessment was classified in accordance with Planning for Bushfire Protection, which refers to 'Ocean Shores to Desert Dunes' – David Keith (2004).
It is important that the assumptions of the PHA be reviewed against a more conservative vegetation formation/classification of forest/dry sclerophyll forest for Plot 5 in the Bushfire Assessment Report, and potential RHF of up to 29kW/m2 at the digesters.	Notwithstanding the above, a review against the more conservative vegetation formation for Plot 5 was undertaken using the most recent plans. The new design introduces larger setbacks to vegetation and therefore the BAL at the western boundary has reduced. Previous max at maturation building (smaller setbacks): - BAL FZ Revised max at maturation building using forest vegetation, as requested: - BAL 40 Max BAL at Plot 5 using tall heath vegetation: - BAL 29. Considering that the assessment is industrial development and is using an assessment based on residential dwellings, and that there is only a narrow fire run on that aspect, tall heath vegetation is deemed to be a reasonable standard for the western aspect toward Plot 5.

4.12.2 Authorities

Table 24: Bushfire: Authorities

Issue	Response
CPHR	
The Bushfire Emergency Management and Evacuation Plan be modified to require consultation with NPWS in the establishment, implementation and review of emergency plans and procedures for the MidCoast Regional Organics Processing Facility.	The BFMEP has been updated to require consultation with NPWS as requested.
RFS	
The bushfire protection measures/mitigation strategies identified with the the report titled 'MidCoast Regional Organics Processing Solution - Bushfire Assessment Report' prepared by MRA Consulting Group, dated 22	Noted. The Bushfire Assessment Report has been updated with new setbacks, resulting in better outcomes for asset protection.

Issue	Response
January 2026 (Version 0.3) are generally supported by the RFS	
FRNSW	
FRNSW have reviewed the EIS with particular focus to 6.11 Hazards and Risks & Appendix V Preliminary Hazards Analysis (PHA). FRNSW submit no comments or recommendations for consideration, nor any requirements beyond that specified by applicable legislation at this stage.	Noted.

4.13 Aboriginal Heritage

A few clarifications of the ACHAR have been requested.

4.13.1 Community

Nil

4.13.2 Authorities

Following a Request for Additional Information issued by the Department of Climate Change, Energy, the Environment and Water (DCCEEW) – Heritage NSW, additional clarification was provided in relation to the Aboriginal Cultural Heritage Assessment (ACHA) prepared by McCardle Cultural Heritage Pty Ltd (Appendix W) for the MidCoast Regional Organics Processing Solution. The updated report has been provided.

The matters raised primarily related to Aboriginal community consultation, archaeological interpretation, and report clarification requirements. A summary of the issues and responses is provided in Table 25 below.

Table 25: Aboriginal Heritage: Authorities

Issue	Response
Department of Climate Change, Energy, the Environment and Water (DCCEEW)	
a. Clarification required regarding the use of email addresses for Nunawanna Aboriginal Corporation, including compliance with stakeholder contact details b. Typographical errors in RAP email addresses and inability to confirm receipt of notification c. Consultation log includes entries attributed to Robert Syron that require supporting evidence d. Evidence required confirming RAP notification to Heritage NSW and Forster Local Aboriginal Land Council e. Concern that consultation timeframes may not align with DECCW (2010) requirements and may require re-initiation f. Request for evidence of ongoing consultation post-finalisation of ACHAR (September 2025)	a. The email address used was consistent with the contact details listed on the Heritage NSW register. It was also used in accordance with a direct request from the Aboriginal stakeholder representative. b. Minor typographical errors were identified in a small number of email addresses. Receipt of emails cannot be retrospectively confirmed, as read receipts are not routinely used for bulk stakeholder notifications. The consultation process is consistent with standard industry practice and Heritage NSW guidelines c. The consultation log has been reviewed and corrected. Entries incorrectly attributed to responses from Robert Syron were removed. No correspondence or phone contact was received

Issue	Response
g. Further assessment required regarding potential subsurface archaeological deposits (e.g., shell middens) h. Additional discussion required on regional site distribution and likelihood of shell middens) i. Inclusion of Holocene sea level change and its relevance to archaeological potential j. Request to update departmental naming and remove reference to AHIP requirements	from this stakeholder for the relevant consultation stages d. Evidence of RAP notification has been provided as part of the RTS documentation package e. Consultation was undertaken in accordance with the Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 (DECCW) and is considered appropriate for the scale and nature of the proposal. Notification timeframes are considered appropriate for project delivery requirements and consistent with standard practice f. No further consultation was undertaken following finalisation of the ACHAR, as the assessment concluded that no AHIP or further archaeological works were required. Consultation was therefore completed in accordance with the assessment scope g. The project area has been subject to extensive historical disturbance, including vegetation clearing, ploughing, plantation establishment, and deep mechanical stump removal. These impacts are considered sufficient to have removed or heavily disturbed any potential subsurface archaeological deposits, including shell middens or other subsurface deposits h. Regional archaeological evidence indicates that site types in the locality are predominantly associated with transient land use activities. The predictive model presented in the ACHAR remains appropriate for the environmental context of the study area i. Holocene sea level fluctuations and estuarine evolution have been incorporated into the revised assessment. These changes indicate that the area may have been periodically closer to estuarine resources; however, current and historical disturbance regimes significantly reduce the likelihood of intact subsurface archaeological deposits Departmental naming conventions have been reviewed. References to AHIP processes have been retained as they form part of standard explanatory content within the assessment framework

4.14 Non-Aboriginal Heritage

Heritage NSW notes that the proposed works will not directly impact any items listed on the State Heritage Register, has no further comments on the proposal at this time, and have included recommended draft conditions of approval for the project.

4.15 Socio-Economic

The community is concerned that the development may affect their properties.

4.15.1 Community

Table 26: Socio-Economic: Community

Issue	Response
Increased burden on rate payers	NALG is unable to comment on rates as it is a Council matter.
Property desirability	The subject site is already across the road from a landfill and waste management centre. Considering the minimal amenity impact, the enclosed compost facility is unlikely to have an impact on property values.
Buyer perception	There are no residential properties that are in close proximity to the proposed facility.
Decrease in property values	There are no apparent factors that would lead to a decrease in property values.
Lack of property valuation	It is not within the scope of the EIS to value property.
Compensation or land acquisition	There are no apparent factors that would require compensation or acquisition. The closest residential property is approximately 385m distant and is not predicted to be significantly affected.
Inflation of scale of development for commercial reasons.	There is no need for an increase in throughput in the foreseeable future. Initially, the facility is likely to run at less than half the built capacity.
The establishment of a monitoring regime and complaints resolution process	A monitoring regime and complaints resolution process will be established to enable the testing of the assumptions in the specialist studies and to provide an avenue for feedback from the community.

4.15.2 Authorities

Nil responses from authorities relate to socioeconomic issues.

5 Project Justification

This development is based on a need to process food and garden organics (FOGO) when the mandatory FOGO collection service is introduced in 2030. The project has been subject to several stages of rollout, including a site selection process, a tender for the build and contract, and currently the planning approval.

The current development application has been assessed in an EIS with the support of specialist reporting.

The Proposal has been reviewed and updated in accordance with submissions received.

During the response period, the proponent has engaged with MidCoast Council, CPHR Group, Transport for NSW, DPHI and the surrounding community.

In consideration of the feedback from submissions and engagement, the project has improved the site layout by:

- Provision of a 20m buffer area for protection of the PCT 4006,
- Provision of a squirrel glider connectivity zone on the eastern side of the development.
- Reduction of the size of the pre-treatment building to enable the 20m setback.
- Reduction of the size of the biofilter to adjust to the new building sizes.

Concerns regarding amenity, particularly odour, noise and local character have been addressed by the proposed mitigation measures and specialist reporting that show that there will be no significant adverse impacts.

The facility would implement controls for odour and leachate and has taken into account contingency measures during unexpected events. The stormwater design would treat water to a neutral or beneficial effect prior to discharge, protecting local waterways, groundwater and wetlands. The effect on local biodiversity has been minimised by the provision of additional setbacks and connectivity corridors.

Traffic on The Lakes Way remains an ongoing issue for the community. NALG has committed to reducing impact by avoiding a right turn at Failford Road during peak traffic periods. The ultimate solution, however, is for transport authorities to commit to intersection improvements, which would have significant and lasting benefits.

All matters raised have been duly considered within this response. The project is justified by being able to mitigate potential impacts, and by development in keeping with the surrounding area. Furthermore, the development has been identified as essential for improving the waste management of MidCoast Council and for achieving the 2030 mandate to collect food organics.

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