

**RESPONSE TO SUBMISSION (RTS)
Yennora Liquid Waste Treatment Plant
14-16 Kiora Crescent, Yennora (SSD 10407)**

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Department of Planning Industry and Environment

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1. INTRODUCTION

Benbow Environmental have been engaged by Enviro Waste Services Group Pty Ltd to undertake response to submission report for the liquid waste recycling facility located at 14-16 Kiora Crescent, Yennora (SSD 10407). This report responds to comments made by a number of government agencies including:

- Department of Planning Industry and Environment (DPIE),
- NSW EPA
- Cumberland City Council,
- Transport for NSW
- Fire and Rescue NSW,
- Sydney Water;
- Jemena; and
- Transgrid.

In addition the response to submission includes the response to objectors. One objection was received from a neighboring industrial site owned by Ascendas Reit.



2. DEPARTMENT OF PLANNING, INDUSTRY & ENVIRONMENT

This section addresses the comments raised by the Department of Planning, Industry & Environment (DPIE) and their internal Environment, Energy and Science Group (EES).

2.1 ENVIRONMENT, ENERGY AND SCIENCE GROUP (EES)

Environment, Energy and Science Group (EES) in the Department of Planning, Industry and Environment (DPIE) has made the following comments:

EES has reviewed the relevant documentation and make the following comments.

Biodiversity

A Biodiversity Development Assessment Report (BDAR) Waiver was approved on 4 June 2020.

Flooding

EES has no further comments in relation to flooding.

Please note from 1 July 2020 Aboriginal cultural heritage regulation, including advice regarding SSIs and SSDs, is now managed Heritage NSW. The new contact for the ACH regulation team is heritagemailbox@environment.nsw.gov.au.

Response: Noted, Heritage NSW has provided comment see section 8. No additional response is required to satisfy EES comments.

2.2 DEPARTMENT OF PLANNING, INDUSTRY & ENVIRONMENT – ADDITIONAL INFORMATION

DPIE have provided a list of additional information required to finalise the Department assessment. This is addressed in this section.

2.2.1 General

2.2.1.1 Quantity Surveyor Equipment Clarification

It is noted that in the Quantity Surveyors (QS) report there is an item listed for 'special equipment' with a value of \$80,000 (excluding GST). The EIS does not include any details of additional equipment proposed as part of the development. Any alterations or additions for 'special equipment' should be clearly outlined in the EIS. Please describe and provide further details on what this additional item relates to in the context of the proposal.

Response: The \$80,000 (excluding GST) refers to the shredding equipment located within the building at 16 Kiora Crescent.



2.2.1.2 Clarification of All Building Works and Infrastructure Upgrades

Apart from upgrades to several liquid waste storage tanks, the EIS does not include any additional internal works as part of the proposed development, however the QS report identifies minor internal and external services works. Please clarify and detail all building works and infrastructure upgrades or items requirement to facilitate the proposed development.

Response: The building works associated with the proposed development that are required to be completed includes:

- Upgrades to liquid waste storage tanks – Tanks 5, 6 and 8 would be replaced with larger tanks (see table 5-1 of the EIS);
- Removal of demountable structure;
- Works to fully seal hardstand area beneath demountable structure;
- Installation of rainwater tanks;

The works that have been completed at 16 Kiora Crescent include:

- Installation of shredder equipment;
- Internal and external concrete bunding.

Note: While this work has been completed it still requires approval and has been included in the QS report as requested by DPIE in an email dated 3/12/2020.

2.2.1.3 Clarification of Vegetation Removal

The EIS states that 'no tree removal' would occur as part of the proposal. However, the plans for 16 Kiora Crescent show the removal of the existing demountable site office and laying of hardstand across the site across, an area currently grassed and containing at least one tree. Please clarify whether any vegetation removal is proposed as part of the EIS.

Response: There are no trees on site. The tree present in the aerials is dated and was removed several years ago after it was hit by lightning. The only vegetation removal proposed is grass underneath the demountable offices and to allow for the widening of the driveway. The following photograph of the front of the site was taken on 19/01/2021 showing the tree is no longer present on the site.

Photograph 1: Front of 14-16 Kiora Crescent, Yennora taken 19/01/2021.



2.2.1.4 Current Operational Hours

Please provide the current operational hours of the facility.

Response: The current operational hours are:

7am to 7pm Monday to Friday, 7am to 12noon on Saturday with no work on Sunday.

2.2.1.5 Employment Shifts

It is noted that the proposed development would generate an additional five personnel. Please provide details of work shift hours across the proposed 24/7 operations and clarify whether the total employee numbers also include truck drivers (noting that the Applicant currently operates a fleet of 7 vehicles).

Response: This is incorrect. The site will employ 5 full time staff for the proposed development. These employment numbers do not include truck drivers.

Shift hours across the proposed 24/7 operations are expected to be:

- Morning Shift: 5am to 1pm;
- Afternoon: 1pm to 7pm; and
- Night shift: 7pm to 5am. Night shift is typically maintenance and cleaning.

2.2.1.6 Confirmation of EPL Variation

The site currently holds an EPA Environment Protection Licence (EPL) 20444. Please confirm whether the Applicant intends for the EPL to be amended to include the expansion of the proposal or if a new EPL will be sought.



Response: An EPL Variation will be sought. This would include variation to the waste processing and storage quantities, waste types and change to the site address to include 16 Kiora Crescent.

2.2.1.7 Confirmation of Intention to Surrender Existing Council Consent

The site's existing operations is currently approved under Council DA 2013/351/1 consent. Please confirm if the Council DA consent will be surrendered should the proposed development be approved.

Response: It is the intention to surrender existing council consent should the proposed development be approved.

2.2.1.8 Market Demand

Provide further details on the market demand for the proposed development type to justify the significant proposed throughput increase (from 900 to 110,000 tonnes) for a diverse range of liquid waste types.

Response: It should be noted that the facility started as a small liquid waste treatment facility and has since expanded to incorporate other liquid wastes types as a result of increasing needs of existing customers. The original plant was designed with a larger capacity than what was originally approved with the intention to enable the facility to commence operations at smaller volumes similar to a “pilot” plant before increasing throughput tonnages nearer to maximum plant capacity.

There is little publicly available information regarding market demand and projections for liquid waste in NSW. The data and research available tends to focus on solid waste. There are a number of factors that have led to business decisions for the expansion of the Enviro Waste site. These are discussed below.

There has been a recent increase in J120 waste requiring treatment due to:

- Runoff from carparks is no longer classified as stormwater but rather J120.
- Spills and incidents containing oil are also classified as J120. This represents a very large market for the J120 liquid waste type.
- Enviro Waste is the one of only a few facilities located in the Sydney metro area that can accept J120.

Additionally, a lot of liquid waste was previously being sent overseas in bladder shipping containers. As a result of the Federal Governments push to prevent the export of Australia's waste, this has led to increased liquid waste requiring treatment in Australia. In addition, the COVID-19 pandemic has resulted in the drive toward increased manufacturing in Australia that will require a facility to accept liquid waste to be treated.

The recent commencement of infrastructure projects to construct roads and tunnels in NSW has resulted in increased liquid waste generation requiring treatment including J120, M250 and stormwater.



The market for different types of liquid waste fluctuates with time, for example, COVID-19 has affected the frequency of the grease trap waste with less and less grease trap waste due to a decrease in grease trap waste being generated from restaurants. The demand for grease trap waste is expected to increase following the pandemic.

Liquid wastes to be processed at 16 Kiora Crescent including shampoos/liquid soaps and out of date beverages make up a small proportion of the total quantity of liquid waste proposed to be accepted at the site, less than 9%. Of the proposed annual processing quantity of 110,000 tonnes, 10,000 tonnes would be out of date product. Some of this includes solid wastes. 91% of the liquid waste to be received as part of the proposed development is of a type already approved. Therefore, the “diverse range of liquid waste types” only extends to two new types to be received at the site – the shampoo/soap and out of date beverages. These two new waste types do not fall under a waste code for wastes that must be tracked. Companies that manufacture or sell these products require a facility to send product that has expired or is defective. As a liquid waste facility, Enviro Waste regularly receives requests to assist businesses with these waste types.

NSW government Population Projections predict that NSW is expected to grow on average by over 100,000 people each year until 2041, indirectly resulting in increases in liquid waste generation throughout the state.

The facility at 14 Kiora Crescent was developed with the intention to process the proposed quantities of liquid waste and therefore was appropriately designed. It is for the above reasons that justify the significant increase in production quantities.

2.2.1.9 Waste reduction Clarification – NSW Waste Avoidance and Resource Recovery Strategy

The EIS notes that the project would reduce waste generated by the community, however it is not clear how this will be achieved. Provide further details and justification on the resource recovery outcomes for the proposed development in line with the intentions of the NSW Waste Avoidance and Resource Recovery Strategy 2014-21.

It should be clarified that the project would not “reduce” waste generated by the community but would rather allow for additional waste to be treated and recovered. This would be achieved by providing a means by which the waste received can be diverted from landfill (the treatment plant) and enabling some components to be recycled (separating of recycled material such as containers, timber, metal etc), thereby reducing illegal dumping. These are the resource recovery outcomes that would be achieved by the development and are in line with the NSW Waste Avoidance and Resource Recovery Strategy 2014-21 as follows:

- Increase recycling

The proposed development would continue its commercial and industrial liquid waste recycling operations, increase its throughput and establish additional liquid waste recycling options to its offering, thereby supporting an increase in the recycling rates for these wastes.



- Divert more waste from landfill

The addition of out-of-date liquid product/food waste destruction will ensure packaging from waste products is diverted from landfill and recycled.

- Reduce illegal dumping.

The proposed development supports the reduction in illegal dumping by providing competitive, cost effective liquid waste facility that will reduce incentive for illegal dumping.

2.2.1.10 Environmental Aspects and Impacts (EAI) Register

The mitigation measures presented in Chapter 12 of the EIS identifies mitigation measures, however this is not reflected in the Environmental Aspects and Impacts (EAI) Register (Appendix 9). Please confirm whether the Applicant proposes to prepare an updated and comprehensive EAI register. It is further noted that the details in the nature and extent of mitigation measures are considered by the Department to be minimal in the context of the significance of the throughput increases. Please update and provide further details.

Response: It is the intention to update all environmental and emergency plans and procedures including the Environmental Aspects and Impacts register following approval. These revised documents will identify mitigation measures identified in Chapter 12 of the EIS.

The nature and extent of mitigation measures listed in Chapter 12 of the EIS are considered suitable to provide a sufficient level of protection to the environment from potential impacts of the proposed use of the facility and were identified through the EIS process in response to outcomes of each assessment. Furthermore, many of the existing mitigation measures already in place at the facility were considered adequate to handle increases in processing quantities as they were originally designed for a larger facility. For example:

Air

The AQIA and revised odour assessment demonstrated that emissions would comply at proposed quantities with current control measures in place, including the biotrickling filter system, vertical dispersion stack 6 m above the roofline, and the deodoriser. There is no requirement for additional mitigation measures and existing measures are considered adequate.

Water

Handling significant quantities of liquid waste on site requires stringent controls. The site has been designed to be isolated from the stormwater system, with on-site stormwater being captured and processed through the facility. The site is fully sealed preventing groundwater contamination. The tanks, work and process areas are fully bunded to Australian Standards. These measures are considered best practice.



2.2.2 Waste Management

2.2.2.1 Waste Throughput Details

The site is currently authorized to process 900 tonnes per annum (tpa). An increase to 110,000 tpa is a significant increase. Further details are required to understand the ability of the site to accommodate the throughput, including:

- unloading and loading times for vehicles to demonstrate that these activities can be adequately undertaken within the operational hours; and*
- the processing times for each waste stream and for all plant and equipment (including the shredder, processing equipment etc).*

Response: A 15,000 L vehicle takes approximately 15-20 minutes to unload or load, and smaller vehicles take 5-10 minutes to unload which equates to 3-4 trucks per hour. With an unloading rate of approximately 0.01 m³/second, at 100,000 tonnes per annum this represents approximately 32% of the time and can thus be adequately undertaken within the 24/7 operational hours.

The processing times for each waste stream are presented in the following table:

Table 2-1: Waste Stream Processing Capacity

Waste Stream	Quantity	Processing capacity	% of the year
Waste Oil J120	30,000 tpa	6 L/s	16%
Residues from Industrial Waste N205	12,500 tpa	10 L/s	4%
Surfactants	12,500 tpa	10 L/s	4%
Grease trap waste	15,000 tpa	2 L/s	23%
Sewage sludge	30,000 tpa	8 L/s	12%
Stormwater			
TOTAL	100,000 tpa		59%*

***Some of these liquids are processed simultaneously however a worst case summation is shown to demonstrate that even if simultaneous processing were not possible the site has the capacity to process all liquid waste one waste stream at a time.**

The processing capacity of the equipment is presented in the following table.

Table 2-2: Processing Equipment Capacity

Equipment Processing Capacity	Maximum processing capacity	% of the year
DAF	12 L/s	26%
Primary Filtration Box	10 L/s	32%
Secondary Filtration Bin	8 L/s	40%
Shredder	20 t/hr	5%



Therefore processing the liquids can be adequately undertaken within the proposed operational hours.

2.2.2.2 Non-conforming Waste

Provide further details for the identification and handling of non-conforming waste.

Response: Operator owned and trained vacuum truck drivers and the incoming waste procedure prevent non-conforming liquid wastes from entering the site. This includes recording of all loads in a register that is maintained on site. The register includes non-conforming loads that are rejected. A draft incoming waste procedure has been developed and is included in the revised EIS.

All bulk liquid waste is tested prior to collection and then again after receipt. All non-conforming waste will be rejected and sent back to the generation site or to a facility licenced to receive that waste. It is extremely unusual to receive non-conforming waste on-site.

In the unlikely event that non-conforming waste enters the facility, any existing wastes incidentally contaminated by the non-conforming waste will also be removed offsite to a facility licenced to accept that waste type. Sampling and analysis would be undertaken where necessary. All equipment will be decontaminated where required, any contaminated wash water would be disposed of at a facility licenced to receive that waste type.

The facility rarely accepts waste that is transported from vehicles outside its own fleet. This is enforced by clearly specifying employee responsibilities with the potential consequence of termination of the employment contract if staff does not meet their obligations.

2.2.2.3 Resource Recovery Orders and Exemptions

Table 15 in the EIS outlines the applicable resource recovery orders (RRO) and exemption (RRE) applicable to the proposed development. Please provide further clarification regarding which waste types will be processed by the proposed development, and which will trigger beneficial reuse values captured by the intent of these orders and exemptions. In addition, provide further details on the proposed testing regimes to ensure incoming/outgoing waste is appropriately classified / characterised to meet the definitions of the applicable RROs/RREs to minimise unacceptable environmental or human health risks to the surrounding and receival environments.

Response: The following table presents a revised version of Table 15 which addresses the above request for additional information.



Table 2-3: Revised EIS Table 15 regarding resource recovery orders (RRO) and exemptions (RRE)

Material	Order	Exemption	Processed/Generated	Trigger Beneficial Reuse (Y/N)	Notes/Comment	Testing Regimes
Biosolids	The biosolids order 2014	The biosolids exemption 2014	<p>Processed: Yes Incoming sewage sludge (K130) are received and processed, these are likely to meet the definition of the biosolids RRO/RRE.</p> <p>Generated: Yes Solids from the filtration bins/boxes and sludge's from tanks 12 and 13 will contain waste from the processing of K130s received may meet the definition of the biosolids RRO/RRE.</p>	Yes	<i>The biosolids order means organic product that results from sewage treatment processes (sometimes referred to as sewage sludge).</i>	The RRE applies to when biosolids are being applied to land. Generated waste that meets the definition of biosolids will be tested by a licenced contractor. To comply with the biosolids order Enviro Waste, or the licenced waste contractor collecting the waste must demonstrate compliance with the NSW EPA Environmental Guidelines for use and disposal of biosolids products this contains testing requirements for contaminants, classification/grading/stabilisation and beneficial land applications for different classifications. The results of the test will be compared to the requirements of the NSW EPA Environmental Guidelines for use and disposal of biosolids products for classification. Once classified the waste will be sent to a site suitable for the receipt of that classification for land application. This process is undertaken by a licenced contractor, typically AP bins or Sydney Waste Services.



Table 2-3: Revised EIS Table 15 regarding resource recovery orders (RRO) and exemptions (RRE)

Material	Order	Exemption	Processed/Generated	Trigger Beneficial Reuse (Y/N)	Notes/Comment	Testing Regimes
Liquid food waste	The liquid food waste order 2014	The liquid food exemption order 2014	<p>Processed: Yes Incoming liquid food waste are received and processed, this is likely to meet the definition of the liquid food waste RRO/RRE.</p> <p>Generated: Yes IBCs of bulk liquid food waste are generated, this is likely to meet the definition of the liquid food waste RRO/RRE.</p>	Yes		<p>The order requires the generator, Enviro Waste, to ensure and certify the product <i>does not include post-consumer food waste, grease trap waste or animal waste; is not corrosive, and does not contain any physical contaminants, including but not limited to glass, metal, rigid plastics, flexible plastics, or polystyrene; and is in a form and condition that is suitable for land application.</i></p> <p>Enviro Waste tests the generated liquid food waste by filtration and visual inspection of samples for contaminants and tests the pH for corrosive properties.</p> <p>The ingredients list of the product received is reviewed to ensure it is suitable for application to land.</p> <p>The waste is applied to land via injection typically at the Envirohills farm located at 670 Tiyces Lane Boxers Creek.</p>



Table 2-3: Revised EIS Table 15 regarding resource recovery orders (RRO) and exemptions (RRE)

Material	Order	Exemption	Processed/Generated	Trigger Beneficial Reuse (Y/N)	Notes/Comment	Testing Regimes
Treated grease trap waste	The treated grease trap waste order 2014	The treated grease trap waste exemption 2014	<p>Processed: Yes Incoming grease trap waste is received and processed, meets the definition of the grease trap waste RRO/RRE.</p> <p>Generated: Yes Grease trap waste is generated from received grease trap waste and sludge generated from processing J120 waste oil.</p>	Yes		<p>The order requires the generator, Enviro Waste or the licenced waste contractor collecting the waste must certify that the treated grease trap waste meets the definition in the order and complies with the sampling requirements which require the testing of chemicals and attributes specified in Table 1 and Table 2 of the order.</p> <p>The waste is applied to land via injection typically at the Envirohills farm located at 670 Tiyces Lane Boxers Creek.</p>



2.2.2.4 IBC Transport Details

It is noted that Intermediate Bulk Containers (IBCs) would be transported from 16 Kiora Crescent to the adjacent 14 Kiora Crescent for further processing. Please provide further details on the procedure in which the IBCs would be transported between the sites, including details on the proposed frequency and transit path for these movements and demonstrate how this would avoid interaction with incoming/outgoing heavy vehicles. Further details are also required on the mitigation measures to ensure the safe movement of IBCs and on-site vehicles is required.

Response: IBCs containing liquids to be transferred from 16 Kiora to 14 Kiora for further processing would be delivered via forklift. The transit path would be over the hardstand area in front of the buildings located at 14 and 16 Kiora. As per *Table 8-12: Waste Generation* of the EIS the quantity of waste anticipated to be transferred is a maximum of 1,100 tpa which is an average of 3 IBCs per day. There is ample IBC storage space at 16 Kiora to allow for flexible transfer of IBCs. Enviro Waste will prioritise heavy vehicle movements over IBC transfer. IBC transfer between buildings will only occur when there are no trucks on site and when there are no scheduled trucks to come on site. This will cause minimal impact to incoming/outgoing heavy vehicles.

2.2.2.5 Machinery/Pollution Control Equipment Failure Contingencies

Describe the contingencies that would be implemented should machinery or pollution control equipment fail, as well as the maintenance and downtime requirements for unexpected stoppages during operational hours.

Response: There is downtime every 6 months for cleaning purposes. Equipment maintenance is also required for machinery (pumps, shredder), daily cleaning of sump pits, filters and the bio trickling filter needs regular servicing. These activities are undertaken during slow periods of operations when few or no vehicles are delivering or picking up waste whenever possible. Night shift would typically be for maintenance and cleaning.

In the event of a breakdown of machinery, onsite technicians will attempt to repair the equipment immediately. Outside engineering technicians will be called in the event the equipment cannot be repaired in-house.

There are redundant pumps present on site to operate in the event of pump failure.

In the event of shredder failure that cannot be repaired in a short period of time, manual labourers will be hired to manually pour out all liquid waste from bottles/cans etc into IBCs.

In the event of bio trickling filter failure. Onsite technicians will attempt to service/clean the filter; outside engineering technicians will be called in the event the equipment cannot be repaired in-house. If this cannot be repaired in a short period on time, a new bio trickling filter will be purchased and installed. Operations will cease while and pollution control equipment is being repair.

Contingency plans for failure of machinery and pollution control equipment will be presented in the site's revised Emergency Plan.



2.2.2.6 Public Weighbridge Usage Enforcement

The EIS notes that quantities of waste received at 16 Kiora Crescent are measured before and after receipt at a public weighbridge, typically 14 Sammut Street Smithfield. Provide further detail on how this is managed and recorded, particularly if the development will be accepting waste from vehicles outside its own fleet.

Response: Vehicles requiring a public weighbridge receipt, which do not use the public weighbridge will be rejected and materials will not be unloaded. This would be managed using the incoming waste procedure. A draft is provided in the revised EIS.

The site at 16 Kiora Crescent will require an application for a weighbridge exemption based on the limited space available on site. The NSW EPA waste levy guidelines 2018 presents acceptable ways to measure waste including the use of a weighbridge; and the use of volumetric surveys for resource recovery facilities which are to be submitted to the NSW EPA for approval.

Waste Levy Guideline 2: Records provides guidance on how an occupier of a facility must record, keep and provide waste records. The facility would adhere to this guideline for records of waste.

2.2.2.7 Waste Output Details

Provide further details on the waste outputs and the final dispatch locations of solid and sludge waste produced, and details of the locations and licenced waste contractors that would be used to transport the waste off-site.

Response: These are presented in a revised version of Table 8-12 of the EIS.

In summary:

- Waste oil sludge (K110) is tested and if waste meets the requirements of the RRO/RRE applied to land via injection typically at the Envirohills farm located at 670 Tiyces Lane Boxers Creek. If it does not meet the requirements of the RRO/RRE the waste is picked up by licensed waste contractor (typically AP bins or Sydney Waste Services).
- Sewage sludge (130) is picked up by licensed waste contractor (typically AP bins or Sydney Waste Services).
- Sewage/stormwater solids from filters are disposed to landfill through general waste disposal (240 L bins). Serviced weekly by AP bins or Sydney Waste Services.
- Oily solids from filters are disposed to landfill through general waste disposal (240 L bins). Serviced weekly by AP bins or Sydney Waste Services.

2.2.2.8 Product Destruction Waste Weight

Describe how product destruction waste (out of date liquid product/food waste) is transported to the site, and how the waste weight is determined.

The majority of waste for product destruction is transported in pallets in trucks to 16 Kiora Crescent. They are unloaded via forklift.



The site at 16 Kiora Crescent will require an application for a weighbridge exemption based on the limited space available on site. The NSW EPA waste levy guidelines 2018 presents acceptable ways to measure waste including the use of a weighbridge; and the use of volumetric surveys for resource recovery facilities which are to be submitted to the NSW EPA for approval. The waste weight would therefore be determined using the public weighbridge or other approved EPA method. The proposed method of weighing the waste would be a requirement in the application for a weighbridge exemption submitted to the EPA.

2.2.2.9 Storage Limits

Provide further detail for storage limits and stockpile sizes/locations for process outgoing products should be provided. Please specify the location and volume of product storage at the facility, particularly with consideration of the increased processing output as part of the proposal.

There will be no stockpiles on site. All solid waste will be stored in bins. All liquid waste will be stored in bulk tanks, IBCs, or containers. Maximum waste storage is presented in Table 8-14 of the EIS and reproduced below, the locations are shown in the plans.

Table 2-4: Site Waste Storage

Receptacle	L/Kg	Waste Type(s)
Tank 1	25,000	Wastewater from Waste oil/hydrocarbons mixtures/emulsions in water (J120); Sewage sludge & residues (K130); Residues from industrial waste treatment/disposal operations – landfill leachates (N205); Surface active agents (surfactants) containing principally organic constituents and which may contain metals and inorganic materials (M250);
Tank 2	25,000	Sewage sludge & residues (K130);
Tank 3	25,000	Residues from industrial waste treatment/disposal operations – landfill leachates (N205);
Tank 4	25,000	Surface active agents (surfactants) containing principally organic constituents and which may contain metals and inorganic materials (M250);
Tank 5	38,000	Waste oil/hydrocarbons mixtures/emulsions in water (J120);
Tank 6	38,000	
Tank 7	38,000	Waste oil/hydrocarbons mixtures/emulsions in water (J120); Sewage sludge & residues (K130);
Tank 8	30,000	Sludge from Waste oil/hydrocarbons mixtures/emulsions in water (J120);
Tank 9	30,000	
Tank 10	30,000	Treated grease trap waste (K110)

Table 2-4: Site Waste Storage

Receptable	L/Kg	Waste Type(s)
Tank 11	50,000	West Containment (25,000L): Sewage sludge & residues (K130); Residues from industrial waste treatment/disposal operations – landfill leachates (N205); Surface active agents (surfactants) containing principally organic constituents and which may contain metals and inorganic materials (M250); East Containment (25,000 L): Waste oil/hydrocarbons mixtures/emulsions in water (J120);
Tank 12	3,000	Sludge from DAF from Tank 1
Tank 13	3,000	
IBC Storage	100,000	Out-of-date liquids (food waste); Shampoos/Liquid soaps; Clothes and Shoes;
Bins	8,000	Solid waste (8 x 1 m ³ bins)
Various	9,000	Waste within DAF, box filters etc.
TOTAL STORAGE	477,000	

The storage capacity (limit) for the site is approximately 477 tonnes

2.2.3 Traffic and access

2.2.3.1 Site Access

- *Previous advice provided by the Department and Council to the Applicant has outlined that the internal swept path movements are not appropriate and need to be updated to demonstrate that turning paths would not encroach onto Council footpath, nature strip or any other infrastructure located on Council land. It is noted that the advice has not been considered in the EIS, it is required that mitigation measures and/or alternatives need to be considered and subsequently updated to meet Council and the Department's requirements.*
- *The manoeuvring and turning of the vehicle must be completed within the site and must not cause encroachment into nature strip or the footpath. The swept path diagrams demonstrate otherwise with the encroachment into nature strip. As per previous correspondence the Department requested the proponent consult with Council to resolve internal swept path movements satisfactorily. Please provide further evidence of any further consultation with Council regarding the outcome and resolution of these issues.*

There is no footpath at the front of the site. Turning paths encroach on the nature strip and have resulted in proposed driveway widening. A letter to council was sent on the 6th of the October 2020 seeking advice on this matter (Ref:191251_Let5_Rev2 provided in attachment 10). Advice from council was received via email on 15th October 2020 provided in attachment 10. The advice



presented by Council has been considered, resulting in several site changes. Following receipt of this advice (which was the same as stated in the original comments within the SEARs), Benbow Environmental phoned Senior Development Engineer, Bala Sudarson for advice to discuss potential viable solutions that may satisfy Council comments. However after seeking feedback from the traffic team, Council responded by advising that they could not provide any alternative solutions to those proposed, nor were they capable of supporting the on-site traffic manoeuvring presented in the proposed development.

The current site constraints are well known and it has been stated quite a number of times to the Department and Council in ongoing consultation for the proposal that due to these existing site constraints, it is not feasible to meet all the requirements for vehicles turning completely within the site while entering and exiting in a forward direction.

This is the case for many industrial sites in Yennora, most notably the majority of industrial developments along:

- Larra Street;
- Railway Street;
- The Promenade;
- Whitaker Street;
- Clarke Street;
- Guernsey Street; and
- Carrington Road.

The number of small industrial sites that are currently in operation and are highly unlikely to meet the requirement for trucks to enter and leave in the forward direction with trucks manoeuvring entirely within the site is in excess of 100.

Despite being unable to meet all requirements for internal swept path movements, consideration has been given to requirements and alternatives. This has resulted in a number of changes to the proposal have been made in an attempt to accommodate as many of these requirements as possible. This is demonstrated in the following table:

Table 2-5: Consideration of internal truck movements

Council issue	Comment	Meet Requirements
<ul style="list-style-type: none"> Proposed swept path analysis is not acceptable. The swept path analysis shows that the turning path encroaches into Council footpath and nature strip. 	<p>The following changes were made to improve the internal swept paths:</p> <ul style="list-style-type: none"> Removing the existing demountable office building; Connecting the driveways of the two lots to allow greater space for vehicle turning; Widen the driveway at 16 Kiora to allow greater space for vehicle turning. <p>With the above changes in place, the swept paths will not encroach onto the nature strip (there is no footpath).</p>	Yes
<ul style="list-style-type: none"> Reverse manoeuvring in Council's land is not acceptable. It will compromise the safety. Vehicles should enter and leave the site in a forward direction. 	<p>The above site changes will assist in improving the manoeuvrability of trucks on site. Vehicles can enter and leave the facility in a forward direction without reversing onto the street. Widening of the driveway will avoid trucks needing to encroach on the nature strip and will be only on the driveway. Trucks only need to reverse onto Council land from 14 Kiora (not 16 Kiora). Low pedestrian traffic is evident in this industrial area and cul-de-sac street, therefore, the safety risk is considered to be low.</p>	No
<ul style="list-style-type: none"> Proposed 4 point turn truck manoeuvring movement is not acceptable. Manoeuvring shall be limited to three point turn. 	<p>The layout of the buildings does not allow for a 3 point turn. A 4 point turn is required to enable a truck to enter and leave in a forward direction without reversing onto the street. This requirement is unable to be met without making major changes to the development.</p>	No
<ul style="list-style-type: none"> Truck swept path interferes with the car parking space. 	<p>This has been resolved by removing the existing demountable building and changes to the original site layout to allow for 7 additional car parking spaces on site.</p>	Yes

Table 2-5: Consideration of internal truck movements

Council issue	Comment	Meet Requirements
<ul style="list-style-type: none"> Parking space not available within the site for the delivery trucks to prevent any queuing or on street parking of trucks/delivery vehicles. Increase in traffic movement will have adverse impact on street traffic and the adjoining developments. 	<p>The following changes will resolve this issue:</p> <ul style="list-style-type: none"> Bunding the rear external area at 16 Kiora for the purpose of using this as a truck waiting bay; 24/7 operations which will allow the trips to be spread out; Implementing a truck scheduling program to prevent queuing on the street. Off site truck parking is now available at 27-49 Nelson Road, Yennora. 	Yes

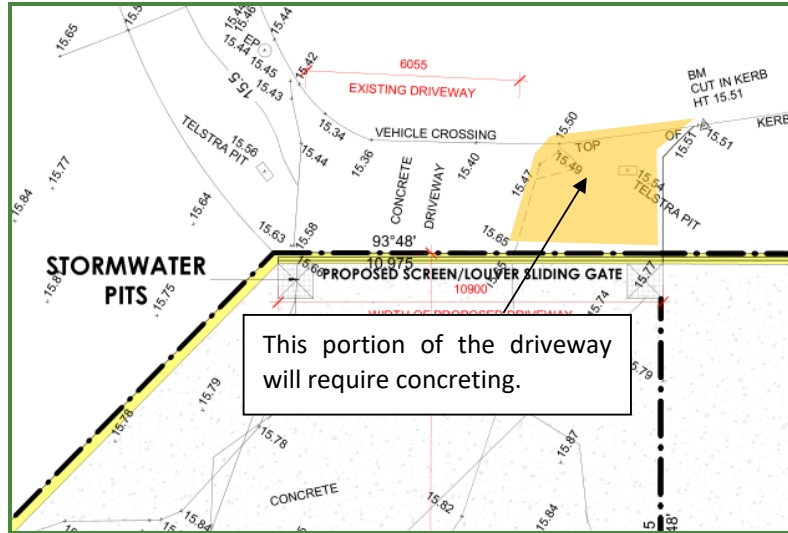
The above changes has allowed for improved on site manoeuvring of vehicles and three (3) of the five (5) original Council requirements to be met. Trucks can enter and leave the site in a forward direction without encroaching on the nature strip. There is space for 7 on site car parking spaces and truck swept paths do not interfere with car parking spaces.

During consultation with Council, it has become clear that Council are reluctant to provide exceptions to the requirement to enter and leave in the forward direction with all trucks turning within a 3 point turn entirely within the site as this would set an unhelpful precedent. Never-the-less it does not change the fact that it is not possible to comply with this on the site. No further consultation with Council will change these circumstances. It is requested that the Department of Planning Industry and Environment weigh the merits of the development against the traffic manoeuvrability issues, given the proposed changes that will improve on-site truck manoeuvrability, and make a determination.

- The site plan provided in Appendix 1 indicates that works would be carried out to widen the site entrance at 16 Kiora Crescent. Please provide further description of these works. The width of the proposed driveway shown in the site plan extends over two existing stormwater pits. Please advise if these stormwater pits would be required to be relocated or managed to allow the widening of the site entrance. The proposed driveway widening works should also form part of the proposed development description and the be reflected in the QS report.*

No changes to the stormwater pits will be required, they do not need to be relocated they can be driven over. Note: these stormwater pits are currently isolated and water is treated within the facility. The proposed driveway works are considered in the cost for external works within the QS report.

Figure 2-1: Driveway Works



- Update site plans to show the dimension of the site access upgrades proposed for the driveway entrance at 16 Kiara Crescent.

The site plans have been updated to show the dimensions of the site access upgrades proposed for the driveway entrance at 16 Kiara Crescent.

2.2.3.2 Traffic Generation

- The EIS notes that vehicle transporting waste to and from the sites can carry between 2,000 and 30,000 litres (L) of materials and notes that the majority of vehicles accessing the site are owned and operated by the Applicant, however the provided vehicle and truck register (Appendix 8) shows a list of existing truck fleet owned by the Applicant range in carrying capacity from 2,000 to 15,000L. Please clarify how the Applicant intends to transport 30,000 L of waste. It is also noted that vehicles carrying 30,000 L of waste is anticipated to be longer than the 10 metre vehicles assessed in the swept path analysis in the Traffic Impact Assessment (TIA).

Response: The EIS has been revised. Vehicles transporting waste to and from the sites typically carry between 2,000L and 15,000L.

- The vehicles shown in the register (Appendix 8) also appear to be liquid waste collection vehicles only. Numerous solid waste streams would be collected at the facility (clothes, containers with liquid etc). Please provide details of the truck types, size, capacity and frequency that would be transiting to the facility.

Response: The solid wastes are collected by a 12 pallet rigid curtainsider truck. The register in attachment 8 has been updated.



- *Provide further details on how outgoing waste would be collected at the facility, including details of the truck types, size, capacity and frequency of outgoing product collection vehicles. These vehicles have not been accounted for within the trip generation numbers within the TIA and is required to be updated in the assessment.*

Response: Waste sludge is collected from tanks 8, 9, 10 (30,000 L tanks), 12 and 13 (3,000 L tanks). Vehicles transporting waste sludge from the sites carry between 2,000 L and 15,000 L as tanker trucks. 23,000 kL/year of waste sludge is generated. This corresponds to approximately 3 trucks per day. Solid waste is also collected from the onsite bins. This occurs 1-2 times per day. The average total outgoing vehicles is 8 per day, this is considered in the Traffic Impact Assessment which has been updated to include these truck movements.

- *At present, only seven vehicles are recorded as owned by the Applicant (Appendix 8), and that most of the waste transported to the site would be via the Applicant's owned vehicles. Provide further justification and details on the feasibility of relying on existing vehicle fleet to meet demands across the Sydney metropolitan area, including further details on the proposed locations and destination of trips.*

Response: While job locations range from as far as Wollongong, Newcastle, Goulburn, Canberra and Newcastle, the majority of waste are sourced from the western suburbs near to the site. The average travel time is typically around 1-2 hours to and from the site, with 20 mins loading at the site location. The fleet alone can do around to 112 trips per day (24 hour period) based on travel and loading time. The fleet size may also grow in future, and a small percentage of waste received are from vehicles outside the applicant's owned fleet (approximately 10%).

- *Vehicle trips have been calculated with an even distribution across the 24/hr period. Some of the sources of incoming waste include retailers, outlets, supermarkets etc). Please provide details of the operational hours to demonstrate that an even split of vehicles across the 24-hour period is considered feasible.*

Response: The majority of truck movements would be within the 6am to 7pm timeframe. Grease trap trucks would typically access the site between 12am to 4am. 4 trucks per hour is peak vehicle movements. If this were to occur every hour for a 24 hour period every day of the year the site would be processing 310,000 tpa (approximately 3 times the amount the site is seeking for approval). In reality the following average distribution would be typical of a standard 24 hour period which if distributed over the site's existing fleet would result in an 110,000 tpa.

Table 2-6: Truck Distribution

Time	Incoming trucks per hour	Outgoing trucks per hour
1:00	0.25	0.25
2:00	0.25	0.25
3:00	0.25	0.25
4:00	0.5	0.25
5:00	0.5	0.25
6:00	1	0.25
7:00	1	0.25
8:00	2	0.25
9:00	2	0.5

Table 2-6: Truck Distribution

Time	Incoming trucks per hour	Outgoing trucks per hour
10:00	2	0.5
11:00	2	0.5
12:00	2	0.5
13:00	2	0.5
14:00	2	0.5
15:00	2	0.5
16:00	2	0.5
17:00	2	0.5
18:00	2	0.25
19:00	1	0.25
20:00	1	0.25
21:00	1	0.25
22:00	0.5	0.25
23:00	0.5	0.25
0:00	0.25	0.25
Total	30	8.25
		38

- *Vehicle trips have also been assumed in the TIA to be even across the entire annual (365 days) of operations. Based on the nature waste it is likely there would be peak periods or quieter periods (e.g. corresponding with Christmas periods etc.). A peak daily throughput should be identified and assessed as a worst-case scenario assessed.*

Response: The Christmas period is typically a quiet time for the business. The generation of liquid waste is not dependent on religious holidays. It is acknowledged that there may be peak periods, however these are unlikely to be significant. There is likely to be less truck movements at night with the majority being within the 6am to 7pm time period. The entire fleet could unload one after another in just under 2 hours, this means each vehicle in the 7 truck fleet could theoretically undertake 12 trips in one day corresponding to 84 trips total as peak daily throughput. This corresponds to 3.5 trucks per hour as peak vehicle movement.

- *Provide details on the time require to load and unloading vehicles within the site to justify the site's ability to accommodate up to four truck movements per hour.*

Response: A 15,000L vehicle takes approximately 15-20 minutes to unload or load, and smaller vehicles take 5-10 minutes to unload which equates to 3-4 trucks per hour.

- *The Proposal is considered a traffic generating development under State Environmental Planning Policy (Infrastructure) 2007. Please provide evidence of consultation with Transport for NSW during the preparation of the TIA.*

Response: The TIA was undertaken to meet requirements of Transport for NSW in their SEARs dated 8 January 2019. The NSW RTA Guide to Traffic Generating Development was considered in



the writing of this report. Based on experience, TfNSW typically do not require meetings despite requests being made. No further consultation was undertaken or considered warranted.

2.2.3.3 Parking

- *The EIS notes that truck parking would occur at 49-53 Pine Road. Please provide a copy of the development consent for use of this address as a truck depot.*

Response: Off site truck parking no longer proposed for 49-53 Pine road and is now available at 27-49 Nelson Road, Yennora, a facility operated by CDM logistics. Ample truck parking space is available at this site. Access to this site is from a driveway off Kiora Crescent, less than 50 metres distance from the Enviro Waste facility. In addition, provision has been made to enable two trucks to wait in 16 Kiora.

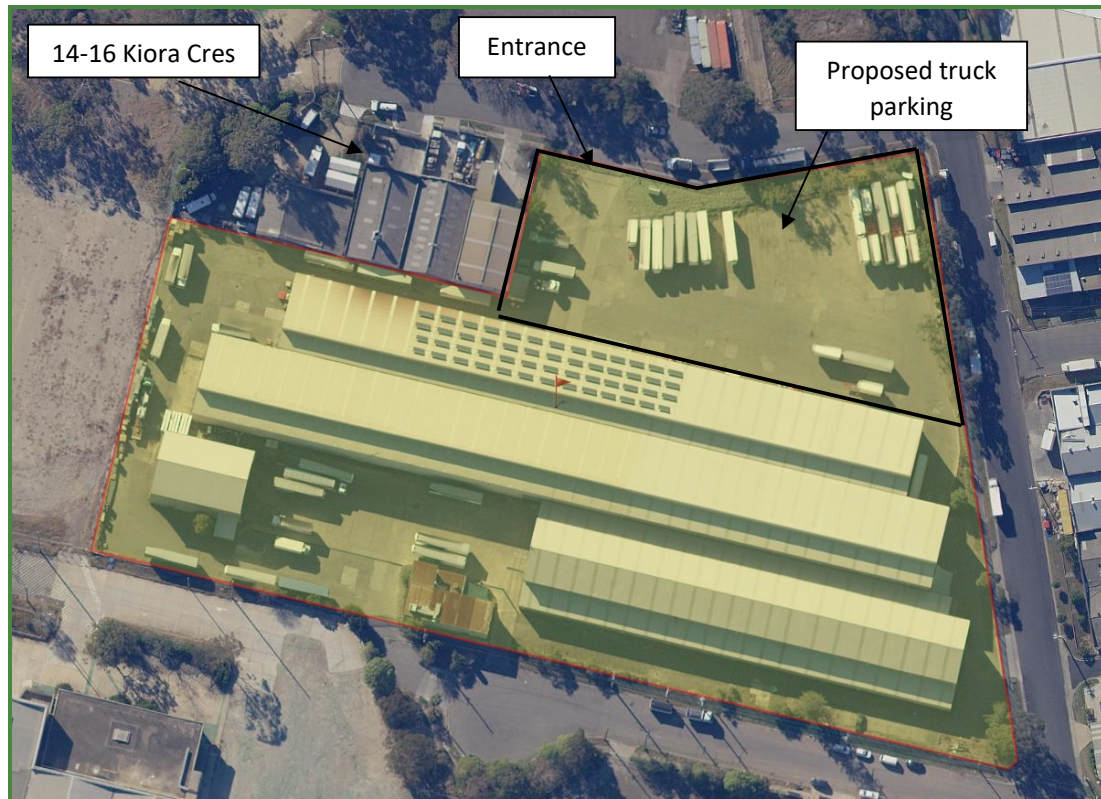
- *Please provide further details on the procedures in which vehicles would be 'called up' from the 49-53 Pine Road address to demonstrate how queuing would be avoided on Kiora Crescent.*

Response: A procedure would be prepared to manage truck arrivals at the site. This would be undertaken using CB radio. Trucks would announce their imminent arrival as they are approaching the street. A booking system would be implemented to avoid truck queuing in the street.

- *Provide a site plan for 49-53 Pine Road showing the site can suitably accommodate the Applicant's fleet.*

Response: This is no longer relevant. However, the following aerial photograph presents the truck parking area to be used at 27-49 Nelson Road, Yennora.

Figure 2-2: Proposed Truck Parking



- *Describe and explain the process on how external vehicles not owned by the Applicant would access the site.*

Response: The facility has a book in procedure where loads are required to be pre-booked prior to arrival on site. Vehicles not owned by the Applicant would need to follow the site procedure as earlier described. Trucks would announce their imminent arrival via CB radio as they are approaching the street. A booking system would be implemented to avoid truck queuing in the street.

- *Describe and explain the process for preventing queuing offsite for vehicles entering the site.*

Response: As described in previous response.

2.2.4 Air Quality

- *The Air Quality Impact Assessment (AQIA) only assesses odour impacts with no other potential fugitive or point source emissions including hydrocarbons considered. Please update the AQIA or provide strong justification as to why no other potential pollutants are required to be assessed. The existing environment section of the EIS notes high background levels of PM2.5 and PM10. Given the presence of a shredder on site and the increase in vehicle movements and intensification of operation of the site the AQIA should be updated to include an assessment of other potential pollutants (including VOCs, PM10 and PM2.5)*



Response: The shredding process is wet (processes liquid waste) and generates negligible dust. Particulates generated from on-site combustion exhaust emissions are also considered negligible and does not warrant further assessment. This justification is included in the revised AQIA. VOC's have been addressed in the revised AQIA.

- *Provide further detail of the proposed odour monitoring measures to be used and how air quality impacts would be monitored and managed during operations.*

Response: Odour monitoring will be conducted qualitatively as part of the site's EMP. This would involve a staff member assessing whether offensive odour is present outside the buildings, if this occurs the source of odour would be investigated and appropriate measures will be in place for corrective actions.

- *Provide further details on the processing capacity and processing/flow rates for odour management infrastructure (i.e. solids filter, dissolved air flotation (DAF) equipment etc). It is noted that the maximum flow rate through the bio trickling filter system is not expected to increase. Please specify what the maximum flow rate is to justify that the system can suitably accommodate the significant throughput increase.*

Response: The maximum flow rate as specified in the AQIA is 0.117 m³/s (117 L/s). This is based on the pump flow rates and the corresponding displaced air that will pass through the bio trickling filter system. This would not occur 100% of the time. Were this to occur 100% of the time, this would correspond to pumping 3,700,000,000 litres per year (33 times the proposed development quantities). Therefore, the system can adequately accommodate the proposed increase.

2.2.5 Noise and Vibration

- *Assess and provide further information on the cumulative noise impacts of other surrounding development in the Noise Impact Assessment (NIA).*

Response: The noise impact assessment has been conducted in accordance with the Noise Policy for Industry 2017. This policy inherently addresses cumulative impacts in the project specific noise levels, by capping the maximum LAeq noise levels able to be produced by any one development using the project amenity noise levels. The predicted noise levels readily comply with the noise criteria. Cumulative impacts will be minimal.

- *Provide further details and justification for the proposed noise management and monitoring measures for the proposed development.*

Response: The proposed development is predicted to comply with the project noise levels at all receivers, therefore no noise controls are necessary. As noise levels are dominated by truck noise, management practices for reducing noise levels from vehicles have been recommended as good practice. No further justification or details are warranted. No monitoring measures are proposed. In the event of a complaint noise compliance monitoring will be undertaken. No noise complaints are expected to be received.



2.2.6 Water Management

- The updated plans show the removal of the grassed area in the north-western corner of 14 Kiora Crescent and replacement of this area with hardstand. An increase in impervious area will increase the stormwater flows across the site. Please quantify the additional stormwater flow and assess the potential water quality impacts and ability for the stormwater infrastructure to accommodate these changes.*

Response: There is no grassed area on 14 Kiora Crescent. No areas to be sealed on the site are large enough to generate significant stormwater impacts necessary to warrant changes to the infrastructure.

- The EIS has not included mitigation measures that would be implemented during an overflow event with pits/sumps or in the event of a fire incident where fire containment.*

Response: Contaminated fire-fighting water is addressed in section 8.6.3.4 of the EIS. Generally speaking, the impacts of an overflow event of contaminated water can be mitigated by sucking up the overflow water with one of the vacuum trucks available to Enviro Waste and processing that water accordingly.

- The increased processing requirements as part of the proposal would likely contribute to a significant increase in the volume of wastewater discharged to sewer. Provide additional detail on the associated infrastructure (sewer connection) capacity to facilitate this increase, including maximum flow rates and capacity for discharge to the sewer system.*

Response:

The current maximum discharge rate to the sewer based on the existing tradewaste agreement is:

- Instantaneous maximum rate of gravitated discharge 6 litres per second.
- Maximum daily discharge 200 kL
- Average daily discharge 100 KL

as shown in attachment 3 of the EIS.

Any requirement to update the trade waste agreement will be done in consultation with Sydney Water. No additional infrastructure upgrades are required for the Enviro Waste site.

2.2.7 Contamination

- It is noted that while no major intrusive works are proposed, vegetation removal, resurfacing (e.g. once the demountable is removed) and widening of the site access are likely to result in some exposure of soils. Given the history and nature of the site an assessment of the potential to expose contaminated soil (as required by the SEARS) should be provided and mitigation measures identified in the event construction works result in the exposure of contaminated soils identified.*



Response: Given the history (Section 2.7 of the EIS) and nature of the site, it is considered highly unlikely that the minimal exposed soil will represent a risk to human health or the environment. The following mitigation measures will be undertaken during construction that involves coming in contact with soil:

- PPE to be worn by all staff and contractor during construction works involving exposed soils. Required PPE is as follows:
 - ▶ P2 mask;
 - ▶ High visibility clothing;
 - ▶ Safety boots;
 - ▶ Safety glasses;
 - ▶ Impervious gloves.
- Exposed soils are to be kept lightly damp to prevent generation of dust.
- *It is noted that there is limited capacity for detention of fire water onsite and that it would pool in the Kiora Crescent cul-de-sac where it could be pumped up by the Applicant's vehicle fleet. Please assess the potential contamination risks associated with such an event.*

Potential contamination risk associated with fire water is provided below.

Consequence Estimation

This aspect involves the analysis of events carried forward from the hazard identification process in order to quantify their potential on-site and off-site impacts. In this case, these events typically include fire and the potential effects on people, the environment, damage to property and the financial loss as a result of this damage.

Categories of consequences have been defined in terms of environmental, health and financial impacts and include the following:

WHAT ARE THE WORST CASE SCENARIO CONSEQUENCES?

CONSEQUENCES OR IMPACT

Level	Descriptor	Description
1	Insignificant	Confined on-site impacts able to be promptly rectified. No injuries. Financial loss less than \$2,000
2	Minor	Confined impacts requiring short term recovery with potentially little or no off-site impacts. First Aid treatment. Financial loss \$2,000 to \$20,000
3	Moderate	Confined impacts requiring medium term recovery both on-site and off-site. Medical treatment required. Financial loss \$20,000 to \$200,000
4	Severe	Unconfined impacts requiring long term recovery and leaving residual damage both on-site and off-site. Extensive injuries, loss of product capability. Financial loss \$200,000 to \$1M
5	Catastrophic	Widespread impact requiring long term recovery and leaving major damage both on-site and off-site. Death. Financial loss more than \$1M



Likelihood Estimation

This aspect involves determining how likely an event is to occur. Likelihood is the chance that something might happen and is defined for the purposes of this assessment in the following table.

HOW LIKELY IS AN EVENT TO OCCUR?

LIKELIHOOD

Level	Descriptor	Description
A	Almost Certain	Very likely. The event is expected to occur in most circumstances.
B	Likely	Strong possibility. The event will probably occur in most circumstances.
C	Possible	The event might occur at some time.
D	Unlikely	Not expected. There is a slight possibility the event could occur at some time.
E	Rare	Highly unlikely. The event may occur only in exceptional circumstances.

Level of Risk

The level of risk is defined by the following table.

LEVEL OF RISK Consequence

Likelihood	Insignificant 1	Minor 2	Moderate 3	Severe 4	Catastrophic 5
A (almost certain)	III	II	I	I	I
B (likely)	III	II	I	I	I
C (possible)	III	II	II	I	I
D (unlikely)	III	III	II	II	II
E (rare)	III	III	III	II	II

The Class I area shown in red indicates a high level of risk which is intolerable and where risk reduction is required. This requires the reduction of frequency and/or consequence.

The Class II area shown in yellow indicates a moderate level of risk. Whilst the risk is not unacceptable, there should be practical measures taken to lower the risk if economically viable. For risks where further mitigation is not economically viable, judgment needs to be exercised as to whether the level of risk is acceptable or not. This area is the beginning of the "As Low as Reasonably Practicable" (ALARP) region which means that while risk of an accident may be tolerable, steps still need to be taken to reduce the risk level to as low as reasonably practicable. A risk that satisfies ALARP would be considered acceptable.

The Class III area shown in green indicates a low level of risk and is broadly considered to be acceptable. Further risk mitigation may not be required/appropriate. However, low and accepted risks should be monitored and routinely reviewed to ensure that they remain acceptable. Few risks remain static. This area includes ALARP as well as what are known as trivial or negligible risks.

The following table presents the potential contamination risks associated with a fire event.

Table 2-7: Contaminated Fire Fighting Water Risk Matrix

Event	Likelihood	Consequence	Risk Level
Contaminated firefighting water being released into the stormwater system and then the into the nearest water course.	Likelihood of fire: Rare Likelihood of contaminated firefighting water entering the stormwater system in the event of a fire: Possible Likelihood of contaminated firefighting water failing to be intercepted before entering the nearest water course: Rare	Consequence of fire: Severe Consequence of contaminated firefighting water entering the stormwater system in the event of a fire: Moderate Consequence of contaminated firefighting water failing to be intercepted before entering the nearest water course: Moderate	Risk Level of fire: II Risk Level of contaminated firefighting water entering the stormwater system in the event of a fire: II Risk Level of contaminated firefighting water failing to be intercepted before entering the nearest water course: III

The risk rating of contaminated firefighting water entering the stormwater system, failing to be intercepted before entering the nearest water course is **low (III)**.

Risks associated with a fire on site are to be "As Low as Reasonably Practicable" (ALARP). Safeguards and recommendations are presented in section 8.6.3.3.2 in the EIS.

2.2.8 Greenhouse Gas

- *Provide the feasible measures that would be implemented on site to minimise the proposal's greenhouse gas emissions.*

Response: The following feasible greenhouse gas reduction measures are currently being implemented on site:

- Utilising electric equipment where practical; and
- Installation of LED lights.



The following GHG reduction measures will be implemented into the future:

- Consideration of GHG emissions for any new equipment; and
- Investigation into the feasibility of solar power.

The majority of GHG emissions from the site are due to vehicle transport emissions. The approval of the proposed development may lead to a net reduction in total transport emissions as according to the proponent, generators of liquid waste predominantly select which facility the waste goes to based on proximity. Therefore with the increased capacity Enviro Waste will be able to serve nearby liquid waste generators that are currently sending their liquid waste greater distances to be processed.

Note: There are no commercially available electric vacuum trucks to date, however with the steady improvement in battery technology this may change in the future.

2.3 DPIE AND NRAR

The Department of Planning, Industry and Environment (DPIE)- Water and the Natural Resources Access Regulator (NRAR) have reviewed the EIS and have no comments.



3. NSW EPA

The EPA has reviewed the EIS for the proposed expansion of the EWS Yennora liquid waste treatment facility by Benbow Environmental dated 3 November 2020 and advises that there are matters that must be addressed before General Terms of Approval can be issued. The matters specifically relate to the assessment of odours and management of waste transport vehicles. Detailed comments are provided below.

3.1 ODOUR IMPACT ASSESSMENT

The Odour Impact Assessment 3 November 2019 ("the OIA") does not provide adequate justification that the existing plant, including the biotrickling filter, the solids filter and the OAF, can handle the increased throughput. The proposed additional facility has not been included in the quantitative odour assessment and the OIA has not adequately justified its exclusion.

Considering the operational variability of the potential waste streams and volumes received, the OIA has not presented a justified worse-case scenario to evaluate potential impacts. Considering the uncertainties with regards to odour modelling and impacts, the OIA has not considered the odour risk of the proposal and what additional mitigation and control measures could be implemented should odour impacts occur once the facility becomes operational.

Justification of capability for increased capacity not provided

The proposal seeks to increase annual throughput from 900 tonnes to 100,000 tonnes without any change to plant. The proposed increase in the storage will be addressed through a modification to the storage tanks. The OIA has not demonstrated the capacity of the plant being able to handle the greater than 1 OOX throughput increase in liquid waste while controlling any odours.

The OIA identifies three odour sources, the solids filter, the biotrickling filter and the Dissolved Air Flotation (DAF) plant, but does not provide adequate justification that they have the capacity to handle the proposed increase in throughput. The OIA should include, as a minimum, the design capacity of each, the current average and maximum throughput (daily/hourly) and the potential maximum throughput (daily/hourly) for each part of plant. Consideration to operational variability and maximum rates should be given in the justification.

The EPA requests EWS provide adequate justification that the existing plant (inclusive of the biotrickling filter, the solids filter and the DAF) is capable in handling the increased throughput of liquid waste including reference to current throughput rates and times, control efficiency and plant design capacity.

Response: Section 2.2.2.1 provides justification that the equipment on site is capable of handling the increased throughput of liquid waste.



Justification of exclusion of odour sources from quantitative assessment not adequately justified

The quantitative OIA has not included the proposed activities at 16 Kiora Crescent, which include the receipt, processing and storage of 10,000 tonnes per annum of waste including out-of-date food waste, in the assessment of odour.

The OIA justifies exclusion of these activities from the quantitative assessment by stating that the minor odours from 16 Kiora Crescent are negligible and are not offensive. However, this justification has only been informed by some of the proposed waste materials to be received (fruit juice and soft drinks) and has not given consideration to other proposed materials such as large quantities of out-of-date dairy products or other food wastes. The EPA considers that exclusion of these odour sources from the quantitative assessment has not been adequately justified. The EPA requests that EWS provide an adequate justification for exclusion of these activities from the quantitative odour assessment, and justification that the odour risk from these activities is low. In considering this comment, consideration could be given to:

- Odour emission rates from the existing or similar facilities with similar waste streams*
- The controls implemented to manage odour emissions from these activities, to reduce risk of significant odour emissions from the activities*

Where an adequate justification cannot be provided, then the EPA requests EWS include 16 Kiora Crescent in the odour assessment, particularly when determining an appropriate worst-case scenario and operational variability (waste type and receipt volume).

Response: The site will not receive out-of-date dairy products. The site at 16 Kiora Crescent will not receive liquid food waste with offensive odours. There is no available data for odour emission rates generated from similar product destruction facilities. The lack of publicly available data on the odour emission rates these types of liquids is testament to the low odour risk. In the event offensive odours occur from product destruction operations, the waste will immediately be removed offsite.

Worst-case scenario

The odour assessment scenario presented includes the biotrickling filter and the building (consisting of DAF and solids filter) as the odour sources. The odour emission rates for both sources have been based on sampling of one source of cooking oil at a similar facility and may not be adequately representative of the proposed operations. The proposal seeks to receive and process a range of wastes and daily and/or hourly operations are likely. A worst-case scenario should be included that considers the variability in the waste received and considers maximum daily operations and justifies that the odour concentration used is conservative and representative.

The EPA requests EWS revise the OIA to include a justified worst-case scenario that considers operational variability and various waste products proposed to be received and processed.



Response: Odour sampling was conducted on 25/01/2021 at 14 Kiora Crescent, Yennora. The sampling results are included as an attachment to the revised odour impact assessment. The emission rates are based on a worst-case scenario. The air exiting the stack, exits at the same rate the liquid is pumped into the facility. This is fixed by the maximum pump flow rate which is 0.117 m³/s. The odour assessment has been revised and assumes that this is occurring 24/7 using the worst waste stream odour concentration. This is a conservative assessment as it would in practice occur intermittently and would be of a variety of less odorous waste streams.

Odour risk assessment

There is significant uncertainty regarding the robustness of the odour assessment due to non site - specific and limited odour measurements used in the assessment, lack of clear justification of throughput capacity for processes and controls, and a lack of clarity pertaining to operational variability (waste type and receival volume). Additionally, the OIA has not identified additional feasible odour mitigation measures that could be implemented should odour impacts occur once the facility is operational.

The Technical framework - Assessment and management of odour from stationary sources in NSW lists in Section 6.2 the information to be included in odour impact assessments and includes such information that informs the odour risk of an activity. This includes additional feasible measures that could be implemented if the facility emits offensive odour after it is operational.

The EPA will use this information, together with the results of the odour assessment, to evaluate the risk of impact associated with the activity. This information will be used to develop conditions of approval or licence conditions for the activity. It will also indicate to the EPA the proponents' level of understanding regarding the odour risk of their activity and their obligation to comply with section 129 of the Protection of the Environment Operations Act 1997.

The EPA requests EWS evaluates the odour risk of the project and identifies additional feasible odour mitigation measures that could be implemented if required should odour impacts occur once the facility becomes operational.

Response:

The odour assessment has been revised to include site specific odour measurements and model a worst case scenario. Modelling results indicate compliance at all sensitive locations. The outcomes of the worst case modelling indicate that the odour risk is low and that additional mitigation measures are not warranted.

However, additional odour controls that could be implemented on site, should odour impacts occur once the facility becomes operational include:

- Additional in-line pollution control devices such as activated carbon filters and/or additional biotrickling filters.
- Air extraction registers near fugitive sources could be installed. These could then be ducted through additional pollution control devices.



It is also possible to implement these controls within the building at 16 Kiara Crescent, however this is not considered necessary as wastes with offensive odours (such as out of date dairy products) would not be accepted on the site.

These additional controls are available to the site. They are not required for compliance based on the OIA and are not recommended as though they may further reduce the odour levels they increase the site's carbon footprint and have additional capital and maintenance costs.

3.2 WASTE TRANSPORT VEHICLE MOVEMENTS AND MAINTENANCE

EWS state there are four (4) spaces for trucks to park onsite, including at the rear of 16 Kiara Crescent and inside the buildings. The Traffic Assessment for the proposal dated July 2020 advises that there is opportunity to use unlimited street parking on both sides of Kiara Crescent and Norrie Street.

As previously advised by the EPA's SEARS response in regard to the proposal dated 1 April 2020, the EPA is not supportive of a proposal that involves waste transport vehicles parking outside of the facility.

The EPA requests EWS provides confirmation as to whether it intends to utilise public parking for waste transport vehicle queuing or parking.

Response: Enviro Waste does not intend to utilise public parking for waste transport vehicle queuing or parking. Truck parking is provided on 27-49 Nelson Road, Yennora, approximately 50 metres from the site. This would enable overnight parking for trucks when not in use. There are 4 spaces on site for trucks to park or queue for loading/unloading.

The Traffic Assessment estimates that the expansion would result in 3 trucks movements per hour; 2 trucks arriving and 1 departing in the AM peak hour and 1 truck arriving and 2 departing in the PM peak hour. The estimation relies on truck movements being spaced out throughout a 24-hour period.

The EPA requests EWS provide a traffic control plan that ensures truck movements are evenly spaced out throughout a 24-hour period to prevent excess truck queuing outside the facility during peak periods.

Response: A traffic control plan is provided in Appendix 5 of the EIS. As described previously, the majority of truck movements would be within the 6am to 7pm timeframe. Grease trap trucks would typically access the site between 12am to 4am. 4 trucks per hour is peak vehicle movements. If this were to occur every hour for a 24 hour period every day of the year the site would be processing 310,000 tpa (approximately 3 times the amount the site is seeking for approval). In reality the following distribution would be typical of a standard 24 hour period which if distributed over the site's existing fleet would result in an 110,000 tpa.

Table 3-1: Truck Distribution

Time	Incoming trucks per hour	Outgoing trucks per hour
1:00	0.25	0.25
2:00	0.25	0.25
3:00	0.25	0.25
4:00	0.5	0.25
5:00	0.5	0.25
6:00	1	0.25
7:00	1	0.25
8:00	2	0.25
9:00	2	0.5
10:00	2	0.5
11:00	2	0.5
12:00	2	0.5
13:00	2	0.5
14:00	2	0.5
15:00	2	0.5
16:00	2	0.5
17:00	2	0.5
18:00	2	0.25
19:00	1	0.25
20:00	1	0.25
21:00	1	0.25
22:00	0.5	0.25
23:00	0.5	0.25
0:00	0.25	0.25
Total	30	8.25
		38

The EIS states that a site at 49-53 Pine Road, Yennora NSW is intended to be used as a parking facility for trucks associated with the proposal. The EPA requests that EWS clarify what activities will be undertaken at the premises, in particular whether vehicle servicing, maintenance, and truck washing and removing residual waste from tankers. Such activities can pose a pollution risk to waters if adequate controls are not put in place.

The EPA notes that that 49-53 Pine Road, Yennora is located next to Prospect Creek. EWS holds an environment protection licence ("EPL") for the transport of category 1 and category 2 trackable wastes (no 13039), the EPA regulates the maintenance of waste transport vehicles against standard licence operating conditions.

If EWS intends to use 49-53 Pine Road as a truck depot, the EPA requests EWS confirm where maintenance of its waste transport vehicles associated with the proposal will taking place and whether that premises has lawful approval and environmental controls in place to service waste transport trucks.



Response: The site at 49-53 Pine Road, Yennora NSW is no longer proposed for offsite parking as it does not have council approval as a “truck depot”. The new site proposed is 27-49 Nelson Road Yennora. This site will be used vehicles when not in use, typically overnight. There will be no truck washing, truck maintenance at this site. Only empty trucks will park at this site.



4. CUMBERLAND CITY COUNCIL – PLANNING INDUSTRY & ENVIRONMENT

4.1 PLANNING

1. *The application constitutes Integrated Development under the Protection of the Environment Operations Act 1997 (POEO Act), pursuant to Part 4, Division 4.8, Section 4.46 of the Environmental Planning and Assessment Act, 1979 (the Act).*
2. *Council notes the proposal is State significant development in accordance with Schedule 1, Clause 23(3) of the State Environmental Planning Policy (State and Regional Development) 2011 as it is a waste and resource management facility which involves the handling of more than 10,000 tonnes per year of liquid food or grease trap waste and 1,000 tonnes of other aqueous or non-aqueous liquid industrial waste per year of waste.*
3. *The proposed development constitutes Designated Development, pursuant to the Schedule 3 –Designated Development of the Environmental Planning and Assessment Regulations, 2000 (the Regs). However, as noted under point 2- State Environmental Planning Policy (State and Regional Development) 2011, the development is State Significant Development (SSD). Clause 4.10(2) of the EPA Act states that “Designated development does not include State significant development despite any such declaration.”*
4. *The proposed development shall comply with all the relevant development standards and provisions/guidelines applicable at the time of development application lodgement i.e. Holroyd Local Environmental Plan 2013, Holroyd Development Control Plan 2013 and Draft Cumberland Local Environmental Plan 2020.*

Response: Noted.

4.2 ENVIRONMENTAL HEALTH UNIT

1. *The proposed development incorporates scheduled activities as defined under the Protection of the Environment Operations Act 1997 including for waste processing. Based on the information provided and the amount of waste to be processed at the facility, the site currently holds an Environment Protection Licence from the NSW Environment Protection Authority (EPA). Based on the proposal this licence is required to be updated. The facility will need to comply with any licence requirements as issued by the EPA.*

Response: Noted.

4.3 WASTE MANAGEMENT

1. *Details of the ongoing management of waste generated by the office and employees shall be provided.*

Response: Details of ongoing waste management generated by the office and employees are provided below:

Table 4-1: Office & Employee Waste

Waste Type	Estimated Quantity Generated	Classification	Source	Management
Non-production: General Waste	12.5 m ³ /per year	General solid waste (putrescible)	From offices and amenities (including kitchen scraps)	<u>Disposed offsite</u> Stored in a designated general waste bin (240 L) and collected weekly by a waste contractor.
Non-production: Recyclable waste (Paper, plastics, etc.)	12.5 m ³ /per year	General solid waste (non-putrescible)	From offices and amenities	<u>Disposed offsite</u> Stored in a designated recycling waste bin (240 L) and collected weekly by as waste contractor.

4.4 DEVELOPMENT ENGINEERING

Council notes that there is insufficient information on the existing and proposed stormwater management plan and water sensitive urban design measures. Also, the issues noted earlier do not appear to have been addressed.

Response: The proposed development will involve the installation of 3 slim-line water tanks as shown in the site plans. This water will be used within the facility.

Otherwise stormwater will be managed as it is currently managed in the existing facility. All stormwater pits on the site are isolated. This means bungs are installed in the discharge pipes of the existing stormwater pits. During a rain event the stormwater is pumped out and processed through the facility, further details are provided in section 8.3.4 of the EIS. The site is fully developed with existing stormwater infrastructure. No additional changes to the stormwater controls are considered warranted.

It is noted that water sensitive urban design measures referred to in the Holroyd DCP are relevant to site's that exceed 2,500 m² in area. The Enviro Waste site is less than 2,500 m² and therefore WSUD requirements under the DCP do not apply.

4.4.1 Vehicle access manoeuvring

The following issues were notified to the applicant earlier. However, no amendments, addressing the issues appear to have been carried out.

- a) *The 10.0m truck used in the swept path analysis is a not a standard truck that is defined in Australian standard AS2890.1. Further, the swept path clearance turning with 12,5 standard turning circle must be used.*

Response: AS2890.1 contains requirements for off-street parking facilities. Liquid waste tanker trucks are unique and considerably different in construction than "standard trucks" as defined in Australian standards AS2890.1. A maximum truck size of 10.0 m is proposed, and therefore a 10.0 m truck turning circle is used.

- b) *The manoeuvring and turning of the vehicle must be completed within the site and must not cause encroachment into nature strip or the footpath. The swept path diagrams demonstrate otherwise with the encroachment into nature strip.*

Response: The following changes were made to improve on-site manoeuvring and turning of vehicles:

- Removing the existing demountable office building;
- Connecting the driveways of the two lots to allow greater space for vehicle turning; and
- Widen the driveway at 16 Kiora to allow greater space for vehicle turning.

With the above changes in place, the swept paths will not encroach onto the nature strip (there is no footpath).

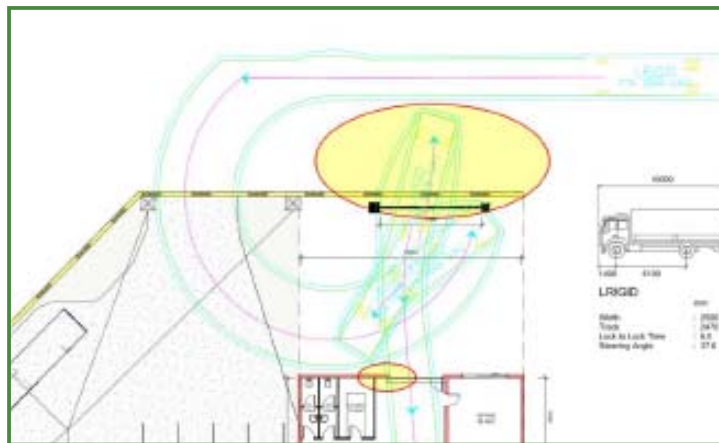
- c) *Sufficient swept path diagrams must be provided to demonstrate that the turning and manoeuvring of the truck is possible for all, entry and exit for both processing plant. The swept path must demonstrate with a truck in the waiting/stand-by bay.*

Response: The swept paths have been updated to include vehicles in the waiting/standby bay.

- d) *Further, the Truck swept path diagram also indicates the runover into the structure (entrance door jamb) and the car space for 16 Kiora Place.*

Response: The site plans have been updated to accurately reflect the existing size of the doorway. There is no runover into the structure or the car spaces.

- e) *Reverse manoeuvring in Council's land is not acceptable. It will compromise the safety. Vehicles should enter and leave the site in a forward direction.*





Response: This is addressed in section 2.2.3.1.

This is the case for many industrial sites in Yennora, most notably the majority of industrial developments along:

- Larra Street;
- Railway Street;
- The Promenade;
- Whitaker Street;
- Clarke Street;
- Guernsey Street; and
- Carrington Road.

The number of small industrial sites that are currently in operation and are highly unlikely to meet the requirement for trucks to enter and leave in the forward direction with trucks manoeuvring entirely within the site is in excess of 100.

Vehicles can enter and leave the facility in a forward direction without reversing onto the street. Widening of the driveway will avoid trucks needing to encroach on the nature strip and will be only on the driveway. Trucks only need to reverse onto Council land from 14 Kiora (not 16 Kiora). Low pedestrian traffic is evident in this industrial area and cul-de-sac street, therefore, the safety risk is considered to be low.

- f) Multiple point turn (more than 3 points) will result in additional time for the turning and manoeuvring thus overlapping with the arrival of another vehicle (truck) and causing obstruction and delay. Enough space must be provided for manoeuvring and turning with the minimum delay. The proposed 4-point turn truck manoeuvring movement is not acceptable. Manoeuvring shall be limited to three-point turn.*

Response: This is addressed in section 2.2.3.1. The layout of the buildings does not allow for a 3 point turn. A 4 point turn is required to enable a truck to enter and leave in a forward direction without reversing onto the street. This requirement is unable to be met without making major changes to the development.



- g) *Parking and loading design must comply with Australian standard AS2890.1 and AS2890.2. Further the design vehicle into consideration for the swept path analysis must be as per AS2890.2 (not UK standard as noted on the swept path diagram).*

Response: AS2890.1 contains requirements for off-street parking facilities. Liquid waste tanker trucks are unique and considerably different in construction than “standard trucks” as defined in Australian standards AS2890.1. A maximum truck size of 10.0 m is proposed, and therefore a 10.0 m truck turning circle is used.

- h) *The estimated peak hour traffic generation of the waste trucks is based on the assumption that the processing plant is operational 24 hours a day, 7 days a week. However, this is subject to the approval of the proposed operational management plan. Any variation to the operational hours will result in the increase in the frequency of the truck traffic. Is such case the following must be complied:*
- (i) The traffic impact report must be revised and demonstrate how this will not result in adverse impact.*
 - (ii) Additional facility/ area for holding the waste*
 - (iii) Additional facility/area for the trucks waiting for unloading the waste.*

Response: The project has been assessed and assumptions made based on the proposed hours of operation as 24/7. It is unreasonable to request assessment of traffic impacts for operational hours that are not proposed.

4.4.2 Car parking provisions

- (iv) The proposed development is processing factory and the car parking provision must comply with Holroyd DCP 2013. The analysis in the section 4.1 of the Traffic report is noted to adopt incorrect parameter. A total of 14 car spaces are required for the proposed development. The proposal makes provision of only 7 car spaces and is deficient by 50%.*

Factory

- 1 car parking space per ~~300m²~~⁷⁰ of GFA

Office Units (ancillary)

- 1 car parking space per 40m² of GFA

Table 3 summarises the car parking requirements of the proposed development

Use	Number	GFAm ²	Parking Rate	Required Car Spaces	Provided Car Spaces
Warehouse	14 Kiora	324	0.003 1/70	1 4.6	7 13.8 = 14 Nos.
Office		106	0.025	3 2.7	
Warehouse	16 Kiora	318	0.003 1/70	1 4.5	
Office		78	0.025	2	
Total				7	7

Table 3: Summary of Car Parking Requirements

Response: The EIS has been updated to reflect the above numbers. A number of measures including the removal of the demountable offices has been undertaken to improve the car parking situation. No changes to the building footprint are proposed. The site has never been capable of accommodating 14 carparks. Furthermore, the facility would employ a total of 5 personnel. Therefore seven (7) car parking spaces is more than adequate for the proposed use.

4.4.3 Stormwater

(v) *Existing and proposed stormwater details have not been submitted for assessment. The submitted stormwater plan is incomplete and does not specify whether it is proposed one of existing. The stormwater plan must demonstrate how the site runoff is collected, conveyed, and then appropriately disposed into the street stormwater system. Detailed stormwater drawing (layout plan, cross-sectional details, and connection details of the outlet pipe to street system must be provided.*

Response: Site stormwater is isolated and is treated on site. No runoff is released into the street stormwater system under normal circumstances. The connection to the outlet pipe to the street system is sealed. Overflow events are addressed in Section 8.3.4.1 of the EIS. Stormwater characterisation undertaken as part of the EIS requirements show that the stormwater on site complies with ANZECC criteria. Therefore, on the rare occasion that runoff may be discharged, it would not cause pollution. No further details need to be provided.

(vi) *Development shall demonstrate compliance with the requirements as outlined in Section 7.0 (Stormwater Management) under the Part "A" of Holroyd DCP 2013.*

Response: Compliance with Holroyd DCP, Part A, Section 7.0 Stormwater Management is achieved and is demonstrated in the table below.

Table 4-2: Compliance with requirements of Holroyd DCP Part A, Section 7.0 Stormwater Management

Requirement	Comment	Complies?
7.1 Roof and Surface Water		
C1. Design the eave, gutter and downpipe systems to prevent overflows for storms up to the 5% Annual Exceedance Probability (AEP) storm event.	The buildings on site are already existing and no changes are proposed. Therefore these requirements are not relevant.	Yes
C2. Design box gutter and downpipe systems to prevent overflows for storms up to the 1% AEP storm event. Council's on-site detention policy may also require a design standard for storms up to the 1% AEP storm event.		
C3. Discharge the drainage system to an open-grated surface inlet pit and then into Council's drainage system.		
C4. Design stormwater drainage pipelines to the following minimum standards:		
C5. Pits shall be installed to facilitate maintenance of stormwater pipes, orifice plates, and debris screens. Cleaning eyes will be permitted at pipe junctions, pipe change in direction or reflux valves.		
C6. All drainage systems draining to Council's drainage system or to a public road must have a grated drainage pit of not less than 450mm x 450mm within the site over the outlet pipe and adjoining the site boundary.	The drainage system does not drain to Council's drainage system or a public road.	Yes
C7. Runoff, whether generated on-site or by upstream properties, shall not be obstructed or redirected so as to alter flow distributions and velocities to the detriment of any other property.	Runoff is directed back into the facility.	Yes
C8. Where the efficiency of an existing drainage system (as outlined within Council's works specification for subdivisions and development) on the property will be compromised by the proposed development, modify the existing system to comply with this part of the DCP and to offset any adverse impacts.	There will be no changes to the existing buildings on site and negligible change to the impermeable site surfaces. The stormwater infrastructure does not need to be modified for the proposed development	Yes
C9. Mechanical means, such as pumpout systems, will not be permitted for discharge of roof and surface water.	There is no pumpout system proposed.	Yes
7.2 Stormwater Drainage-Acceptable Systems – Development Controls		
C1. Gravity fed drainage systems, consisting of a combination of underground pipes/conduits (i.e kerb and gutter etc) shall be implemented to discharge stormwater from a site. This may include discharge to natural watercourse or creek	Stormwater is not discharged from the site.	Yes

Table 4-2: Compliance with requirements of Holroyd DCP Part A, Section 7.0 Stormwater Management

Requirement	Comment	Complies?
C2. Where a site slopes away from the street, drainage shall occur through access to, or the creation of, an easement to enable inter allotment drainage through properties downstream (i.e via gravity).	The site does not slope away from the street.	N/A
C3. Charged Systems are only acceptable for minor development types such as garages, shed, single and secondary dwellings and dual occupancies (not subject to OSD), where attempts to gain access to an easement for a gravity fed system have been unsuccessful, and subject to criteria in Section 7.3.	Not applicable	N/A
C4. Pump systems are permitted for basement car parks, for seepage and runoff from access ramps, and subject to criteria in Section 7.3.	Not applicable	N/A
7.3 Stormwater Drainage-Technical – Gravity Systems		
C1. Stormwater outlets discharging to the public road shall generally do so in front of the development site or to a point on the kerb requiring a pipeline less than 45 degrees relative to the front property boundary alignment.	Stormwater does not discharge to the public road.	N/A
C2. Stormwater outlets shall not be permitted to cross a public road. However, consideration may be given to the extension of Council's stormwater system to the site frontage, subject to compliance with the preceding clause.	There is no stormwater outlet.	N/A
C3. Discharge to a suitable natural watercourse or creek may be allowed subject to approval by Council. Approval and compliance with the standard guidelines from the NSW Office of Water and The NSW EPA are also required.	Not applicable	N/A
C4. Where stormwater is to discharge into a natural watercourse, bushland, or open space, full details of the proposed method of stormwater discharge shall be supplied to Council detailing the means of preventing scouring or erosion at the point of discharge.	Not applicable	N/A
7.3 Stormwater Drainage-Technical – On-site detention		
C5. On-site detention systems shall be provided for all new developments, except for single dwellings, extensions, additions and improvements on existing single residential lots.	The site is not a new development. Infrastructure already exists.	N/A
C6. Despite C5, on-site detention shall be required for development associated with single dwellings where this is specified by a restriction on the title of the property (generally only lots created after 1991) or where the impervious area of the site is increased beyond that permitted for single dwellings by this DCP.	Not applicable	N/A



Table 4-2: Compliance with requirements of Holroyd DCP Part A, Section 7.0 Stormwater Management

Requirement	Comment	Complies?
C7. Any agreement, covenant or similar instrument which would otherwise prohibit or restrict an on-site detention system required by this DCP, does not apply.	Not applicable	N/A
C8. Fully documented On-Site Detention (OSD) drawings, prepared by a suitably qualified person, shall be submitted with the development application, along with a completed Holroyd City Council On-Site Detention drawing submission checklist.	Not applicable. OSD not required.	N/A
C9. Upon completion of a site stormwater drainage system and prior to occupation of the development, a suitably qualified and registered engineering consultant must certify that the stormwater system has been constructed and can be maintained in accordance with the approved design.	Not applicable. System exists.	N/A
C10. Where an on-site detention system is required, a restriction on use of land and positive covenant shall be registered on the title of the subject property, requiring that the on-site detention system constructed on the site: (i) not be altered, unless approved by Council; and (ii) be maintained in good working order.	Not applicable. OSD not required.	N/A
7.3 Stormwater Drainage-Technical – Charged Lines		
Not applicable		
7.3 Stormwater Drainage-Technical – Pump systems		
Not applicable		
7.3 Stormwater Drainage-Technical – General		
C13. Development shall not take place on any land unless arrangements satisfactory to the Council have been made for the carrying out of drainage works, on or for the land.	No drainage works is proposed	N/A
C14. Where development increases the flow of stormwater from the site, Council may require the upgrading / augmentation of the existing downstream drainage system, dependent upon the scale of the increase. This may be in the form of actual construction work to be carried out by the developer at the time of development, or in the form of a contribution to be determined by Council at the development application stage.	Stormwater is not released from the site. Therefore this is not applicable	N/A



Table 4-2: Compliance with requirements of Holroyd DCP Part A, Section 7.0 Stormwater Management

Requirement	Comment	Complies?
C15. A hydraulic analysis may be required, to demonstrate that the development will not adversely affect any existing overland flow paths, if the development has: i) existing public drainage structures within the site; ii) or existing public drainage structures on an adjoining property; iii) or the site is located wholly or partially within a natural overland flow path	Not applicable.	N/A
C16. On sites where localised flooding has occurred, submission of a “stormwater master plan” may be required.	The site is not flood affected.	N/A
C17. Where a site includes either an existing or a proposed overland flow path, register a restriction on use of land and a positive covenant on the title of the subject property.	The site does not include an overland flow path.	N/A
C18. Stormwater quality control measures shall be provided in accordance with the current version of Council’s Stormwater Management Plan.	Stormwater measures are included in the EIS.	Yes
C19. Where a stormwater quality control system is required under Council’s Stormwater Management Plan, a restriction on use of land and positive covenant shall be registered on the title of the subject property requiring that the stormwater quality control system: i) not be altered, unless approved by Council; and ii) be maintained in good working order.	A copy of Council’s Stormwater Management Plan is not provided on Council website.	N/A
C20. Approval of engineering drawings and specifications for the construction of any stormwater drainage line will be required prior to release of development consent. Council will require the payment of a checking and inspection fee, which will be determined prior to release of development consent	A stormwater drainage line is not proposed.	N/A
C21. All engineering works, including those within public property, shall be designed and undertaken in accordance with the relevant aspects of the current version of Holroyd City Council’s Specification for Subdivisions and Developments.	No engineering works are proposed.	N/A
C22. Where stormwater drainage is being constructed on public land, Council easements or adjoining private property, a bond and/or bank guarantee shall be lodged to cover that construction. The amount of the bond will be determined at the development application stage and payment is to be made prior to the release of the construction certificate.	Construction of stormwater drainage is not proposed.	N/A



Table 4-2: Compliance with requirements of Holroyd DCP Part A, Section 7.0 Stormwater Management

Requirement	Comment	Complies?
7.4 Easements		
C1 – C8	Not applicable. There are no drainage easements on the site.	N/A

(vii) The runoff from the site must be managed by employing appropriate measure to control the site discharge not to exceed the rate 140 l/s/ha. The excess flow must be detained temporarily within the site.

Response: The site's stormwater is isolated and will not discharge to the street at a rate that exceeds 140 L/s/ha. Site stormwater is isolated and is treated on site. No runoff is released into the street stormwater system under normal circumstances. The connection to the outlet pipe to the street system is sealed. Overflow events are addressed in Section 8.3.4.1 of the EIS. Stormwater characterisation undertaken as part of the EIS requirements show that the stormwater on site complies with ANZECC criteria. Therefore, on the rare occasion that runoff may be discharged, it would not cause pollution.

(viii) The runoff from the area that is likely to be contaminated by the transported waste or the by-product of the processing plant must be segregated and treated appropriately to the to the standard as outlined by NSW EPA and disposed accordingly. The contaminated stormwater runoff shall not be directed into the street stormwater system.

Response: Agreed, the site's stormwater is isolated and contaminated stormwater runoff will not be directed into the street stormwater system.

4.4.4 Water Sensitive Urban Design (WSUD) measures

(ix) In accordance with the Section 7.5 under Part "A" of Holroyd DCP 2013, appropriate water sensitive Urban Design measures must be incorporated into the proposed development as a part of the site stormwater management system. The proposed measures must demonstrate compliance with all relevant requirement and controls as outlined in the Holroyd DCP 2013.

Section 7.5 under Part A of Holroyd DCP 2013 details WSUD controls required for sites over 2,500 m². The site is less than 2,500 m² and therefore the measures under this section are not relevant to the site. Furthermore, the site is fully developed. The existing stormwater system will be retained with the addition of rainwater tanks. No further stormwater infrastructure upgrades are considered warranted. The stormwater will continue to be managed as it currently is by isolating the stormwater and treating it within the facility.



4.4.5 Tree Management

- 1. All trees that are to remain, are appropriately protected as per AS4970 – 2009 Protection of trees on development. During construction or any time during the development, any pruning works should be carried out in accordance with AS4373.*

There are no trees on site. There was a tree located on site, as shown in the latest google earth aerial from 2018, however, this tree was removed after it was hit by lightning. A view of the front of the site from January 2021 is presented in Photograph 1 in Section 2.2.1.3 demonstrating there are no trees remaining on site.



5. TRANSPORT FOR NSW

Thank you for referring the Environmental Impact Statement (EIS) to Transport for NSW (TfNSW) comment. TfNSW has reviewed the EIS and provides the following advisory comments for the Department's consideration in TAB A.

TAB A

Comment:

TfNSW notes that the swept path diagram (Appendix 8C) shows that the incoming trucks will be required to manoeuvre out of the 14 Kiora Crescent vehicle crossover, before reversing into the site.

Recommendation:

As Kiora Crescent is under the care and control of Council, the proposed swept path design of the vehicle movements should be in accordance with Council's requirements. TfNSW requests that this addressed as part of the Response to Submissions (RtS).

Response: This is addressed in section 2.2.3.1 and 4.4.1 of this report.

Comment:

The application seeks to process out-of-date liquid product/food waste destruction which will generate some 10,000 tonnes of outgoing waste. This includes solid waste such as cardboard, plastic, timber, steel etc. However, TfNSW questions whether additional traffic generation will be created as part of this outgoing waste.

Recommendation:

TfNSW requests that the proponent clarifies this as part of the RtS.

Response: This is addressed in the revised traffic assessment. The number of truck movements is based on 30,000 tonnes of outgoing waste, this includes the product destruction waste. A maximum total of 50 tonnes per day of solid wastes is estimated to be generated within the product destruction process. This equates to a maximum of 5 outgoing solid waste trucks per day. However an average of 8 trucks per day for all outgoing solid and liquid waste trucks is proposed.

Comment:

The proposed access arrangements and parking provisions should be in accordance with Australian Standards.

Recommendation:

TfNSW recommends that the proponent is conditioned to the following:

- The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004, AS2890.6-2009 and AS 2890.2-2018 for heavy vehicle usage. Parking Restrictions may be required to maintain the required sight distances at the driveway.*



Response: Parking provisions are in accordance with the above Australian standards as shown in the carpark certificate provided in Appendix 5 of the EIS.

Comment:

The development may impact the transport network due to construction activities.

Recommendation:

TfNSW recommends that the proponent is conditioned to the following:

- A Construction Pedestrian and Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements, and cumulative traffic impact of concurrent projects within the area and any potential impacts to general traffic, cyclists, and pedestrians should be submitted to Council for approval.

Response: Construction work is limited to removing the demountable structure, fully sealing the hardstand area beneath the structure, installing rainwater tanks and upgrading the tanks. This construction work is expected to have minimal impacts to pedestrians and traffic. Therefore a Construction Pedestrian and Traffic Management Plan is not considered warranted.



6. FIRE & RESCUE NSW

FRNSW are satisfied with the risk and hazard aspect of the project.

In the event of a fire or hazardous material incident, it is important that first responders have ready access to information which enables effective hazard control measures to be quickly implemented.

Without limiting the scope of the emergency response plan (ERP) requirements of Clause 43 of the Work Health and Safety Regulation 2011 (the Regulation), the following matters are recommended to be addressed:

- 1. That a comprehensive Emergency Response Plan (ERP) is developed for the site.*
- 2. That the ERP specifically addresses foreseeable on-site and off-site fire events and other emergency incidents or potential hazmat incidents.*
- 3. That the ERP details the appropriate risk control measures that would need to be implemented to safely mitigate potential risks to the health and safety of firefighters and other first responders.*

Such measures will include the level of personal protective clothing required to be worn, the minimum level of respiratory protection required, decontamination procedures to be instigated, minimum evacuation zone distances and a safe method of shutting down and isolating machinery.

- 4. Other risk control measures that may need to be implemented in a fire emergency (due to any unique hazards specific to the site) should also be included in the ERP.*
- 5. That two copies of the ERP (detailed in recommendation 1 above) be stored in a prominent 'Emergency Information Cabinet' located in a position directly adjacent to the site's main entry point/s.*
- 6. Once constructed and prior to operation, that the operator of the facility contacts the relevant local emergency management committee (LEMC). The LEMC is a committee established by Section 28 of the State Emergency and Rescue Management Act 1989. LEMCs are required to be established so that emergency services organisations and other government and non-government agencies can proactively develop comprehensive inter agency local emergency procedures for significant hazardous sites within their local government area. The contact details of members of the LEMC can be obtained from the relevant local council.*
- 7. It is recommended that an emergency services information package (ESIP) be developed for the site and access to this document be provided to emergency service organisations.*

Response: The site has an existing Emergency Plan. This will be updated following the approval. The update will address all the above requirements including addressing foreseeable on-site and off-site fire events and emergency incidents, risk control measures (including health and safety of firefighters and other first responders) and an ESIP covering the Emergency Plan in accordance with FRNSW guidelines. The emergency plan will be submitted to FRNSW and the LEMC for review.

7. SYDNEY WATER

Thank you for notifying Sydney Water of the abovementioned SSD, which proposes an increase in the processing capacity of an existing resource recovery facility to 110,000 tpa of liquid waste from 100,00 tpa. Sydney Water has reviewed the application based on the information supplied and provides the following comments to assist in planning the servicing needs of the proposed development.

Water Servicing

- *Potable water servicing should be available via a 100mm CICL watermain (laid in 1974) on Kiora Crescent.*
- *Amplifications may be required.*
- *Recycled Water Servicing*
- *There is trunk recycled water mains within the local area.*
- *The proponent is advised to contact their Sydney Water Account Manager to investigate the potential to supply recycled water to their development for process water demands.*
- *Wastewater Servicing*
- *Wastewater servicing should be available via a 225mm VC wastewater main (laid in 1977) on Kiora Crescent.*
- *Amplifications and/or adjustments may be required.*
- *Trade wastewater*
- *As mentioned within the EIS, due to the proposed increase of trade wastewater discharged to Sydney Water's sewerage system, the proponent will need to lodge a new application trade wastewater agreement with Sydney Water to assess the proposed development's trade wastewater quantities and determine whether our sewer system can sufficiently accommodate the excess wastewater discharge loads.*
- *Details of these requirements and the process for progressing applications are found in Attachment 2.*

This advice is not formal approval of our servicing requirements. Detailed requirements, including any potential extensions or amplifications, will be provided once the development is referred to Sydney Water for a Section 73 application. More information about the Section 73 application process is available on our web page in the Land Development Manual.

Response: The above points will be addressed in the in the Section 73 application process following approval. Enviro Waste is eager to contact the Sydney Water Account Manager to investigate the potential to utilise recycled water within the development.



8. HERITAGE NSW GOVERNMENT

Thank you for your referral uploaded to the Major Projects Portal on 12 November 2020 seeking advice on the Environmental Impact Statement (EIS) report and recommended conditions for the above state significant development (SSD) proposal.

I have reviewed the Aboriginal cultural heritage report prepared by McCardle Heritage, dated 13 July 2020 (the report). I note that no Aboriginal objects or cultural values were located in the proposal area through the assessment that has been undertaken by McCardle.

Given the outcome of the report, Heritage NSW has no comment or recommendation to make with respect to Aboriginal cultural heritage at this time.

Response: Noted.

9. JEMENA

Jemena Asset Management Pty Ltd on behalf of Jemena Gas Networks (NSW) Ltd (collectively Jemena) has reviewed and assessed the SSD-10407 and makes the comments and recommendations with respect to the location, operation and identification potential threats to the high pressure pipelines and gas main form a proposed development adjacent to high pressure pipelines transporting dangerous goods in NSW.

Jemena confirms that it has no objections to the proposed development application in proximity to its high pressure gas main.

In pre- assessing the development application, Jemena can confirm that it operates a high pressure main within a road reserve of the Norrie Street approximately 155 metres from the nearest boundary of 14-16 Kiora Crescent (Pink alignment in map below):

- Sydney Primary Loop – Pink
- Secondary Mains – Green



The Sydney Primary Loop is a significant gas main that in part, conveys gas from trunk pipelines at the 'City Gates', to the Jemena Gas Network (JGN) which provides gas to Sydney costumers.

The Sydney Primary Loop asset is operated in accordance with Australian Standard - AS2885. The primary main operates at pressures greater than 3MPa. Under AS2885 requirements, Jemena takes its rights and obligations under these instruments seriously as they relate to ensuring the ongoing safety and integrity of its mains/ pipelines and the community at large.

Duty of care exists to ensure there is no compromise to the integrity of the Jemena assets during this procedure due to the existing ground conditions that currently exist.

In addition, Jemena has considered the implications of the development adjacent to high pressure pipelines transporting dangerous goods in NSW as communicated in the ISEPP clause 66C and more recently the Planning Circular PS 18-010. Whilst the Sydney Primary Main is not considered a regulated Licenced Pipeline as defined under the Pipelines Act 1967, Jemena has undertaken a holistic review of the interface between its high pressure gas mains and land use within the heat radiation contours within Sydney's urban growth corridors. Jemena has reviewed the additional risks that the increase in the processing capacity of the existing resourced recovery facility to 110,000 tonnes per year of liquid



waste and does not believe that the risk profile has materially increased as to threat to the Primary Main. With the proposed development. Jemena is not seeking additional mitigations as of consequence.

The Yennora location is seeing infill industrial development to the urban community and Jemena can confirm that the SSD 10407 under review contains land use adjoining high pressure mains which are consistent with the advices contained within previous Jemena advices.

Response: No objections or concerns have been raised. Details of the nearest gas network infrastructure have been noted.



10. TRANSGRID

We can advise as per our earlier submission in December 2019, the subject parcel of land being Lot 49 in DP 18211 does not impact TransGrid's infrastructure and/or easements. Therefore, we have no further comments to raise on this proposal.

Response: Noted.



11. ASCENDAS REIT

Reference is made to the abovementioned State Significant Development Application (SSDA) (SSD10407) (the proposal), lodged with NSW Department of Planning, Infrastructure and Environment (DPIE) on 13 November 2020, which seeks development for the purpose of the increase in the processing capacity of the existing Yennora Liquid Waste Treatment Plant to 110,000 tonnes per year.

Ascendas REIT own 7 Kiora Crescent, Yennora located immediately to the west of 16 Kiora Crescent and 14 Kiora Crescent, Yennora (the Site). 7 Kiora Crescent, Yennora site is currently under construction and once complete will consist of a 13,000sqm warehouse with completion due mid-2021.

Whilst it is acknowledged that the proposed land use is permitted with consent in the IN1 General Industrial zone, the expansion of the facility, from currently processing 900 tonnes per annum to 110,000 tonnes per year and increasing the maximum quantity to be stored at any one time to 477 tonnes, is not considered suitable for the Site and will have significant impacts on the adjoining property owners. These reasons, as explained further below, the proposal is not considered to satisfy the heads of consideration under Section 4.15(1) of the Environmental Planning and Assessment Act 1979 (EP&A Act) and therefore should not be supported.

Response: Section 4.15(1) of the Environmental Planning and Assessment Act 1979 (EP&A Act) have been addressed in section 3.2.1.4 of the EIS.

1. SUMMARY

The key findings from the investigations carried out and the basis for this submission to the proposal are summarised as follows:

- 1. Traffic and Parking*
- 2. Odour*
- 3. Section 4.15(1) Environmental Planning and Assessment Act 1979*
- 4. Overall Impacts*

The ensuing sections of this advice provides further detail in relation to the above summary points.

2. MATTERS FOR CONSIDERATION 2.1 Traffic and Parking

SSD10407 has failed to provide proper consideration of the existing traffic and parking issues associated with the Site and the surrounding industrial properties. The Traffic and Parking Assessment Report submitted as part of the application is vague and shifts between the proposal being a warehouse, factory and landscape supplies distributor. The detail provided in the report is very basic and does not make a thorough assessment of the actual impacts the proposed expansion of the operations will have.

Initial referral comments from Cumberland Council (May 2020) state that there is expected to be a considerable increase in traffic movements for the site (including outside current operational hours), and it is noted there are other transport/logistics businesses nearby and this is a dead-end street having one access point off Norie St. The individual and cumulative



traffic & parking impacts of the proposal should be assessed as part of the detailed traffic & parking assessment.

Response: The traffic impact assessment (TIA) addressed the individual and cumulative traffic impacts within the SIDRA modelling. The TIA has been revised to include all concerns raised by Council, NSW EPA and the Department.

The SSD application has failed to address the cumulative impacts of the development in terms of considering other nearby transport and logistics business as well as the Site being located in a dead-end street. Furthermore, the provided sweep path analysis still shows that the turning path of trucks encroaching into Council footpath and nature strip which was a key concern of Council as part of initial consultation. In addition, the Council consultation comments from May 2020 specifically required that trucks are to complete no more than 3 movements to enter the waste dock. It is apparent from the submitted sweep paths that trucks will need to complete a minimum of 4 movements and will also cut across existing car parking spaces on the Site.

Response: Cumulative impacts are assessed in the TIA within the SIDRA modelling which considered existing and proposed traffic movements within the local road network. Site access and turning paths of trucks is addressed in section 2.2.3.1 and 4.4.1. With driveway widening, the turning paths will not encroach into Council footpath or nature strip.

The car parking rates used by the consultant are also confusing as they seem to refer to factory rates but then utilises the warehouse rate in the calculation. Whilst the proposed development may meet the required rate of car parking spaces as per the Holroyd DCP, which is based solely on GFA, the application has failed to acknowledge the intensification of development on the Site. The existing parking on site, being seven (7) spaces, may be compliant with the DCP rate but we question the ability to have cars parked in these spaces given the expected maneuvers trucks will have to undertake to enter and exit the Site (as shown on the provided sweep paths).

Response: Regardless of the intensification of the development, the reality is that the additional car parking spaces proposed is adequate for the five (5) proposed full time staff. The updated swept paths show that the trucks can manoeuvre safely on site without compromising the proposed car spaces.

Furthermore, the proposal appears to rely on the operators of the facility utilising a leased site (49-53 Pine Road) to provide parking for the trucks associated with the facility and the EIS states that this may change, without any clarification as to where trucks will then be located if the lease is to finish.

Response: The parking location has been relocated to 27-49 Nelson Road Yennora as discussed in Section 2.2.3. If the lease is not renewed a new off-site parking location will be sought and obtained prior to the lease lapsing. This is for the purpose of parking trucks when not in use.

The Traffic and Parking Assessment Report has not addressed SEPP Infrastructure, despite the proposal being considered a traffic generating development: Schedule 3 – 'Waste or resource management facility' that involves with any size or capacity increase. Whilst it is acknowledged that the application will be referred to Transport for NSW (TfNSW), there is no thorough assessment of traffic generation in relation to SEPP Infrastructure and the provided Traffic and Parking Assessment Report refers to the proposal being a 'landscape supplies premises' in the discussion under traffic generation.

Response: The proposed development has been referred to Transport for NSW see Section 5. The iSEPP does not require any additional traffic related assessment. The Traffic and Parking Assessment Report has been revised to remove the 'landscape supplies premises' reference.

In addition, the Traffic and Parking Assessment Report has not addressed:

- *Future Transport 2056 and supporting documents;*
- *NSW Freight and Ports Plans;*
- *Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development.*

As per the Planning Secretary's Environmental Assessment Requirements (SEARS) and initial advice from TfNSW, the above policies are to be considered as part of the application. They are considered to be vital to the proper assessment of a development of this type where it is considered there will substantial impacts from truck movements and traffic generation not only on the immediate street network but further afield also.

Response: The development will have minimal impacts to future transport in 2056, state and port infrastructure and does not warrant further assessment. The relevant principles of the Austroad Guide to Traffic Management have been included in the Traffic and Parking Assessment Report, in that it addresses impacts on the surrounding road network. The relevant traffic management aspects have been addressed in the Traffic Management Plan. The majority of the guide is intended for a wider management of the road network and transport system and does not apply to the proposed development.

The proposal will result in an increase in truck movements to 60 trucks per day, or 4 per hour, from currently 1 per hour, or 24 per day and relies on access from the driveway adjacent to 7 Kiora Crescent. Manoeuvrability of large rigid trucks onto the Site without disturbing neighbouring properties, blocking access driveways and impacting on-street carparking spaces appears to be almost impossible based on the provided sweep paths. As such, further consideration needs to be given to the traffic control and the future 'controlled' access to the Site as it is surely almost impossible to not have trucks queuing along Kiora Crescent given only one unloading and parking area is provided on Site.

Currently, there is already a lack of on-street parking on Kiora Crescent for use of visitors to the industrial premises located on Kiora Crescent. Whilst the proposal is not reliant on the existing on-street parking to satisfy the DCP car parking rates, at current it is common for large rigid trucks to be queued along Kiora Crescent awaiting entrance into the Waste Treatment Plant, this is documented in the referral comments from the Environmental Protection Authority (EPA) on the SSD file. The proposal will result in a significant increase in truck movements (from 24 to 60 trucks per day) associated with the expansion in operations with no further consideration on the proposed access and egress for the Site in terms of impacts to the road network and adjoining properties.

In light of the above, the proposal is deficient in information and justification in relation to transport and parking and should not be supported in this basis.

Response: This is addressed in Section 2.2.3. It should be noted that there are 4 spaces for trucks to wait or load/unload on site. There are 7 car spaces to be provided. Truck deliveries will be distributed throughout the day via a booking procedure to prevent trucks queuing on Kiora Crescent. Site access and egress has been rigorously considered as previously described in this report.

2.2 Odour Impact

The Odour Impact Assessment accompanying the application concludes that further odour controls are not necessary to be implemented at the Site. The existing development already emits a strong odour which radiates across surrounding properties, including 7 Kiara Crescent, being immediately to the west of the Site. It is questioned how such a large increase in the capacity of waste could not increase the odour impacts with no additional mitigation methods recommended.

Response: The site has been designed for the quantities proposed. Odour is assessed in NSW in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales, which assesses odour over a 1 hour averaging period, scaled up using an appropriate Peak-Mean factor to represent the instantaneous perception of odour by the human nose, and the criteria for complex odour emissions apply at the 99th percentile. The worst case odour emissions have been assumed to be emitting 100% of the time and compliance is demonstrated, therefore no additional mitigation methods are required.

The assessment provided is considered inadequate in terms of fully comprehending the impediments on odour impacts which is currently already at disturbing levels. It should also be noted, that the SSDA includes community consultation that has been undertaken. However, it is alarming that Ascendas REIT has not been included on the list and the applicant has failed to consult us as the immediately adjoining property.

Response: The Ascendas REIT property at the time of writing is under construction. At the time of community consultation the site was vacant. It is now understood the owners are an industrial real estate investment trust based in Singapore and Benbow Environmental regrets that Ascendas REIT was not informed. Enviro Waste endeavours to have positive relations with all its neighbours, and will endeavour to continue this practice to whomever Ascendas REIT leases the site to in future following its development. The site has not received any odour complaints.

In light of the above, it is considered the proposal warrants further assessment by the applicant and the EPA to determine the likely impacts in terms of odour neighbouring properties. We believe that given the existing circumstances and operations of the facility that any increase would certainly result in a negative amenity for the surrounding locality and therefore should not be supported.

Response: The odour assessment has been updated based on NSW EPA comments and demonstrates compliance with NSW EPA criteria.

2.4 Section 4.15(1) Environmental Planning and Assessment Act 1979

Section 4.15(1) of the EP&A Act sets out specific matters that the consent authority is to take into consideration in the assessment and determination of development applications. Whilst the EIS submitted as part of the application includes a brief assessment of the relevant heads of consideration, it fails to adequately address and satisfy those consideration in relation to environmental impacts, cumulative impacts, or the public interest.

Response: Section 4.15(1) of the Environmental Planning and Assessment Act 1979 (EP&A Act) have been addressed in section 3.2.1.4 of the EIS. This is supported by the detailed technical assessments within the EIS.



As discussed above, the traffic impacts and increased odour from the expansion of the facility are considered to have significant consequences to not only our Site but also the entire Kiora Crescent industrial precinct. The proposal has failed to acknowledge that as a result of the size of the Site and location as a dead-end that increased truck movements associated with the expansion will cause cumulative impacts from increased traffic generation and manoeuvrability issues.

Response: Traffic is addressed in Section 2.2.3. and the odour assessment has been updated based on NSW EPA comments.

Furthermore, it is noted that the EIS submitted with the application indicated that the development application is in the public interest in accordance with Clause 4.15(e) of the EP&A Act.

However, given the unacceptable environmental and adverse impacts in relation to traffic and neighbouring properties as a result of the proposed development, the application is not considered to be in the public interest and thus has not adequately demonstrated how it satisfies Clause 4.15(e) of the EP&A Act.

Response: Disagree. Liquid waste treatment is inherently within the public interest as it is a basic service necessary for the ongoing operations of the state. Without waste facilities such as the proposed development waste would have to be transported further and further away, encouraging illegal dumping. Furthermore, the EIS and revised technical assessments demonstrate that the proposed development would not result in unacceptable environmental impacts.

2.5 Overall Impacts

It is considered that the overall impact of those matters described in this submission would negatively impact on the future use and amenity at our site at 7 Kiora Crescent and impact on the level of interest and investment return to be obtained for the future industrial development on the Site.

It is further considered that allowing the proposed development to proceed in its current form would create a poor industrial land use precedent, thereby creating unrealistic expectations on behalf of other businesses and landowners in the Yennora industrial area.

Response: Disagree. The proposed development is not considered a poor industrial land use precedent nor is it anticipated to alter the expectations of other businesses and landowners in the Yennora industrial area. This is an opinion that is not supported with evidence based assessments.

3. CONCLUSION

Due to the nature of the proposed development sought and resulting expanded operations of the Site, the proposed development application SSD10407 is not considered to result in a favourable outcome for the Site or the adjoining properties as it would likely result in traffic, parking and amenity impacts to the adjoining property owners and the locality as a whole. This is due largely to the extent of expansion proposed and the lack of suitability of the existing Site.

Response: The extent of impacts based on the expansion is discussed in detail throughout the EIS and this report and the site is considered suitable.



For the reasons outlined above, the proposal is not considered to satisfy the relevant heads of consideration under Section 4.15(1) of the EP&A Act as it will result in unreasonable environmental impact, is not suitable for the Site; and is not in the public interest. Accordingly, it is recommended that this application be refused by DPIE. Should the application be amended or updated in response to public or government agency submissions, it is requested that it be re-exhibited to the public for comment.

Response: Section 4.15(1) of the Environmental Planning and Assessment Act 1979 (EP&A Act) have been addressed in section 3.2.1.4 of the EIS and is considered suitable and in the public interest. This is supported by detailed technical assessments that quantitatively demonstrate the site is suitable for the intended use. The issues raised in this submission are an opinion and are not supported by evidence to demonstrate the claims.

This concludes the Response to Submissions.

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