

Modification 8 of Riverina Oils and Bio Energy (ROBE) Integrated Oilseed Processing Plant

State Significant Development Modification Assessment Report (MP07_0146-Mod-8)

December 2025





Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Published by NSW Department of Planning, Housing and Infrastructure

dpie.nsw.gov.au

Modification 8 of ROBE Integrated Oilseed Processing Plant (MP07_0146-Mod-8) Assessment Report

Published: December 2025

Copyright and disclaimer

© State of New South Wales through Department of Planning, Housing and Infrastructure 2025. Information contained in this publication is based on knowledge and understanding at the time of writing, December 2025, and is subject to change. For more information, please visit

dphi.nsw.gov.au/copyright

Preface

This assessment report provides a record of the Department of Planning, Housing and Infrastructure's (the Department) assessment and evaluation of an application to modify the State significant development consent for the Riverina Oils and Bio Energy (ROBE) Integrated Oilseed Processing Plant in Wagga Wagga, lodged by ROBE (the Applicant). The report includes:

- a description of the proposed modification
- an assessment of the modification against government policy and statutory requirements, including mandatory considerations
- a demonstration of how matters raised by stakeholders have been considered
- an explanation of any changes made to the modification during the assessment process
- an assessment of the likely environmental, social and economic impacts of the modification
- an evaluation which weighs up the likely impacts and benefits of the modification, having regard to the proposed mitigation measures and government authority advice, and provides a view on whether the impacts are, on balance, acceptable
- a recommendation to the decision-maker, along with the reasons for the recommendation, to assist them in making an informed decision about whether the consent should be modified and any conditions that should be imposed.

Contents

Preface	ii
1 Introduction	1
1.1 The Proposal	1
1.2 Development Location.....	1
1.3 Modification Background.....	4
2 Proposed modification	6
2.1 Modification Overview	6
2.2 Applicant’s Justification for the Proposed Modification	6
3 Statutory Context	7
3.1 Scope of Modification and Assessment Pathway	7
3.2 Other Approvals and Authorisations	8
3.3 Part 3A Transition to State Significant Development.....	8
4 Engagement	9
4.1 Department’s Engagement	9
4.2 Requests for Information	10
5 Assessment	11
5.1 Traffic Impacts and Suitability of Road Infrastructure.....	11
5.2 Other issues.....	15
6 Evaluation	19
7 Recommendation	20
8 Determination	21
Glossary	22
Appendices	23
Appendix A – List of Referenced Documents.....	23
Appendix B – Government Authority Advice.....	24
Appendix C – Recommended Instrument of Modification.....	25

1 Introduction

1.1 The Proposal

The modification application seeks to increase the maximum permitted oilseed crushing limit from 200,000 tonnes per annum (tpa) to 300,000 tpa for the Riverina Oils and Bio Energy (ROBE) Integrated Oilseed Processing Plant (07_0146) in the Wagga Wagga local government area (LGA).

The application was lodged on 29 September 2025 by ROBE (the Applicant) pursuant to section 4.55(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act). An overview of the proposed modification is provided in **Section 2**.

1.2 Development Location

The Applicant operates the Integrated Oilseed Processing Plant at 199 Trahairs Road, Wagga Wagga, in the Wagga Wagga LGA, within the Riverina region of NSW (see **Figure 1**). The 16.5-hectare site is legally described as Lot 1 DP 1000675 and is located approximately 10 kilometres (km) north-east of the Wagga Wagga township in the Bomen Industrial Area and within the recently established Wagga Wagga Special Activation Precinct (SAP). The site is zoned Regional Enterprise under State Environmental Planning Policy (Precincts - Regional) 2021.

The facility receives and processes up to 200,000 tpa of canola oilseed to produce up to 94,500 tpa of refined edible vegetable oil (canola oil) for the food industry, and up to 123,000 tpa of vegetable protein meal for the livestock feed industry. The facility has been operating since 2013.

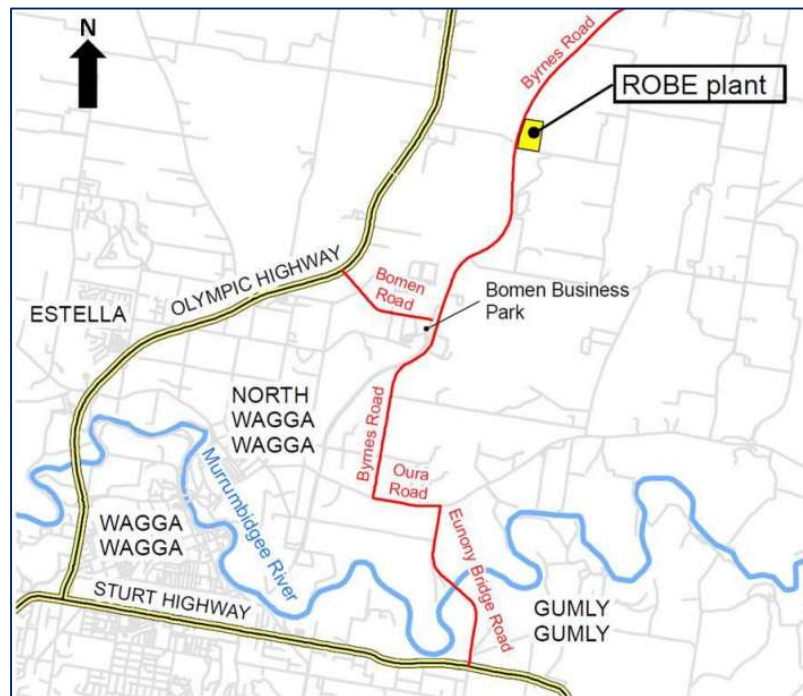


Figure 1 | Regional Context

The surrounding area is predominantly rural and rural-residential, with the closest residential receivers located approximately one kilometre west of the site on Trahairs Road, identified as R3 on **Figure 2**. Other sensitive residential receivers are located further to the west, north-west (R2 to R10) and the south-east (R17 and R18). All other receivers are industrial in nature.



Figure 2 | Surrounding Land Uses and Sensitive Receptors

The recently opened Riverina Intermodal Freight and Logistics Hub (RiFL) Hub is located approximately 600 m to the south-west of the site, and the Bomen Solar Farm approximately 600 m to the south-east (see **Error! Reference source not found.**).

The site is accessed off Trahairs Road (a local road), via Byrnes Road (a regional road). Access and egress from the site are achieved via three separate driveways off Trahairs Road, one for light vehicles

(Gate No.1), one for HV egress (Gate No.2) and one for HV access (Gate No.3). The current site layout and site access arrangements are illustrated in **Figure 3**.

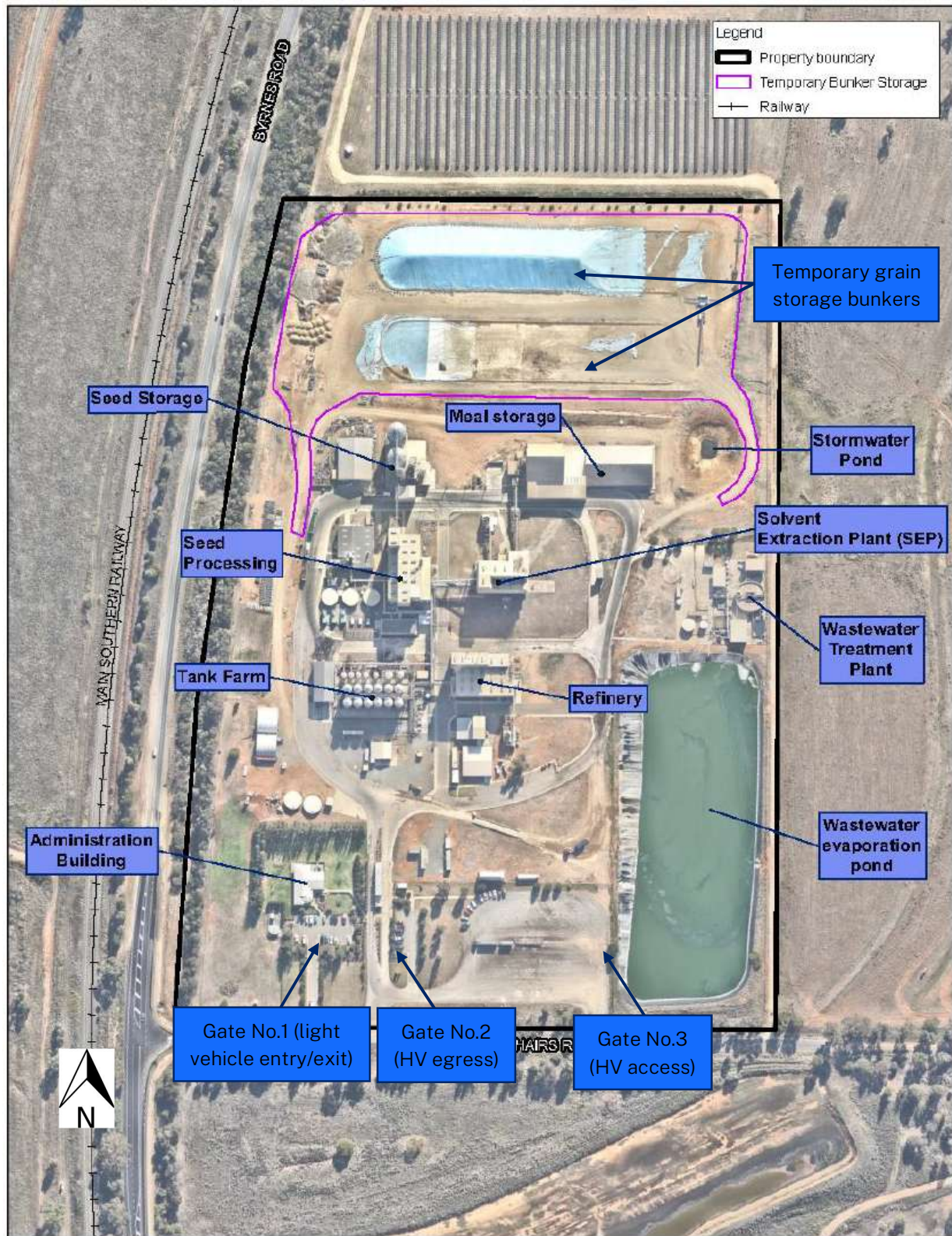


Figure 3 | Current Site Layout

1.3 Modification Background

The existing consent permits ROBE to process up to 200,000 tpa of oilseed. The proposed increase in production to 300,000 tpa seeks to meet current market demands for canola-based products and enable processing of an increased volume of oilseed being produced in the Riverina Region. The increase will utilise existing site infrastructure and crushing equipment and will therefore not increase the development footprint or necessitate construction of new infrastructure. The increase is primarily enabled by progressive upgrades made to the press and electrical press motor in 2022 and 2024, respectively.

Since installing the upgraded equipment, ROBE has progressively been increasing its crushing volumes. This led to ROBE exceeding its current limit of 200,000 tpa in December 2024 and subsequently notifying the Department of this exceedance in accordance with the conditions of the consent (as modified) on 2 December 2024. In response to this non-compliance the Applicant has submitted this modification to permit an increase in the processing limits and prevent further non-compliances, and to demonstrate this can be achieved without increasing off-site environmental and amenity impacts.

1.3.1 Approval history

On 7 November 2008, the then Minister for Planning granted approval for the Riverina Oils and Bio Energy Biodiesel Facility under the now repealed Part 3A of the EP&A Act 1979. On 26 April 2019, the project was transitioned to State significant development by an order, published in the NSW Government Gazette, to allow the project to be modified under section 4.55 of the EP&A Act.

The consent has been modified on four occasions (see Error! Reference source not found.). Two other modifications have been lodged but were subsequently withdrawn (Mod-3 and Mod-5).

Table 1 | Summary of modifications

Modification	Description	Decision-maker	Type	Date
Mod-1	Removal of the biodiesel component, alternations to the site layout, increase in the vegetable oil output to 66,000 tpa and reduce the vegetable protein meal output to 90,000 tpa	Director-General	S75W	28 April 2011
Mod-2	Increase the seed crushing capacity to 200,000 tpa and increase the vegetable oil and vegetable protein meal outputs to 81,5000 tpa and 116,000 tpa	Acting Director	S75W	11 November 2015

Modification	Description	Decision-maker	Type	Date
Mod-3	Installation of an additional storage tank and a blending tank to produce blended oils	N/A	S4.55(2)	Withdrawn
Mod-4	Installation of an additional storage tank, a blending tank and ancillary works to produce blended oils	Director	S4.55(1A)	30 August 2019
Mod-5	Addition of a bioenergy plant	N/A	S4.55(2)	Withdrawn
Mod-6	Remove production limits on vegetable protein meal and refined vegetable oil	Team Leader	S4.55(1A)	15 September 2023
Mod-7	Construct two grain storage bunkers and increase grain storage capacity limits	Team Leader	S4.55(1A)	4 September 2024

2 Proposed Modification

2.1 Modification Overview

The modification is described in full in the Applicant's Modification Report included in **Appendix A**.

2.1.1 Storage Limit

The Applicant seeks to increase the approved oilseed crushing limit in condition 6 of the development consent from 200,000 tpa to 300,000 tpa. The modification does not propose any change to the approved storage limits for vegetable protein meal or refined vegetable oil.

Condition 6 of the development consent currently states the following:

6. *The Applicant must not process more than 200,000 tonnes per year of oil seed.*

2.1.2 Management and Mitigation Measures

In addition to the increase in the oilseed storage limit, the Applicant also seeks to update the approved Management and Mitigation Measures at Appendix B of the development consent, as modified, to manage and mitigate residual impacts from the proposed modification. This includes commitments to update the approved Traffic Management Plan, carry out odour and noise monitoring and implement appropriate mitigation actions in response to any odour or noise complaints, and carry out dilapidation surveys of and fund any damage to Trahairs Road and the Trahairs Road / Byrnes Road intersection.

2.2 Applicant's Justification for the Proposed Modification

ROBE has advised the proposed increase in the maximum annual oil seed crushing capacity reflects the maximum output ROBE expects to achieve through incremental upgrades to its existing plant and equipment without significant replacement of, or extension of equipment. These incremental improvements to the facility will enable operational efficiencies over the coming years, and therefore the revised limit will allow additional capacity to be accommodated.

3 Statutory Context

3.1 Scope of Modification and Assessment Pathway

Details of the assessment pathway under which the modification is sought are provided in **Table 2** below.

Table 2 | Assessment pathway

Consideration	Description
Scope of modification	<p>Other Modification</p> <p>The Department has reviewed the scope of the modification and considers that it can be characterised as a modification as the proposal:</p> <ul style="list-style-type: none"> the primary function and purpose of the approved development would not change as a result of the proposed modification any potential environmental impacts can be appropriately managed through the existing or modified conditions of consent the modification is of a scale that warrants the use of section 4.55(2) of the EP&A Act is substantially the same development as last modified under the former section 75W of the EP&A Act would not involve any further disturbance outside the already approved disturbance areas for the development. <p>The Department is satisfied the proposed modification is within the scope of section 4.55(2) of the EP&A Act and does not constitute a new development application. Accordingly, the Department considers that the application should be assessed and determined under section 4.55(2) of the EP&A Act rather than requiring a new development application to be lodged.</p>
Consent Authority	<p>Minister for Planning and Public Spaces (Minister)</p> <p>The Minister is the consent authority for the application under section 4.5(a) of the EP&A Act.</p>
Decision-maker	<p>Director Industry Assessments</p> <p>Under the Minister’s delegation of 9 March 2022, the A/Director, Industry Assessments, may determine the application under delegation as:</p> <ul style="list-style-type: none"> the application has not been made by a person who has disclosed a reportable political donation under section 10.4 of the EP&A Act there are no public submissions (other than a council) in the nature of objections, and

Consideration	Description
	<ul style="list-style-type: none"> • Council has not made a submission by way of objection under the mandatory requirements for community participation listed under Schedule 1 of the EP&A Act.

3.2 Other Approvals and Authorisations

3.2.1 Environment Protection Licence

The ROBE facility operates under Environment Protection Licence 13097 (EPL 13097) issued by the NSW Environment Protection Authority (EPA) under section 42 of the *Protection of the Environment Operations Act 1997*.

The Department has consulted with and considered the advice of the EPA in its assessment of the modification application (see **Sections 4** and **1**).

3.2.2 Biodiversity Development Assessment Report

Clause 30A(2)(c) of the Biodiversity Conservation (Savings and Transitional) Regulation 2017 requires all SSD modifications to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the authority or person determining the application is satisfied that the modification will not increase the impact on biodiversity values (as identified in the *Biodiversity Conservation Act 2016* (BC Act) and in the Biodiversity Conservation Regulation 2017.

As the modification does not increase the development footprint or involve any new infrastructure, the Department is satisfied that the modification will not increase the impact on biodiversity values and consequently a BDAR is not required to accompany the modification application.

3.3 Part 3A Transition to State Significant Development

This project was originally approved under the former section 75J of the EP&A Act and was a transitional Part 3A project under Schedule 2 of the Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017 (EP&A (ST&OP) Regulation).

Following amendments to the EP&A Act and the commencement of the associated EP&A (ST&OP) Regulation on 1 March 2018, the power to modify Part 3A project approvals under former section 75W is no longer available for modifications submitted after 1 March 2018.

On 26 April 2019, the project was transitioned to State significant development by an order, published in the NSW Government Gazette, to allow the project to be modified under section 4.55 of the EP&A Act. The effect of this order is that the project approval is taken to be a development consent under Part 4 of the EP&A Act for the carrying out of the development.

4 Engagement

4.1 Department's Engagement

In accordance with the EP&A Regulation the Department made the modification application publicly available on the Department's website on 2 October 2025 and also forwarded the application to the EPA, Transport for NSW (TfNSW), the Department of Primary Industries (DPI) - Agriculture, and Wagga Wagga City Council (Council) for comment.

4.1.1 Exhibition of the Modification

After accepting the modification request and report, the Department:

- made the documents publicly available on the NSW planning portal
- publicly exhibited the modification from 2 October 2025 to 15 October 2025 on the NSW planning portal
- notified each person who made a submission in relation to the original application
- notified and invited comment from relevant government authorities and Council.

No public submissions were received on the modification during the exhibition period.

4.1.2 Summary of Advice Received from Government Agencies

A summary of the advice received from government authorities is provided in **Table 3**. A link to the full copy of the advice is provided in **Appendix B**.

Table 3 | Summary of Government Authority Advice

Agency	Advice summary
EPA	Noted the modification report provided all the information required to complete the assessment of the modification and the proposal did not involve any changes to production operations, layouts, plant and equipment processes, wastewater generation or any other process at the premises. Advised it had no other comments on the proposal.
TfNSW	Advised it had no objection to the proposed modification and the proposed modification does not trigger the need for any intersection upgrades to the classified road network.
DPI - Agriculture	Advised the proposed modification is to further support agricultural development in the region, it is not expected that the modification will have a negative impact on agricultural production or agricultural land in the vicinity.

4.1.3 Summary of Council's Submission

Council advised that from an economic perspective the modification is supported. However, Council advised that Trahairs Road, a local road, is in poor condition and as such, consideration should be given to additional impacts caused by heavy vehicles generated by the development on the pavement design life of this road. Council recommended the Applicant be required to upgrade Trahairs Road, between the site entrance and Byrnes Road, including the intersection with Byrnes Road, to the satisfaction of Council prior to the commencement of operation of the modification, with all costs borne by the Applicant.

4.2 Requests for Information

On 23 October 2025, the Department requested further information from the Applicant regarding the assessment of traffic, odour and noise. Clarifications were also requested in relation to the volume of dangerous goods to be stored on site, the site stormwater management system and inconsistencies between the traffic and noise assessments. The Applicant was also asked to respond to the matters raised by Council.

On 27 November 2025, the Applicant provided a response to the Department's request for information (see **Appendix A**). The response included an updated Noise Impact Assessment, and additional information regarding the assessment of odour, the stormwater management system and traffic volumes during the harvest period, an updated Management and Mitigation Measures table committing to undertake annual dilapidation surveys of the transport routes of Trahairs Road and the Trahairs/Byrnes Road intersection to identify and repair any damage or repairs required to the road surface of this road infrastructure.

The Department published the Applicant's response on the NSW planning portal and forwarded it to Council for comment.

Council advised it was satisfied that, subject to appropriate conditions, the issues previously raised regarding traffic impacts and road infrastructure can be managed. Council acknowledged the Applicant's commitment to repair and pay the cost of any required repairs to Trahairs Road and the Trahairs Road / Byrnes Road intersection. However, Council noted the upgrades required to the intersection to cater for an AB-triple would extend beyond the road reserve and into adjoining private properties. Council therefore recommended that any approval granted for the modification include a deferred commencement condition requiring the Applicant to resolve this matter prior to allowing the increase in annual processing limits.

5 Assessment

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

- modification report and responses to the Department's requests for further information provided to support the proposed modification (see **Appendix A**)
- documentation and Department's assessment report for the original application and subsequent modification application(s) (see **Appendix A**)
- advice from State government authorities and Council (see **Appendix A**)
- relevant environmental planning instruments, policies and guidelines
- requirements of the EP&A Act, including the objects of the EP&A Act.

The Department considers the key assessment issues are traffic impacts and suitability of road infrastructure. The Department's assessment of other issues is provided in **Section 5.2**.

5.1 Traffic Impacts and Suitability of Road Infrastructure

The proposed modification will result in an increase in inbound and outbound heavy vehicle (HV) movements to and from the facility. Inbound HV traffic will be associated with increased deliveries of oilseed materials required to meet higher processing capacity, while outbound HV traffic will be associated with increased distribution of processed oilseed and meal products to accommodate greater production output. The additional traffic has the potential to have adverse impacts on the safety, efficiency and pavement design life of the local road network, particularly along Trahairs Road between the site access driveways and the Byrnes Road / Trahairs Road intersection, and the intersection itself (see **Figure 4**).

Applicant's Assessment

To assess the potential impacts of the modification, the Applicant prepared a Traffic Impact Assessment (TIA) in accordance with relevant TfNSW guidelines. The TIA assessed the impact of the increased traffic volumes associated with the harvest and non-harvest periods and confirmed HV movements peak during the harvest period (November and December) as deliveries are required to meet plant demand while simultaneously filling on-site storage. During the non-harvest period, HV traffic volumes decrease as the facility transitions to a combination of stored grain usage and ongoing external deliveries.

Total daily HV movements during harvest season were predicted to be a maximum of up to 142 vehicles per day (vpd), which is an increase from the approved HV movements total of 117 vpd under Mod-7 to the consent. Even with the increase, the TIA found the Byrnes Road / Trahairs Road intersection would continue to operate at a Level of Service A (LoS A) during the peak harvest season.

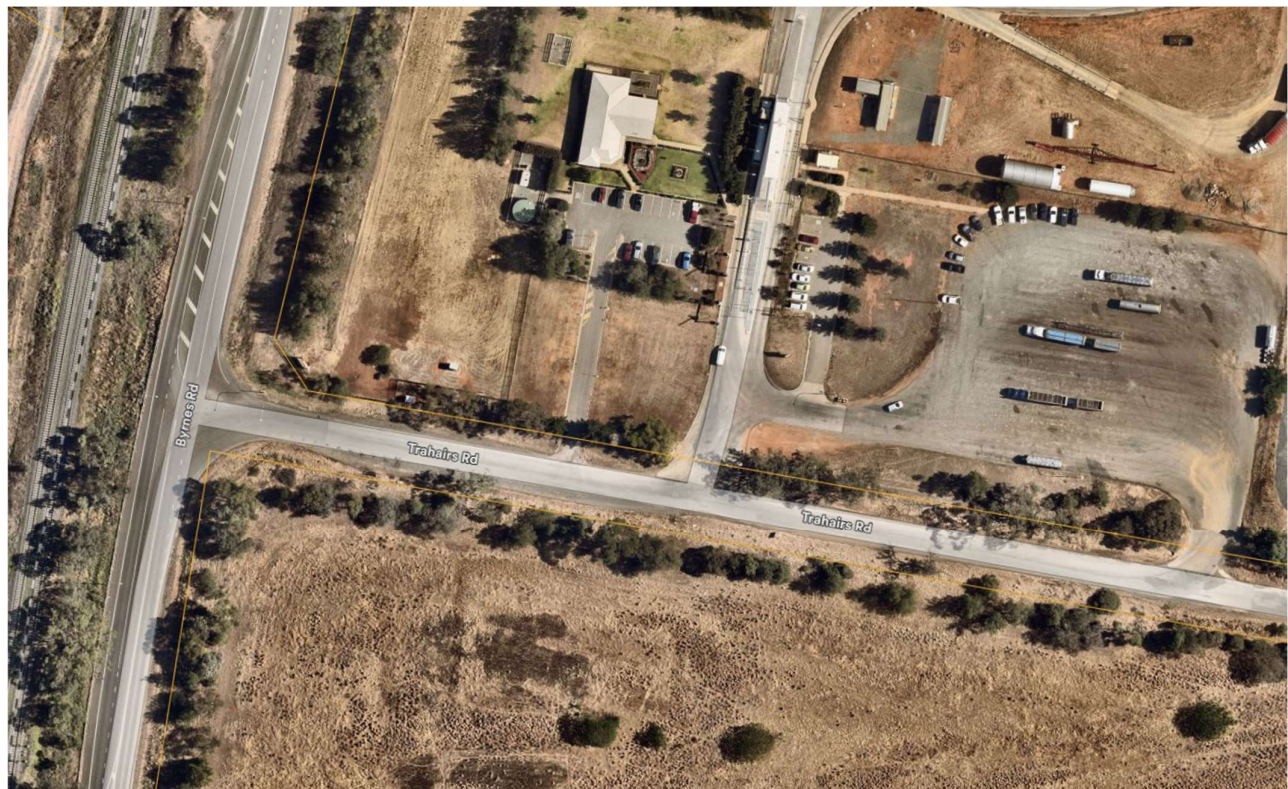


Figure 4 | Trahairs Road and Byrnes Road / Trahairs Road Intersection

In response to concerns raised by Council regarding impacts to the pavement design life of Trahairs Road during the exhibition of the modification application, the Applicant committed to undertake annual dilapidation surveys of this road and pay the cost of any repairs. Additionally, the Applicant committed to fund the design and construction of road upgrade works required to accommodate AB-triple movements along Trahairs Road between the site access and Byrnes Road, including the Trahairs Road / Byrnes Road intersection.

In terms of internal HV movements within the site, the TIA confirmed that no changes are proposed to the existing access points or internal circulation arrangements as part of this modification. The TIA also noted that a swept path assessment was previously undertaken with the largest vehicle expected to access the site, being a 36.5-metre-long AB-triple. The swept path assessment demonstrated that this vehicle could access, circulate and depart the site in a suitable manner.

Furthermore, the TIA advised the site would have sufficient space for heavy vehicles to queue, park, and prepare for entry via the weighbridge, including removing load covers as needed. The TIA concluded that with additional inbound truck arrivals dispersed throughout the day, the impact on traffic flow and site access is expected to be minimal. The Applicant committed to updating the approved Operational Traffic Management Plan to implement processes to ensure adequate capacity is available on site for queuing of vehicles and parking can be provided for the largest vehicle accessing the site (i.e. an AB-triple).



Figure 5 | Existing Condition of Trahairs Road (view to the east toward site entrance)

Council Advice

Council advised Trahairs Road is in poor condition (see **Figure 5**) and initially recommended the Applicant be required to upgrade this road and the intersection with Byrnes Road prior to the increase in production capacity. However, as the Applicant subsequently committed to undertake annual dilapidation surveys of this road infrastructure to identify any damage or repairs required to the road surface and to pay for the cost of any required repairs, Council accepted this approach and advised it was satisfied with the Applicant's commitment in lieu of carrying out immediate upgrade works.

Council further noted, however, that the upgrade works required to the Byrnes Road / Trahairs Road intersection to permit AB-triples would extend beyond the road reserve boundary and encroach into adjoining private property on the southern side of Trahairs Road. Therefore, to enable the required upgrades to proceed, Council recommended a deferred commencement condition requiring a registered boundary survey to confirm the extent of land required, provision of evidence that the required land has been secured (either through acquisition, dedication or written agreement with the adjoining landowner) and the submission of an updated AB-triple compliance intersection design to Council's satisfaction, prior to any upgrade works commencing.

Department's Assessment

The Department notes that HV traffic volumes have increased from 75 movements under Mod-2, to 117 movements under Mod-7 and the current modification seeks a further increase to 142 movements. This incremental increase has the potential to have adverse impacts on the safety and efficiency of the road network, but also on the pavement of Trahairs Road and the Byrnes Road / Trahairs Road intersection, which is currently in poor condition.

The Department is satisfied that the TIA has assessed a worst-case operating scenario during the harvest season and has demonstrated the increase in HV traffic volumes to up to 142 HV daily generated by the modification is unlikely to have any adverse impacts on the safety and efficiency of the local road network. The Byrnes Road / Trahairs Road intersection will continue to operate at a LoS A, even during the peak harvest season.

However, the Department is concerned about the adequacy of the pavement of Trahairs Road and the intersection with Byrnes Road to cater for the additional HV traffic, noting the advice from Council that the road surface is currently in poor condition and is likely to further deteriorate as a result of the increase in traffic from the modified development. The Department notes the Applicant's commitment to undertake annual dilapidation surveys of the road pavement and to pay the cost of any repairs. To ensure this is carried out, the Department has recommended conditions requiring this be undertaken prior to the commencement of operations under the modification and every year after, unless the Planning Secretary directs otherwise, and for a copy of the dilapidation report to be provided to the Planning Secretary and Council. Conditions are also recommended requiring the Applicant to repair or pay the full costs associated with repairing the road pavement that is damaged by carrying out the development as identified in the dilapidation reports to the satisfaction of the roads authority.

With respect to the intersection upgrade required for AB-triples to access the site, existing condition 49b of the consent, as modified, restricts AB-triples from accessing the site via the Byrnes Road / Trahairs Road intersection until such time the Applicant has demonstrated to the satisfaction of Council that the intersection can cater for the turning path of an AB-triple vehicle. To address the concerns of Council regarding the upgrade works extending into private property, the Department has also recommended additional conditions in this regard. Recommended conditions require the Applicant to determine the extent of land required to upgrade the intersection via a registered boundary survey, provide evidence that this land has been secured to the satisfaction of the roads authority, submit design plans to the roads authority for the works, and obtain approval for and construct the intersection upgrade works, prior to any AB-triples accessing the site.

Based on preliminary intersection design drawings and information provided by Council, the Department notes that the extent of work is unlikely to require the need for any vegetation clearing and therefore biodiversity impacts are unlikely.

Council supports the inclusion of the above conditions in the modified consent and the Applicant has accepted these conditions.

The Department considers it is not necessary to condition the maximum HV movements, as the modified consent will require the Applicant to carry out the development in accordance with the modification application, which predicted and assessed a maximum of 142 HV movements daily. The Applicant must therefore ensure the development does not exceed this traffic volume.

The Department's assessment concludes the risk of adverse impacts on the safety and efficiency of the local road network is minimal subject to the implementation of the Applicant's proposed management measures and the Department's recommended conditions. Road infrastructure will be

monitored by the Applicant on an ongoing basis and repaired and upgraded as required to ensure it remains suitable for traffic generated by the development and for use by other road users without any cost to Council.

5.2 Other issues

The Department’s consideration of other issues for this modification is summarised in **Table 4** below.

Table 4 | Assessment of issues

Findings and Conclusions	Recommended Conditions
Odour	
<ul style="list-style-type: none"> • Odour emissions may increase due to the higher volume of oilseed handled and processed at the development. Key odour sources include the three on-site emission stacks from the seed preparation plant (SPP), seed extraction plant (SEP) and refinery. Air pollutant emissions are not expected to change as a result of the modification. • If odour emissions increase, there is a potential for increased odour impacts at sensitive receptors. The closest residential receiver, identified as R3 in the Applicant’s Air Quality Impact Assessment (AQIA), is located approximately one kilometre to the west on Trahairs Road (R3). The closest industrial receiver is identified as R12 and is located approximately 600 metres to the south-east. • Odour modelling carried out as part of the Applicant’s AQIA predicted compliance with the four odour unit (4OU) odour criterion at all sensitive receptors. R3 was predicted to experience the highest average ground level concentration across all residential sensitive receivers, being 3OU. All other residential receptors are predicted to experience a predicted odour level of no greater than 1.7OU. • Notwithstanding compliance, the Applicant has committed to carry out odour monitoring upon receipt of a complaint to identify and quantify the issue and determine options to minimise impacts. The Applicant also notes that odours are monitored and managed under an approved Odour Management Plan and a range of industry best practice mitigation and management measures are employed to minimise odour emissions. The Applicant also confirmed no odour complaints have been received in the last three years. • EPA raised no concerns or queries regarding the Applicant’s assessment of odour impacts. No additional conditions were recommended. • The Department is satisfied the Applicant’s assessment of potential odour impacts is robust and has demonstrated the increase in oilseed 	<p>No additional conditions required.</p>

Findings and Conclusions

Recommended Conditions

processing capacity will not result in adverse off-site odour impacts. Emissions from the SPP and SEP are treated prior to discharge using appropriate air pollution control equipment, including scrubbers and caustic soda (binds to odorous hydrogen sulfide and converts to non-odorous sodium sulfate). Continuous emissions monitoring allows proactive and reactive management to control hydrogen sulfide emissions.

- Existing conditions require the Applicant to not cause or permit the emission of offensive odours from the site and to prepare and implement an approved Odour Management Plan. When directed by the EPA, the Applicant must also commission a comprehensive odour audit to quantify the odour abatement efficiency of the odour controls and the odour emission rate of the discharge to air. If required, the Applicant must remediate the issue to the satisfaction of the EPA.
- The Department's assessment concludes the existing conditions and Applicant's mitigation measures are adequate to manage odour emissions from the development to ensure any residual odour impacts are appropriately managed and mitigated.

Noise

- Noise emissions from on-site plant and equipment may increase as a result of the proposed increase in processing capacity as there will be more on-site handling of oilseed and movement and use of plant and equipment, such as trucks, front end loaders, conveyors, oilseed crushing plant, the SEP cooling tower and refinery processes. Additional HV movements may also generate additional off-site road noise impacts, particularly during the busy harvest period.
- To assess on-site and off-site noise impacts, the Applicant carried out a Noise Impact Assessment in accordance with the Noise Policy for Industry (EPA, 2017) and the NSW Road Noise Policy. Noise emissions were calculated based on measured sound power levels of the existing plant and equipment at the development and the additional HV movements during both calm and adverse weather conditions.
- Compliance with the existing noise limit of 35 dBA in the consent and EPL was predicted at all residential receivers. Similarly, compliance with the relevant road noise criteria of 55 dBA on local roads and 60 dBA on an arterial/sub-arterial road was achieved at all residential receivers surrounding the development.
- Despite the predicted compliance with the criteria, the Applicant committed to undertaking noise monitoring upon receipt of a noise

No additional conditions required.

Findings and Conclusions**Recommended Conditions**

complaint to identify and quantify the issue and determine options to minimise impacts.

- EPA did not raise any concerns or queries regarding the Applicant's noise assessment and did not recommend any additional conditions.
- The Department is satisfied the Applicant's assessment of noise impacts is robust and adequately assesses the potential noise impacts that may be generated by the increase in processing capacity and additional HV movements at all affected sensitive receivers (residential and industrial receivers). As compliance is predicted at all receivers, no additional mitigation or management is required.
- Existing conditions require the Applicant to comply with a noise limit of 35 dBA at any residence or other noise sensitive receiver during the day, evening and night-time period. The Applicant's assessment has demonstrated this can be met even with the increase in oilseed processing at the development.
- Conditions also require the Applicant to ensure trucks associated with the development are operated at low speed or power and are turned off when not in use, and to implement an approved Noise Monitoring Plan. The Plan includes a noise monitoring protocol to evaluate compliance with the noise limits and identify management measures to address any exceedance.
- The Department is satisfied the modification is unlikely to have any additional off-site noise impacts and noise can continue to be managed under the existing conditions of consent. The Applicant's commitment to undertake additional noise monitoring is noted and has been incorporated into the updated Management and Mitigations table appended to the consent, as modified. This will ensure any residual noise impacts are appropriately managed.
- The Department's assessment concludes noise impacts from the modification are unlikely to exceed the existing noise limits in the consent and EPL and no additional conditions are required to manage noise from the development.

Updated Mitigation Measures

- The Applicant has committed to several additional management and mitigation measures to be implemented to address any residual impacts as a result of the modification. These measures have been collated into an Updated Management and Mitigation Measures table.

Require the Applicant to:

- carry out the development in accordance with the modification application and supporting documentation

Findings and Conclusions

Recommended Conditions

- To manage traffic impacts, the Applicant has committed to updated the approved OTMP to implement processes for ensuring adequate capacity is available on site for queuing of vehicles and parking can be provided for the largest vehicles accessing the site.
 - Additionally, the Applicant has committed to undertake annual dilapidation surveys of Trahairs Road and the Byrnes Road / Trahairs Road Intersection to identify any damage or repairs required to the road surface of this road infrastructure. Should any damage be found during surveys, the Applicant has committed to repairing and paying the cost of those repairs.
 - To address any residual odour or noise impacts, the Applicant has committed to undertaking odour and noise monitoring, respectively, upon receipt of an odour or a noise complaint to identify and quantify the issue and determine options to minimise impacts.
 - The Department's assessment concludes the Applicant's proposed mitigation measures as outlined in the Updated Mitigation Table and the recommended modified conditions of consent are appropriate to mitigate potential environmental and amenity impacts during construction and operation of the modified development.
- carry out the development in accordance with the mitigation measures outlined in the updated Management and Mitigation Measures table.

6 Evaluation

The Department's assessment has considered the relevant matters and objects of the EP&A Act and considers the proposed modification is appropriate on the basis that the proposed modification will:

- enable the Applicant to operate at full capacity and utilise the full capacity of the approved on-site grain storage bunkers and silos
- allow an increase in processing capacity without causing any additional adverse off-site environmental or amenity impacts
- allow for more oilseed to be delivered directly from suppliers throughout the Riverina Region and stored on site and processed without need for intermediate storage or double handling
- enable more vegetable oil to be produced and sold for food manufacturing purposes for both the domestic and international, and more protein meal to be sold to local stock feed manufacturers
- ensure the facility can meet the current market demand for vegetable oil and improve operational efficiencies of the facility with increased production output without the need for further infrastructure or modified emission limits
- address the risk of non-compliance with the existing processing limit of 200,000 tpa
- allow for an increase in processing capacity and product volumes without increasing the development footprint and no additional works that may result in off-site amenity impacts.

The Department's assessment has concluded that the modification is unlikely to result in any residual impacts and as such, the Department is satisfied the modification should be approved subject to the recommended modified conditions.

7 Recommendation

It is recommended that the A/Director – Industry Assessments, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report
- **determines** that the application MP07_0146-Mod-8 falls within the scope of section 4.55(2) of the EP&A Act
- **forms the opinion** under section 7.17(2)(c) of the BC Act that a BDAR is not required to be submitted with this application as the application will not increase the impact on biodiversity values on the site
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to approve the modification
- **modifies the consent** for the ROBE Integrated Oilseed Processing Plant (07_0146, as modified), subject to the conditions in the attached instrument of modification.
- signs the attached instrument of modification (**Appendix C**).

Recommended by:



22 December 2025

Sally Munk
Principal Planner
Industry Assessments

8 Determination

The recommendation is **adopted** by:



24 December 2025

Joanna Bakopanos
Acting Director
Industry Assessments

Glossary

Abbreviation	Definition
Additional Information	Correspondence from Habitat Planning titled 'Response to Request for Further Information – MP07_0146-Mod-8 177 Trahairs Road, Bomen NSW 2650' dated 21 November 2025
Council	Wagga Wagga City Council
Department	Department of Planning, Housing and Infrastructure
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
EPL	Environment Protection Licence
Minister	Minister for Planning and Public Spaces
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
Planning Secretary	Secretary of the Department of Planning and Environment
SAP	Special Activation Precinct
SEPP	State Environmental Planning Policy
SSD	State Significant Development
TfNSW	Transport for NSW

Appendices

Appendix A – List of Referenced Documents

The Department has relied upon the following key documents during its assessment of the proposed development:

Modification Application

- ‘Riverina Oils – Modification of Consent No.8 to MP07_0146 – Processing Limits’ prepared by Habitat Planning dated 1 August 2025 - <https://www.planningportal.nsw.gov.au/major-projects/projects/robe-mod-8-increase-annual-processing-limits>

Submissions and Advice

<https://www.planningportal.nsw.gov.au/major-projects/projects/robe-mod-8-increase-annual-processing-limits>

Request for Information Responses

- Correspondence titled ‘Response to Request for Further Information – MP07_0146-Mod-8 177 Trahairs Road, Bomen NSW 2650’ prepared by Habitat Planning dated 21 November 2025

Department’s Assessment Report for MP07_0146

- <https://www.planningportal.nsw.gov.au/major-projects/projects/integrated-oilseed-processing-plant>

Appendix B – Government Authority Advice

Council's submission and all government authority advice can be found here –

<https://www.planningportal.nsw.gov.au/major-projects/projects/robe-mod-8-increase-annual-processing-limits>

Appendix C – Recommended Instrument of Modification