Appendix A Government Agencies

Submission Number	Author Name/Organisation	Summary of Issue	Section Addressed
1	NSW Department of Environment, Water & Climate Change	**Air Quality Particulates** DECCW has identified some issues with the air quality impact assessment, however, given the low impacts predicted in the assessment, resolution of these issues is unlikely to significantly increase concentration predictions, but should be clarified by the Proponent nonetheless. These issues relate to: • Discharges to air associated with Landfill Gas Engines (LGEs) • Modelling of TSP and PM10 emissions, including: - Inclusion of dozer emissions in the inventory - Overestimation of particulate impacts	Section 3.2
		Air Quality Odour DECCW"s review of the odour impact assessment in the AQIA has identified several factors that could potentially results in under-prediction of odour impacts from the Woodlawn Bioreactor facility as follows: • Waste experiencing leachate recirculation • Specific Odour Emission Rates (SOER) • Modelling of volume sources • The odour emissions inventory for modelling of area sources is not clear Although the Air Quality Impact Assessment was conducted within DECCW's approved methods and did not predict any exceedances, it is noted that there have been a number of complaints from the public.	Section 3.3
		Noise and Vibration DECCW notes that the geographical separation of the project areas, and location of non-Proponent owned residences suggests little likelihood of cumulative impacts from the Woodlawn Bioreactor and Crisps Creek Intermodal Facility. On this basis, noise from premises based activities (i.e. noise from activities within the defined project areas) would not appear to preclude approval of the project. Specific comments relate to: • Cumulative Noise from the Woodlawn Eco-Precinct • Road Traffic Noise • Rail Noise.	Section 3.4
		Resource Recovery DECCW notes that clause 123(a) of the SEPP (Infrastructure) 2007 now requires assessment of whether there is a suitable level of recovery of waste so that the amount of waste is minimised before it is placed in the landfill. While this aspect has been discussed in the EA, there is a lack of detail in relation to how this will be undertaken in the future. DECCW recommends the following: • Provide details of resource recovery associated with the proposal • Provide an analysis of the economic impact of the proposal	Section 3.5

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		Environmental Assessment Process and Consultation DECCW notes that there is a lack of detail as to whether the Proposal is going to replace all previous planning approvals or will work in conjunction with the original development consent (DA No. 31-02-99). The original development consent has conditions pertaining to environmental and other aspects of the original concept for Woodlawn and DECCW wishes to ensure that these consent conditions would continue if the Proposal is approved.	Section 3.9
2	Sydney Catchment Authority (SCA)	**Water Quality** The SCA is concerned with ensuring that the proposed expansion does not adversely impact the quality of surface water and groundwater beyond the boundary of the site so as to affect part of Sydney's drinking water supply. This issues raised are as follows: • Leachate generated when the landfill reaches a point above the more permeable rock near the top of the void may contaminate groundwater, surface water or soils outside the void. • There appear to be discrepancies about the height and finished profile of the bioreactor. • The EA has assumed the doubling of transported waste volumes will not impact on water quality issues above that identified in the original application.	Section 3.6
3	NSW Department of Education and Training (DET)	**Traffic and Transport Infrastructure** DET is concerned about disruptions to classroom activities at Tarago Public School from increased rail noise during school hours.	Section 3.7
4	Palerang Council	**Traffic and Transport Infrastructure** Palerang Council notes that it is expected that the greatest impacts of the proposed development on Palerang will result from heavy vehicles movements, across Palerang, associated with the transport of waste to the Bioreactor. The expected impacts of haulage includes: • More trucks on roads in Palerang • Pavement damage • Increased road safety concerns Council also mentions alterative waste haulage routes to reduce the traffic movements through Palerang.	Section 3.7
5	NSW Office of Water (NOW)	**Water Quality** NOW has raised the following issues: • Additional groundwater management detail regarding groundwater extractions methods as well as the impact of dewatering on groundwater levels over time. • Confirmation of annual groundwater interception / extraction volumes, which must be licensed under the Water Act 1912 and addressed separately to a Part 3A approval.	Section 3.6