



Our reference: P-437150-H7T7
Contact: Kathryn Saunders
Telephone: (02) 4732 8567

1 February 2023

Department of Planning and Environment
Attn: Bianca Thornton

Email: bianca.thornton@planning.nsw.gov.au

Dear Bianca Thornton,

Modification Application - Orchard Hills Waste Facility - Integrated Water and Leachate Plant Modifications - (MP09_0074-Mod-2)

Thank you for providing Penrith City Council with the opportunity to comment on the abovementioned modification application. Council has reviewed the application and attachments and provides the below advice.

It is recommended that the application be referred to the Environmental Protection Authority (EPA), Western Sydney Airport Co. (WSA Co), Sydney Water, Transport for NSW (TfNSW) and the TfNSW Metro corridor team.

1. Planning Considerations

(a) The proposal

Council understands that the modification application includes the following:

The proposed amendments and upgrades and additions to the landfill leachate treatment system including:

- (i) Amended soil processing activities,
- (ii) additional new raw leachate dam,
- (iii) new contact waters dam,
- (iv) a Leachate Treatment Plan (LTP),
- (v) new Recycling Water Treatment Plant (RWTP) infrastructure, and
- (vi) a future connection to sewer and potable water.

The Modification Report also includes that a trial will conclude if the Facility's processes are suitable to accept and treat materials classified as General Solid Waste (GSW). Council has not reviewed this aspect and raises that owing to the site's strategic location in proximity to Aerotropolis and the Metro corridor, that site suitability must be demonstrated should this aspect come under review in the future.

No additional tonnage or extension to the operational life of 25 years is proposed, and no change is proposed to the maximum final landform of 57m

(AHD). It is identified that six (6) additional truck movement per day are anticipated, taking the total to 256 from 250 approved.

An increase in staff is proposed from 10-15 full-time to 20 full-time, and from 10 casual staff to 60 casual staff. Operational hours are unchanged and are M-F 7am-6pm and Sat 8am to 2pm (construction hours are within operational hours).

The application identifies that the construction time frame is estimated to be 6 months with the creation of 20 full-time and 60 part-time jobs.

Images of the site and site layout are below.



Figure 1: Nearmap image of Site – Jan 2023

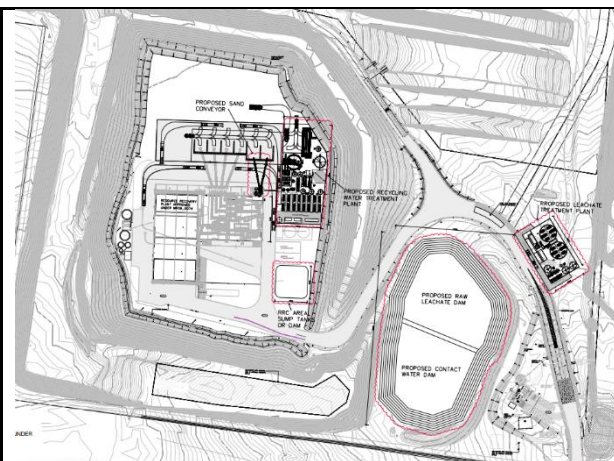


Figure 2: Applicant's Site Plan.

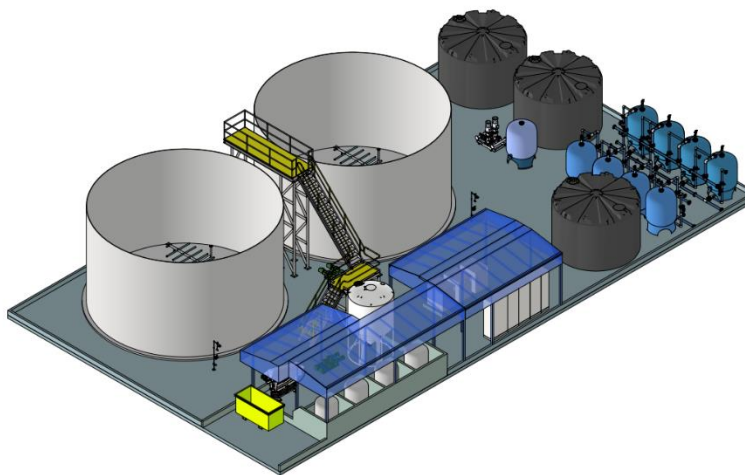


Figure 3: Image of proposed new infrastructure and tanks – closest the eastern boundary.

(b) Planning pathway

It is recommended that the Department of Environment and Planning (DPE) review and ensure that the planning pathway for this application is suitable, and that the application can be considered under 4.55 of the EP&A Act 1979.

(c) Visual impacts

The plans and Modification Report do not detail the maximum heights of structures. It is recommended that DPE request the submission of a Visual Impact Assessment which demonstrates that the site will not have detrimental or detracting visual impacts in the location, as view from the future Metro corridor and from surrounding vantage points.

Elevation plans are to be provided for the Department's assessment and the materials and colours of all new tanks and infrastructure are to be nominated.

A reflectivity report may be necessary in relation to visual impacts and Airport safeguarding.

(d) Traffic and parking

The Modification report includes (p.20) that although there will be no significant increase in heavy vehicles accessing the site, there will be a notable increase in staff from 20 full time, and 10 casual: to 20 full time and up to 60 casual.

DPE is to ensure that adequate staff amenities, toilets, handwash, breakrooms and the like are provided staff and visitors, including truck drivers.

DPE is also to ensure that sufficient car parking is provided to enable practical shift change-over, and maximum peaks in the number of casual staff attending at any one time. Canopy tree planting is to be provided to any additional or renewed car parking hardstands.

The cumulative impacts of traffic and parking is to be addressed, having regard to the construction impacts and simultaneous ongoing operational needs at the site, the impact of traffic associated with nearby developments including the Aerotropolis, Mamre Road Precinct, approved Metro to the east, and the proposed industrial precinct to the south-east with new intersections proposed on Luddenham Road.

(e) Landscaping and Views

All new and existing structures are to be sufficiently screened by new and refreshed landscaping around the site.

A review of that which has been approved and its vitality, suitability and sustainability is to be undertaken to inform the extent of any new landscape planting or replanting required.

It is recommended that the Department require submission of a set of landscape plans with sections, and which addresses failed existing landscaping, the need for irrigation, a maintenance schedule and new planting (inclusive of ground covers, shrubs and canopy trees) which will soften the development, reduce heat island impacts and ameliorate the visual impacts of the development.

The suitability of the proposed location of the tanks and associated plant machinery close to the eastern side boundary is to be assessed, noting that



visual impacts may result. Passengers on the Metro line should not have a clear view of the treatment plant.
The applicant is to be requested to provide a View Impact Assessment (VIA).

It is noted that the Metro line is proposed nearby. Views to the site from the Metro line are to be assessed and any impact suitably addressed.

The application is to be referred to the TfNSW Metro team for their review noting the site's close proximity to the Orchard Hills Metro site and Metro corridor.

(f) Amenities

DPE is to review whether upgraded staff facilities such as end of trip facilities, amenities, landscaping, car parking, or wayfinding upgrades are necessary.

(g) Airport and Metro

The application is to address all relevant provisions of State Environmental Planning Policy (Precincts – Western Parkland City) 2021 including provisions related to Airport safeguarding and lighting and wildlife.

It is recommended that the modification application be referred to Western Sydney Airport Co. (WSA Co) and TfNSW Metro team noting the proximity of the site to the Western Sydney International Airport, the Metro corridor and Orchard Hills site.

The application is to address the Airport Safeguarding Guidelines.

2. Public and Environmental Health Considerations

The facility operates under an Environment Protection Licence and as such the site is regulated by the NSW EPA. The Modification application is to be referred to the EPA for their full technical review.

Notwithstanding, the above Council's Environmental Management team provide the following comments for consideration by the Department in their assessment.

(a) Air Quality

The AQIA prepared by RWDI included dispersion modelling for particulate matter (PM10 and PM2.5) and odour. The modelling indicates that dust and odour impacts associated with construction and operation of the proposed facility will comply with established criteria at all sensitive receivers. In addition, dust mitigation and management techniques will be implemented to further reduce impacts.

(b) Acoustics

The NVIA prepared by RWDI includes modelling of noise impacts from a number of different operating scenarios. These scenarios include cumulative and worst-case operation aspects, including adverse meteorological conditions.



Depending on which scenario is being modelled, the predicted noise impacts as surrounding sensitive receivers will increase from somewhere between 0.2 and 0.6 dB(A) compared with the limits set in the environment protection licence issued by the NSW Environment Protection Authority.

This is a very small increase and will be imperceptible to the human ear at the sensitive receivers. Council is satisfied with the assessment.

(c) Wastewater

The site currently utilises a pump-out wastewater system that was sized based on the originally approved facility.

The proposed modification will result in additional staff and contractors accessing the site and using toilet and kitchen facilities, thereby increasing the volume of wastewater generated at the site. The Modification Report identified a not insignificant increase in full-time and casual staff.

It is recommended that the Department require that the applicant demonstrate through the submission of a report prepared by a suitably qualified consultant, how the additional wastewater load from staff facilities will be handled. This may be through the provision of a new, larger pump-out system, or more frequent pump-outs of the existing system.

The application is to be referred to Sydney Water for their review and advice.

Should you require any further information regarding the comments, please contact me on (02) 4732 8567.

Regards,

Kathryn Saunders
Principal Planner