Scoping Report and SEARs Application Mossvale Resource Recovery Fcaility – Ecotceh Enviro Pty Ltd

Ecotech Enviro Pty Ltd
409 King Georges Road, Beverly Hills NSW 2209
E: info@ecotechenviro.com.au
W: www.ecotechenviro.com.au

This report has been prepared by the following staff of Ecotech Enviro Pty Ltd, 409 King Georges Road, Beverly Hills NSW 2209.

Author 1: Jafar Tanana, Director and Environmental Planner/Consultant, B.Sc. (Env.Sc.), ISO 14001:2015 Environmental Management Systems Lead Auditor (Exemplar Global Certified).

We declare that:
The report contains all available information that is relevant to the assessment of the Site and proposed development, activity or infrastructure to which the report relates, and the information contained in the report is neither false nor misleading.

Report version	Authors	Date	Reviewer	Approved for issue	Date
Draft	J.Tanana	20/04/2026	J.Tanana, A.Soukie	J.Tanana	29/04/2026
Final	J.Tanana	02/05/2026	J.Tanana, A.Soukie	J.Tanana	06/05/2026
Final V2	J.Tanana	30/05/2026	J.Tanana, A.Soukie	J.Tanana	05/06/2026

Executive Summary

This scoping report has been prepared for the proposed development of a resource recovery facility at 2 Bowman Road, Moss Vale. The Site currently comprises Lot 1 DP103123 and Lot 2 DP1070888.

Development consent has been granted under DA 24/0302 for the industrial subdivision of the site and construction of three industrial buildings and associated office space and hardstand areas. The subdivision is currently progressing through the Subdivision Certificate and Construction Certificate stages. The proposed development relates to the fit-out and operation of Warehouse 1 within Created Lot 1 of the approved subdivision as a resource recovery facility.

Lot 1, DP103123 is approximately 0.8ha and consists entirely of E3 (Environmental Management) land zoning. No development is proposed on this portion of land.

Lot 2, DP1070888 is approximately 14.2ha and divided into three areas separated by a gas pipeline easement. Lot 2 DP1070888 consists of the following land zones:

- E4 (General Industrial); and
- RU2 (Rural Landscape).

The approved subdivision will create several industrial lots within the E4 General Industrial zone, including Created Lot 1, which will contain Warehouse 1 and associated infrastructure.

On the land zoned E4 (General Industrial), Ecotech Enviro Pty Ltd proposes to construct a best practice resource recovery facility within Warehouse 1 on Created Lot 1, for receiving up to 200,000 tonnes per year of non-putrescible waste materials from municipal (e.g. household clean-up waste), Commercial and Industrial (C&I), and Construction and Demolition (C&D) sources, as well as waste tyres from tyre retailers across the Southern Highlands and Sydney region.

The proposed development will utilise the approved industrial warehouse and will include a fully enclosed and integrated resource recovery facility comprising:

- A Community Recycling Centre for household cleanup waste;
- A tipping and sorting area for a range of household, business and building waste, as well as soils and virgin excavated natural materials; and
- An advanced sorting and processing facility to sort, recover and process mixed building materials to maximise recycling rates.
- A tyre processing area for the receival, sorting and size reduction of waste tyres, including shredding and separation processes to produce tyre-derived material suitable for reuse off site.

Waste tyres processed on-site will be reduced in size and separated into material streams (e.g. rubber, steel and fibre) for transport to appropriately licensed off-site facilities for recycling or further processing. No tyre-derived fuel or other fuel products will be produced on-site.

Residual waste streams, including high-calorific fractions, may be transported to appropriately licensed off-site facilities for further processing and recovery, including facilities that produce alternative fuels such as Solid Recovered Fuel (SRF) or Refuse Derived Fuel (RDF). No SRF or RDF will be produced on-site.

Minor ancillary infrastructure will be installed to support the operation of the facility within Warehouse 1 on Created Lot 1. This will include diesel fuel storage for plant and equipment, additional truck parking within approved hardstand areas, and the installation or utilisation of a weighbridge for vehicle movements and material tracking. These elements will be designed and implemented in accordance with the approved development framework and relevant regulatory requirements.

The approved development for Created Lot 1 includes parking, hardstand areas and heavy vehicle access suitable for up to 26m B-double trucks, which will support the operation of the facility.

The proposed development will be located immediately adjacent to SUEZ's Moss Vale Service Centre and Wingecarribee Shire Council's Moss Vale Resource Recovery Centre and will support the resource recovery needs of the Southern Highlands Region, which has limited facilities for recycling of building and commercial waste materials.

Under the *Wingecarribee Local Environmental Plan* 2010, the development is permissible within the E4 General Industrial zone as "Any other development not specified in item 2 or 4". In addition, the development is permissible under Clause 2.153 of the *State Environmental Planning Policy (Transport and Infrastructure)* 2021, which allows development for the purpose of "waste or resource management facilities" to be carried out with consent on land within a prescribed zone, which includes the E4 General Industrial zone.

The proposed development will receive 200,000 tonnes of waste for recycling on an annual basis therefore triggering the requirement for State Significant Development under Clause 23(3) of Schedule 1 of the *State Environmental Planning Policy (Planning Systems)* 2021.

The consent authority for the development will be the Independent Planning Commission under delegation from the NSW Minister of Planning.

The facility will also be considered an integrated development and will require an Environment Protection Licence (EPL) from the NSW EPA under Schedule 1 of the *Protection of the Environment Operations Act* 1997. The following scheduled activities are anticipated:

- Resource recovery;
- Waste processing; and
- Waste storage.

As the proposed project is considered State Significant Development, an Environmental Impact Statement (EIS) will be required to accompany the development application.

This scoping report has been prepared to obtain the Secretary's Environmental Assessment Requirements (SEARs) from the NSW Department of Planning, Housing and Infrastructure under Section 5.16 of the *Environmental Planning and Assessment Act* 1979.

This scoping report provides a detailed overview of the proposed development, identifies the key environmental and social issues that may impact surrounding land uses, and assists the Department in specifying the requirements for the Environmental Impact Statement.

This scoping report has identified that priority consideration will be required for traffic and access, hazards and fire risk, noise, air quality, waste and social impacts. These impacts are expected to be appropriately managed through best practice design, operational controls and adherence to relevant guidelines.

Ecotech Enviro Pty Ltd is the applicant for the proposed development and will be responsible for the delivery of the project. The facility may be operated by Ecotech Enviro Pty Ltd or an appropriately qualified operator with experience in resource recovery operations.

Ecotech Enviro Pty Ltd is committed to complying with all relevant legislation and regulatory requirements. The proponent seeks the Secretary's Environmental Assessment Requirements (SEARs) to inform the preparation of the Environmental Impact Statement.

The proposed development will provide a broader range of resource recovery options and make progress towards the NSW Government's resource recovery targets. It will also deliver on key priorities of the NSW Government to develop new recycling infrastructure to boost the recovery of municipal, commercial and industrial waste in the

region. The project will create up to 50 new permanent jobs, and will involve a construction cost of $10M. The project will therefore make an important contribution to the Southern Highlands and regional economy.

CONTENTS

Executive Summary 3
1. Introduction 8
1.1. Applicant Details 9
1.2. Purpose of the Report 13
1.3. Objectives of the Proposed Development 13
2. Strategic Context 14
2.1. Land Use 14
2.2. Moss Vale Enterprise Corridor 15
2.3. Southern highlands Innovation Park (SHIP) 16
2.4. *NSW Waste and Sustainable Materials Strategy* 2041 17
2.5. NSW Waste and Sustainable Materials Strategy: A Guide to Future Infrastructure Needs 18
2.6. National Waste Policy Action Plan - NSW Government Implementation Plan 18
2.7. Sustainability and Environmental 19
2.8. Economic Benefit 19
2.9. Social 19
3. Project Description 20
3.1. Overview of the Proposed Development 20
3.2. Description – Community recycling Centre 21
3.2.1. Process overview 21
3.3. Description – Bulk waste receival area 22
3.3.1. Process overview 22
3.4. Description – Primary sorting area 23
3.4.1. Process overview 23
3.4.2. Load-out area 23
3.5. Description – Processing facility 24
3.5.1. Process overview 24
3.5.2. Load-out area 25
3.6. Description – Tyre recycling facility 26
3.6.1. Process overview 26
3.6.2. Tyre drop-off and recovered product load-out area 26
3.7. Description – Maintenance workshop 27
3.7.1. Process overview 27
3.8. Description – Truck refueling facility 27
3.9. Operating Hours 32
3.10. Traffic 32
3.11. Types and quantities of waste materials to be received and recovered 33

3.12. Maximum types and quantities of waste materials to be stored on site at any one time 33
3.13. Waste materials not accepted 33
4. Statutory context 37
5. Community Engagement and Agency Consultation 40
5.1. Stakeholder Consultation Strategy 40
5.2. Adjoining and Sensitive Receptors 41
6. Proposed assessment of impacts 43
6.1. Matters requiring further assessment 43
6.1.1. Access and Traffic 43
6.1.2. Air Quality - Particulate Matter 43
6.1.3. Amenity - Noise 44
6.1.4. Amenity – Odour 44
6.1.5. Economic 45
6.1.6. Hazards and risks – Hazardous and Offensive Development 45
6.1.7. Hazards and risks – Dangerous Goods 45
6.1.8. Hazards and risks – Fire 45
6.1.9. Hazards and risks – Waste 45
6.1.10. Social Impacts 46
6.2. Matters Requiring No Further Assessment 46
6.2.1. Amenity – Visual 46
6.2.2. Built Environment 47
6.2.3. Contaminated Land 47
6.2.4. Hydrology and Water Quality 47
6.2.5. Biodiversity 47
6.2.6. Heritage 48
6.2.7. Groundwater 48
6.3. Priority Assessment for the EIS 48
Appendix A – Scoping Summary Table 49
Appendix B – Site Plans 52
Appendix C – SIA Scoping Worksheet 53
Appendix D – Flood Study (DA 24/0302) 54
Appendix E – Development Assessment Report – Sewer and Water Modelling (DA 24/0302) 55
Appendix F – Soil and Water Management Plan (DA 24/0302) 56
Appendix G – Preliminary Site Investigation (PSI) (DA 24/0302) 57
Appendix H – Biodiversity Development Assessment Report (BDAR) (DA 24/0302) 58
Appendix I – Aboriginal Cultural Heritage Assessment (ACHA) (DA 24/0302) 59

1. Introduction

This scoping report has been prepared for the proposed development of a resource recovery facility at 2 Bowman Road, Moss Vale (the Site). The Site is currently a split zoned site comprising of two lots being Lot 1, DP103123 and Lot 2, DP1070888 (refer to Figure 1.1, Figure 1.2 and Figure 1.3).

Development consent has been granted under DA 24/0302 for the industrial subdivision of the site and construction of three industrial buildings and associated office space and hardstand areas. The subdivision is currently progressing through the Subdivision Certificate and Construction Certificate stages. The current proposal does not seek approval for the subdivision of the land or construction of the warehouse buildings. Rather, the proposal relates to the fit-out and operation of Warehouse 1 within Proposed (Created) Lot 1 of the approved subdivision as a resource recovery facility. The proposal will rely on the completion of the approved subdivision and warehouse development under DA 24/0302.

The proposed development will include a Community Recycling Centre for household cleanup waste materials such as paint, gas bottles, fire extinguishers, motor oils, other oils, car batteries, household batteries, smoke detectors and fluorescent globes and tubes for recycling. Staff will supervise householders to safely unload items from vehicles and trailers for placement in designated bays. All materials will be unloaded by hand into the correct recycling storage bays within the warehouse, to maximise ease of use, efficiency and correct sorting of waste materials for recycling. These materials will then be transported for off-site recycling. Non-compliant waste materials such as asbestos and putrescible waste will be placed into designated skip bins and disposed of lawfully off-site.

The resource recovery facility will provide a tipping and sorting area for a range of mixed construction and demolition waste, waste from businesses, virgin excavated natural materials and soils that meet the CT1 thresholds for general solid waste in Table 1 of the NSW EPA's Waste Classification Guidelines.

The development will include an advanced sorting and processing facility, including a combination of manual and automated sorting for mixed building materials to maximise recovery rates. Further processing for concrete and wood/timber will also be provided, to enable the recovery and reuse of materials for building and landscaping applications.

The development will also include a tyre processing area for the receival, sorting and size reduction of waste tyres, including shredding and separation processes to produce tyre-derived material suitable for reuse off-site. Waste tyres processed on-site will be reduced in size and separated into material streams (e.g. rubber, steel and fibre) for transport to appropriately licensed off-site facilities. No tyre-derived fuel or other fuel products will be produced on-site.

Separate waste storage bays will be provided to store sorted waste prior to being loaded onto trucks for off-site recycling or further processing. All load out areas will be fully covered. Separated waste will be removed from the site via a combination of 26m B-double trucks and 19m semi-trailers.

The operation will utilise the approved infrastructure and services for the site, including stormwater management systems, water supply and energy infrastructure. Rainwater harvesting and on-site detention systems will be incorporated as part of the approved development framework.

A maintenance workshop will be established within Warehouse 1. The workshop will provide vehicle and equipment maintenance services to support processing equipment and the truck fleet. The workshop will store a limited quantity of fuels, oils and cleaning chemicals required for operations. All maintenance activities will be undertaken indoors, with appropriate environmental controls including the use of an oil-water separator for washdown activities.

Minor ancillary infrastructure may be installed to support the operation of the facility within Warehouse 1 on Created Lot 1. This may include diesel fuel storage for plant and equipment, additional truck parking within approved

hardstand areas, and the installation or utilisation of a weighbridge for vehicle movements and material tracking. These elements will be implemented in accordance with the approved development framework and relevant regulatory requirements.

An operational overview of the various function areas of the site is provided in this report.

The approved development includes parking, hardstand areas and heavy vehicle access within the E4 General Industrial zoned land, capable of accommodating up to 26m B-double vehicles.

Under the *Wingecarribee Local Environmental Plan* 2010, the development is permissible within the E4 General Industrial zone as "Any other development not specified in item 2 or 4". In addition, the development is permissible under Clause 2.153 of the *State Environmental Planning Policy (Transport and Infrastructure)* 2021, which allows development for the purpose of waste or resource management facilities to be carried out with consent on land within a prescribed zone, including the E4 General Industrial zone.

The proposed development will trigger the requirement for State Significant Development under the *State Environmental Planning Policy (Planning Systems)* 2021, as it involves a resource recovery facility receiving more than 100,000 tonnes of waste per annum.

The facility will also be considered an integrated development and will require an Environment Protection Licence (EPL) from the NSW EPA under Schedule 1 of the Protection of the Environment Operations Act 1997. The following scheduled activities are anticipated:

- Resource recovery (Clause 34);
- Waste processing (Clause 41); and
- Waste storage (Clause 42).

The proponent, seeks the Secretary's Environmental Assessment Requirements (SEARs) with respect to the proposed Environmental Impact Statement.

1.1. Background

The Site is located at 2 Bowman Road, Moss Vale and currently comprises Lot 1 DP103123 and Lot 2 DP1070888 (Figure 1.1). The Site forms part of the Moss Vale Enterprise Corridor (MVEC), a strategically significant industrial and employment precinct identified by Wingecarribee Shire Council for industrial, warehousing, logistics and employment generating land uses.

Historically, the Site has remained largely undeveloped and has been identified as suitable for future industrial development due to its proximity to the regional road network, existing industrial land uses and strategic location within the Southern Highlands. The Site contains land zoned E4 General Industrial, RU2 Rural Landscape and C3 Environmental Management under the *Wingecarribee Local Environmental Plan* 2010.

Development consent was granted on 9 April 2025 under DA 24/0302 for the industrial subdivision of the Site and construction of three industrial warehouses, associated office space, hardstand areas, parking, internal roads, stormwater infrastructure, landscaping and servicing works (Figure 1.3).

The approved subdivision will create several industrial lots within the E4 General Industrial zoned portion of the Site. Warehouse 1, which is the subject of this proposal, will be located within Proposed (Created) Lot 1 together with associated parking areas, hardstand, servicing infrastructure and heavy vehicle access arrangements (Figure 1.2 and 1.4). The approved development has been designed to accommodate industrial and warehousing activities and includes infrastructure capable of supporting heavy vehicle movements, including B-double access.

At the time of preparing this Scoping Report, the approved subdivision and warehouse development is progressing through the Construction Certificate and Subdivision Certificate stages. The subdivision has not yet been registered and the approved warehouses have not yet been constructed.

The current proposal represents the next stage in the development of the Site. The proposal does not seek approval for the subdivision of the land, the construction of Warehouse 1, or any of the approved civil and servicing infrastructure. These components have already been approved under DA 24/0302 and will be delivered through the existing approval framework.

Rather, the proposed State Significant Development seeks approval for the fit-out and operation of Warehouse 1 as a resource recovery facility capable of receiving, sorting, processing and recovering up to 200,000 tonnes per annum of non-putrescible waste materials. The proposal will utilise the approved warehouse building, access arrangements, parking areas, hardstand, stormwater infrastructure and services approved under DA 24/0302.

Figure 1.1. Aerial overview of 2 Bowman Road Moss Vale (Lot 1, DP103123 and Lot 2, DP1070888) and surrounding area. Site boundaries are shown in yellow.

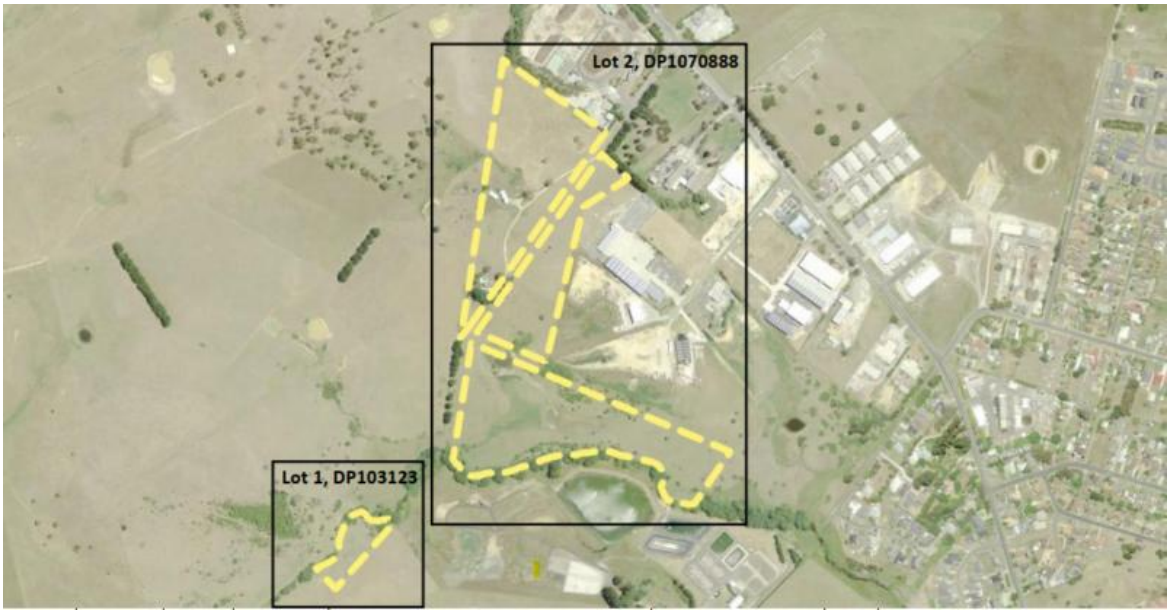


Figure 1.2. Aerial overview of 2 Bowman Road Moss Vale (Lot 1, DP103123 and Lot 2, DP1070888). Development Area shown in red.

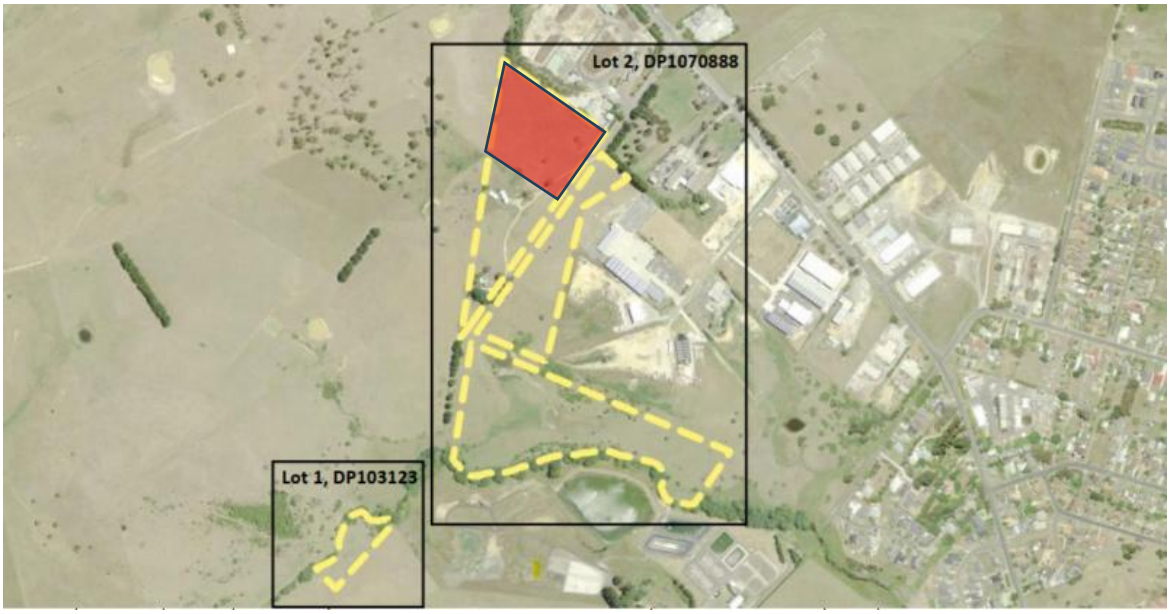


Figure 1.3. Approved subdivision and warehouse construction layout under DA 24/0302 showing Created Lots and road network.

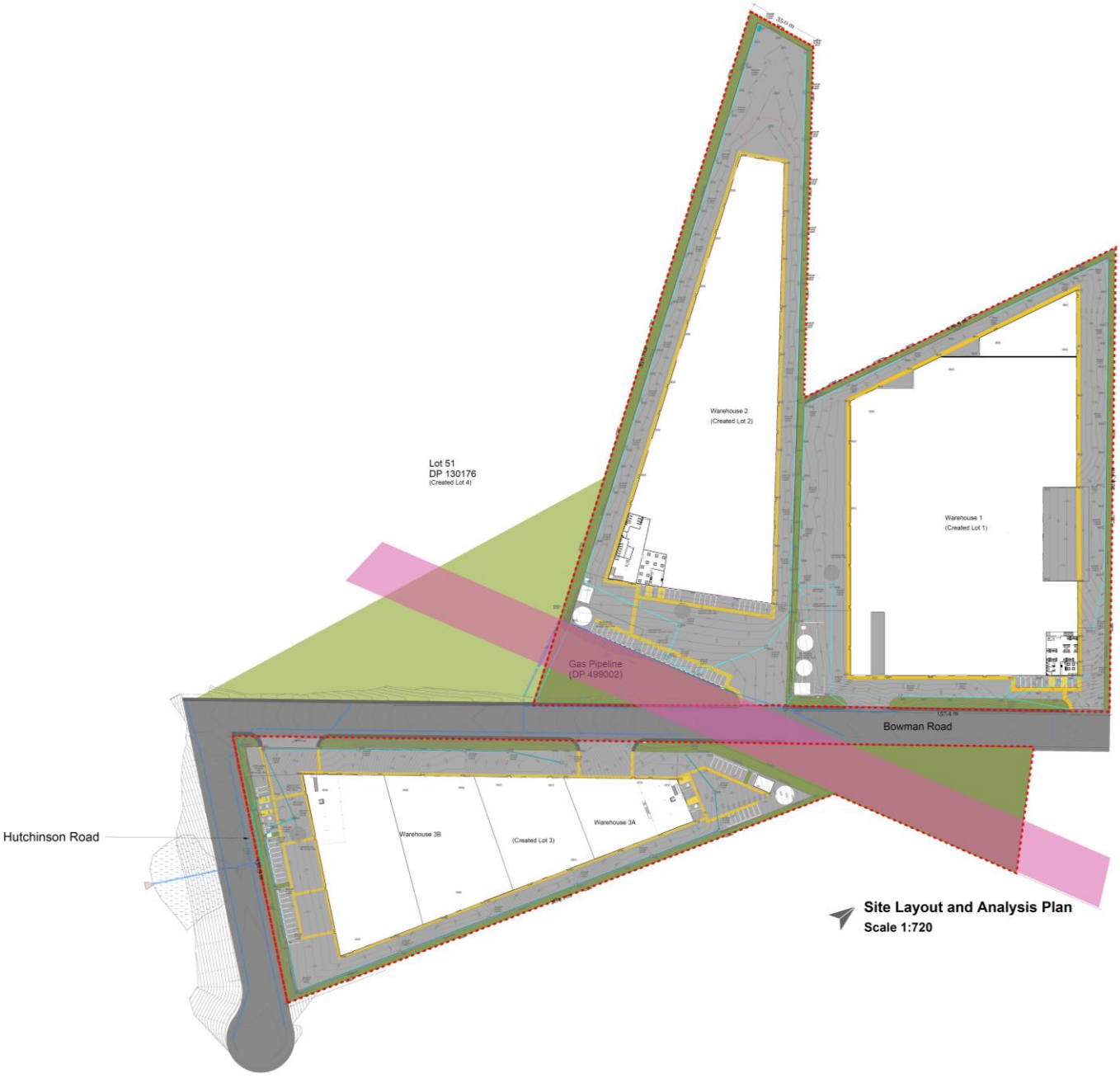
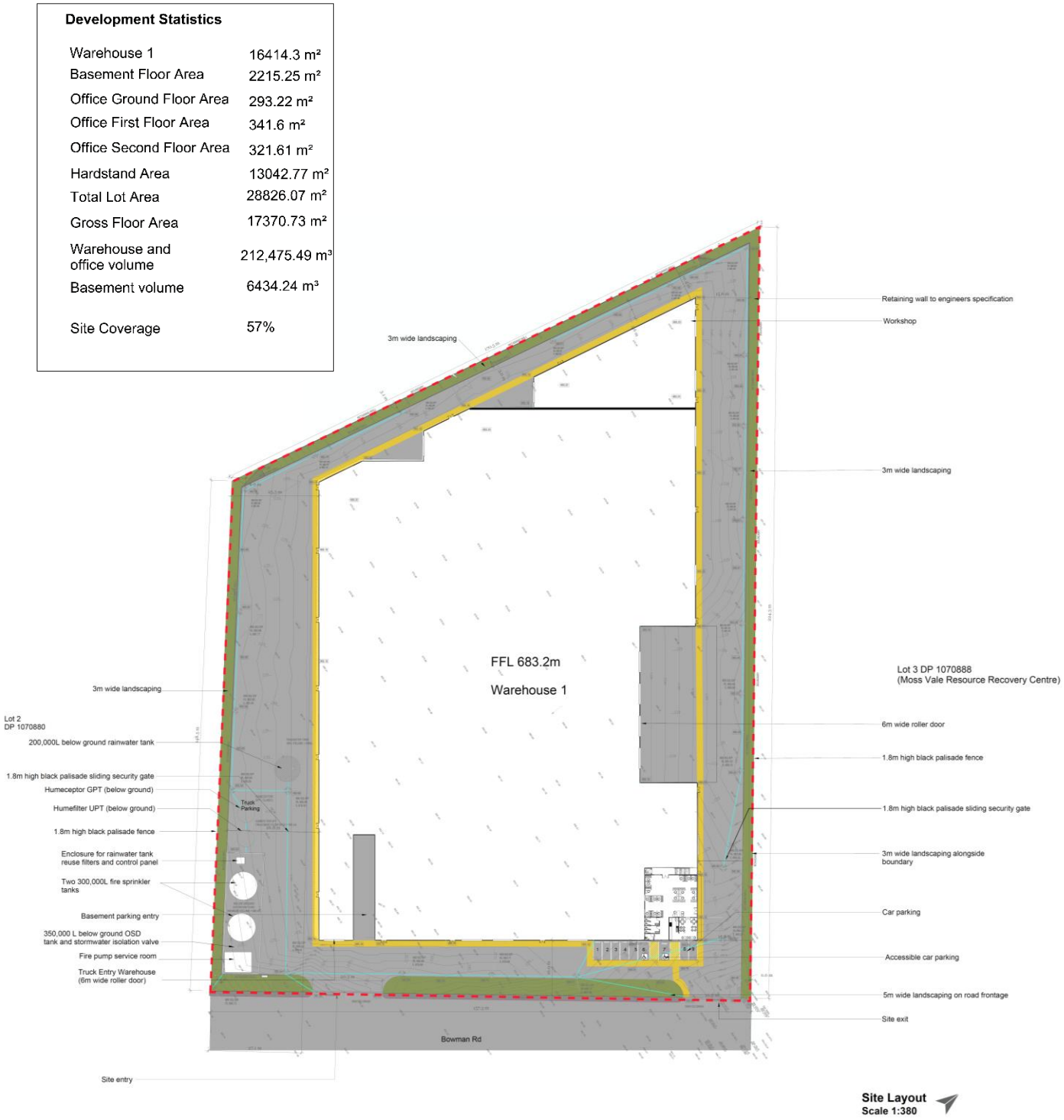


Figure 1.4. Proposed development location within Warehouse 1 on Created Lot 1.



1.2. Applicant Details

The proponent details in relation to the Proposed Development are:

- Full name: Ecotech Enviro Pty Ltd
- Postal address: 409 King Georges Road, Beverly Hills NSW 2209
- ABN: 93 693 244 370
- Nominated contact: Jafar Tanana – Director
- Contact details: jafar@ecotcehenviro.com.au
- Site owner: Ecotech Enviro Pty Ltd

1.3. Purpose of the Report

The aim of this scoping report is to provide DPE with information about the development of the Moss Vale Resource Recovery Facility with respect to the necessary Environmental Impact Statement.

Pursuant to Part 8, Division 2, Clause 173 of the *Environmental Planning and Assessment Regulation* 2021, '*…before preparing an environmental impact statement, the responsible person must make a written application to the Director-General* (now the Secretary) *for the environmental assessment requirements with respect to the proposed statement.'*

The investigation has been undertaken in accordance with the DPE's *State Significant Development Guidelines - Preparing a Scoping Report* (2022)

1.4. Objectives of the Proposed Development

The objective of the Proposed Development is to support the resource recovery needs of the Southern Highlands Region, which has limited facilities for recycling of building and commercial waste materials. The proposed development will involve the fit-out and operation of a best practice resource recovery facility for building, construction and commercial waste and household clean-up waste in the Southern Highlands Region. The facility will represent a major piece of infrastructure that will assist in creating jobs within Southern Highlands Region.

2. Strategic Context

2.1. Land Use

2 Bowman Road, Moss Vale is currently a split zoned site comprising of two lots being Lot 1, DP103123 and Lot 2, DP1070888.

Lot 1, DP103123 is approximately 0.8ha and consists entirely of E3 (Environmental Management) land zoning. No development is proposed on this portion of land.

Lot 2, DP1070888 is approximately 14.2ha and is divided into three areas separated by a gas pipeline easement. Lot 2 currently consists of the following land zones:

- E4 (General Industrial); and
- RU2 (Rural Landscape).

Development consent has been granted under DA 24/0302 for the industrial subdivision of the site and construction of three industrial buildings and associated infrastructure. The subdivision is currently progressing through the Subdivision Certificate and Construction Certificate stages and, once registered, will create multiple industrial lots within the E4 General Industrial zone.

As there is no development proposed on Lot 1, DP103123, this portion of land will not be discussed further in this scoping report. Figure 2.1 shows the current land zoning layout.

The proposed development relates to the fit-out and operation of a resource recovery facility within Warehouse 1 on Created Lot 1 under the approved subdivision.

On the land zoned E4 (General Industrial), Ecotech Enviro Pty Ltd proposes to develop a best practice, fully enclosed and integrated resource recovery facility for receiving up to 200,000 tonnes per year of:

- Non-putrescible waste materials from household clean-ups;
- Dry Commercial and Industrial (C&I) waste;
- Dry Construction and Demolition (C&D) waste; and
- Waste tyres from tyre retailers across the Southern Highlands and Sydney region.

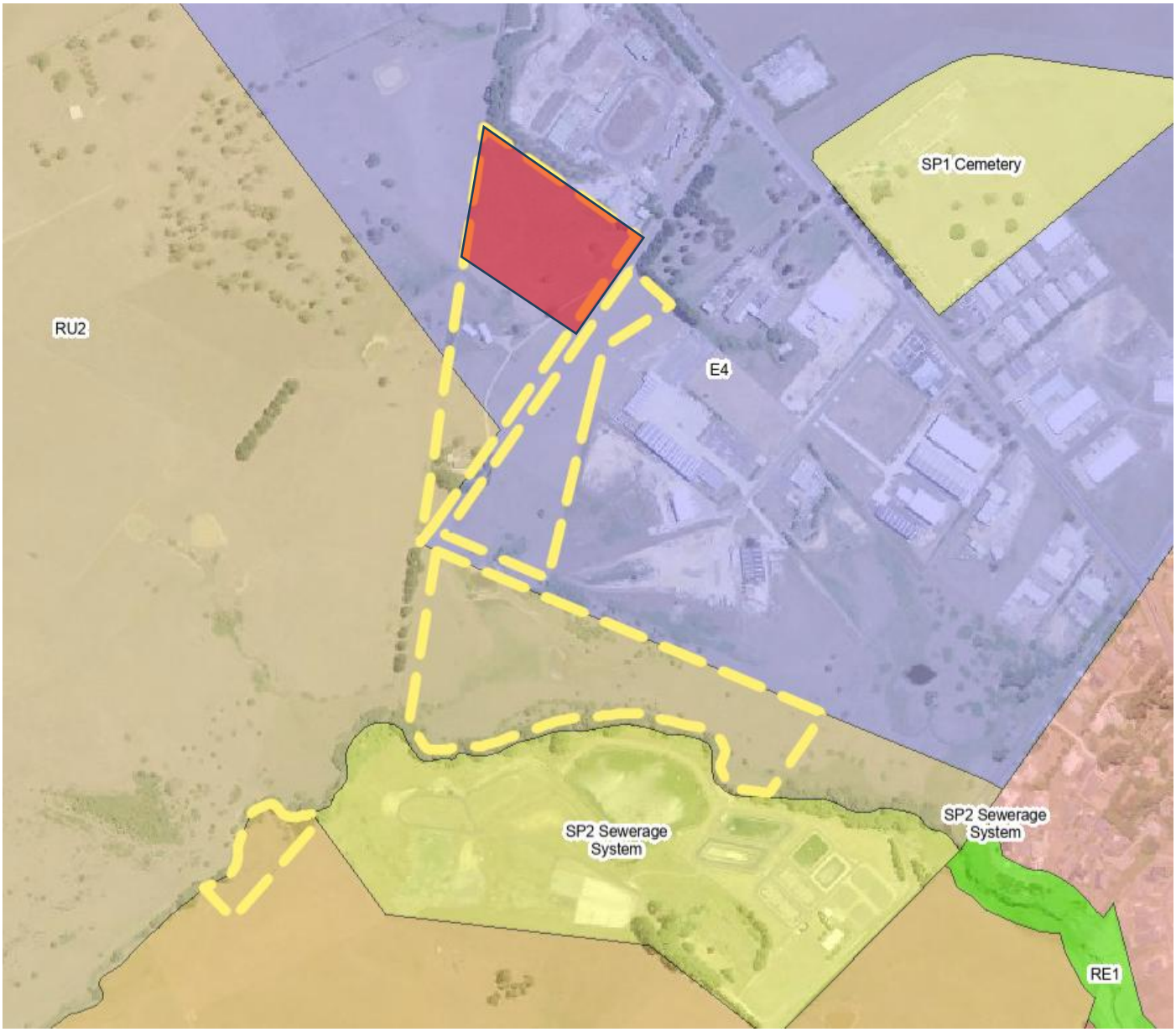
The E4 General Industrial zone provides for a range of industrial, warehouse, logistics and related land uses and is intended to support employment-generating activities while ensuring compatibility with surrounding land uses.

The objectives of the E4 General Industrial zone under the *Wingecarribee Local Environmental Plan* 2010 are:

- To provide a range of industrial, warehouse, logistics and related land uses.
- To ensure the efficient and viable use of land for industrial uses.
- To minimise any adverse effect of industry on other land uses.
- To encourage employment opportunities.
- To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.
- To allow non-industrial land uses, including certain commercial activities, that, because of the type, scale or nature of the use, are appropriately located in the zone and will not impact the viability of business and commercial centres in Wingecarribee.
- To ensure new development and land uses incorporate measures that take into account the spatial context and mitigate potential impacts on neighbourhood amenity and character and the efficient operation of the local and regional road system.

The proposed development is consistent with the objectives of the E4 General Industrial zone, as it provides an industrial land use that supports resource recovery and recycling, contributes to employment generation, and is appropriately located within an established industrial precinct adjacent to existing waste and resource recovery facilities. The development will be undertaken within an approved industrial building and will incorporate appropriate design and operational measures to minimise impacts on surrounding land uses and the local and regional road network.

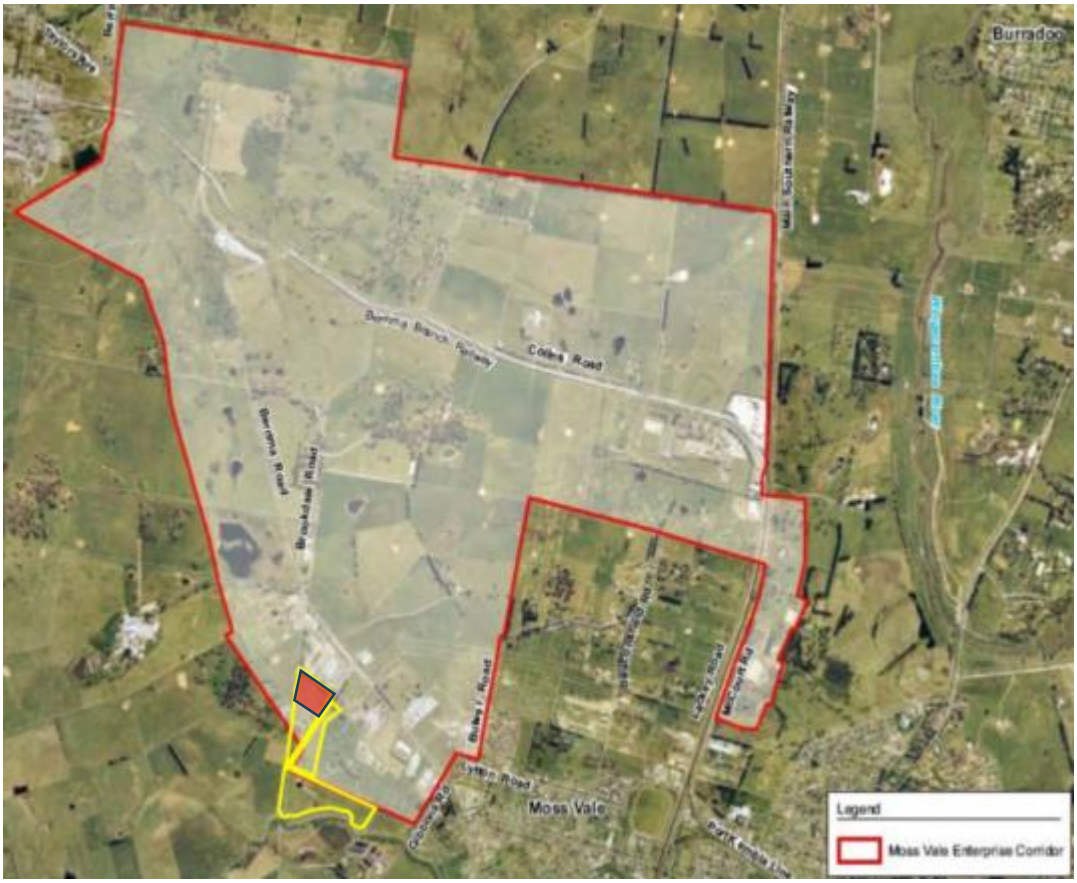
Figure 2.1. Land use zoning of the Site. Existing site boundaries are shown in yellow and the proposed development area is highlighted in red.



2.2. Moss Vale Enterprise Corridor

The General Industrial (E4) zoned portion of Lot 2, DP1070888 is located within the Moss Vale Enterprise Corridor (MVEC). The MVEC is a significant area of land between Moss Vale and New Berrima set aside for employment generating development under the *Wingecarribee Shire Local Environmental Plan* 2010. The MVEC scheme was designed to attract new business to the Southern Highlands Region. The Moss Vale Enterprise Zone also provides an important link to the Main Southern Rail Corridor including access to Port Kembla via the Moss Vale to Unanderra rail line. Figure 2.2 provides an overview of the boundaries of the MVEC.

Figure 2.2. Moss Vale Enterprise Corridor. Existing site boundaries are shown in yellow, and the proposed development area is highlighted in red.



2.3. Southern highlands Innovation Park (SHIP)

The Southern Highlands Innovation Park (SHIP), formerly known as the Moss Vale Enterprise Corridor, is a regionally significant employment precinct within the Wingecarribee Shire. The precinct has been identified for industrial and employment uses for over 40 years and continues to be the focus of strategic planning and investment by Wingecarribee Shire Council.

The SHIP comprises a substantial landholding of industrial and rural zoned land located between Moss Vale and New Berrima. The precinct is strategically positioned with access to key regional transport infrastructure, including road and rail connections linking to Sydney, Canberra and Port Kembla. This connectivity supports freight, logistics, manufacturing, agribusiness and resource recovery industries.

Recent strategic planning for the precinct has culminated in the preparation of the Southern Highlands Innovation Park Master Plan and Governance Strategy (2025), which establishes a long-term vision for the area as a diverse employment hub supporting innovation, advanced manufacturing, circular economy activities and sustainable industry. The master plan identifies the precinct as a key opportunity to attract new industries and investment to the Southern Highlands region while building upon existing industrial anchors such as the Boral Cement Works, resource recovery operations and agricultural enterprises.

The SHIP is intended to evolve into a highly functional and well-connected employment precinct, with a focus on clustering compatible industrial land uses, improving infrastructure and access, and preserving the unique landscape character of the Southern Highlands. Key strategic directions include:

- Supporting a range of employment-generating uses, including manufacturing, logistics, agribusiness and resource recovery;

- Facilitating the development of circular economy industries, including waste and recycling infrastructure;
- Leveraging existing industrial anchors to support industry clustering and supply chain efficiencies;
- Improving transport and infrastructure connections to support freight and heavy vehicle movements; and
- Ensuring environmental and landscape values are integrated into the planning and development of the precinct.

The master planning process also identifies the need for future rezoning and refinement of planning controls across the precinct to better align land use zoning with the intended long-term vision. This includes the transition to updated employment zones such as E4 General Industrial and E5 Heavy Industrial, reflecting the evolving role of the precinct as a regionally significant industrial hub.

The proposed development is consistent with the strategic intent of the SHIP, noting that part of the site and the development area is specifically located within the SHIP precinct. The development contributes to the expansion of resource recovery and recycling infrastructure within the precinct and supports circular economy outcomes by diverting waste from landfill, facilitating the recovery of materials, and supplying processed materials to downstream recycling and recovery facilities. The facility is designed to process up to 200,000 tonnes of waste per annum, representing a significant contribution to regional waste management capacity.

2.4. *NSW Waste and Sustainable Materials Strategy* 2041

The *NSW Waste and Sustainable Materials Strategy* 2041 sets a long-term vision for waste management, focusing on infrastructure planning, reducing carbon emissions, job creation, and redefining production, consumption, and recycling practices. The strategy aligns with targets set in the National Waste Policy Action Plan, including:

- Reduce total waste generated by 10% per person by 2030;
- Have an 80% average recovery rate from all waste streams by 2030;
- Significantly increase the use of recycled content by governments and industry;
- Phase out problematic and unnecessary plastics by 2025; and
- Halve the amount of organic waste sent to landfill by 2030.

In addition to the above targets, NSW has committed to:

- Introduce a new overall litter reduction target of 60% by 2030 and a plastic litter reduction target of 30% by 2025, as set out in the NSW Plastics Action Plan;
- Set a goal to triple the plastics recycling rate by 2030, as set out in the *NSW Plastics Action Plan*;
- Reaffirm our commitment to the goal of net zero emissions from organic waste by 2030, as laid out in the *NSW Net Zero Plan Stage 1: 2020–2030*;
- Establish new indicators to help us track our progress on infrastructure investment and the cost of waste services; and
- Develop a new measure of the emissions performance of our waste and materials management. This will help us to track our performance across the lifecycle of materials.

A major focus area of the strategy is to increase waste infrastructure and services to meet future needs. The highest priority is to extend the life of existing landfills by reducing the volumes of waste being sent to landfill. Whilst the main focus is on waste avoidance, improving recycling capacity is an important aspect of waste management.

The proposed development will commit to environmental sustainability, waste avoidance and reduction practices. The proposed development further contributes to the processing of a problematic waste type (waste tyres) in addition to increasing and expanding recycling infrastructure in the Southern Highlands to help meet the waste targets under the *NSW Waste and Sustainable Materials Strategy* 2041.

2.5. NSW Waste and Sustainable Materials Strategy: A Guide to Future Infrastructure Needs

The *NSW Waste and Sustainable Materials Strategy: A Guide to Future Infrastructure Needs* is a supporting document to the *NSW Waste and Sustainable Materials Strategy* 2041. The guide identifies current and emerging gaps in New South Wales' waste and circular economy infrastructure network and outlines the material-specific infrastructure required to support long-term waste reduction, recovery and reuse objectives.

The guide assesses infrastructure needs across key waste streams, with particular focus on materials commonly generated through municipal solid waste (MSW) and commercial and industrial (C&I) activities. It recognises that a number of materials historically exported for processing now require increased domestic capacity to support NSW's transition to a resilient circular economy.

The guide outlines the NSW Government's role in supporting future waste infrastructure through planning facilitation, strategic investment, coordination with local communities, and alignment of policy and regulatory frameworks with long-term waste strategy objectives. Infrastructure needs are identified based on analysis of material flows, existing and planned processing capacity, and anticipated policy and market changes.

The guide specifically addresses the current market, processing capacity, throughput and future needs, and the opportunities and challenges associated with processing waste materials across NSW.

The proposed development involves a contribution of more than $10 million the NSW economy to develop the recycling infrastructure, helping to create new jobs, economic activity and supporting local communities. The investment will help bring forward more than 200,000 tonnes per annum of new recycling capacity in NSW, which will help accelerate progress towards landfill diversion targets

2.6. National Waste Policy Action Plan - NSW Government Implementation Plan

The *National Waste Policy Action Plan - NSW Government Implementation Plan* (August 2025) sets out how New South Wales will implement and support the nationally agreed waste management priorities established under the 2018 National Waste Policy: Less Waste, More Resources, and subsequent National Waste Policy Action Plans. The Implementation Plan reflects NSW's role in delivering coordinated action across government, industry, and the community to transition Australia towards a circular economy.

The Implementation Plan builds upon the *National Waste Policy Action Plan* 2019, as well as the strengthened 2024 *National Waste Policy Action Plan*, recognising progress made to date while identifying priority actions where further gains can be achieved. It aligns NSW initiatives with national waste reduction and resource recovery targets, and acknowledges the shared responsibility of Commonwealth, State and Territory governments in achieving these outcomes.

The Plan emphasises the importance of strengthening domestic capacity for the processing and reuse of challenging waste streams, supporting Australia's responsibility for managing its own waste and progressing toward a circular economy. By converting problem wastes into valuable secondary resources, the approach supports employment growth, encourages the development of a more advanced and resilient recycling sector, and delivers positive environmental and community outcomes.

The core objectives of the National Waste Policy framework, as progressed through the Action Plans, include:

- Ban the export of waste plastic, paper, glass and tyres commencing in the second half of 2020;
- Reduce total waste generated in Australia by 10% per person by 2030;

- 80% average resource recovery rate from all waste streams following the waste hierarchy by 2030;
- Significantly increase the use of recycled content by governments and industry;
- Continued phase out of problematic and unnecessary plastics;
- Halve the amount of organic waste sent to landfill for disposal by 2030; and
- Make comprehensive, economy-wide and timely data publicly available to support better consumer, investment and policy decision.

The NSW Government Implementation Plan identifies priority areas where government intervention can have the greatest impact, including legislation and regulatory reform, infrastructure planning and investment, market development, and improved data and reporting. It also focuses on material streams where infrastructure gaps exist or where reliance on export markets has historically constrained recovery outcomes.

The proposed development complements and supports the implementation of better waste management targets and actions as set out in *The National Waste Policy Action Plan.*

2.7. Sustainability and Environmental

The proposed development will consider environmental best practice and sustainability to reduce the impact of the development on the environment. The following features will be built into the design of the site:

Water sensitive urban design features will be included in the development. The warehouse will be provided with tank storage of roof water, to reduce peak hydraulic flows to the council stormwater systems during wet weather events;

- Stormwater runoff from the site will be retained in an underground on-site detention system;
- Water will be treated before discharge to the council drainage system;
- Stormwater runoff from the roadways and car parking areas will be intercepted by a Gross Pollutant Traps (GPT) for reducing sediment, nutrient and hydrocarbons in runoff. A GPT fitted with a stormwater isolation valves to prevent firewater movement into the council stormwater system in the event of fire; and
- A commercial solar collection array will be installed on the north facing side of the warehouse roof for solar electricity generation.

The installation of a tyre recycling plant will provide an important recycling capacity for waste tyres that would otherwise be sent to landfill. The tyre recycling plant will allow the production of a range of different sizes and grades of crumb rubber to suit the varied end uses, e.g., soft-fall surfaces for playgrounds and for use in asphalt production. Steel bead removed from tyres during the process will also be supplied to local steel manufacturers for recycling

2.8. Economic Benefit

The facility will represent a major piece of infrastructure that will assist in creating jobs within Southern Highlands Region. The project has the capacity to inject $10 million into the local economy in construction costs alone.

The project will create up to 50 new full-time jobs during the operational phase. The project will provide resource recovery options for local businesses who currently have limited access to these facilities.

2.9. Social

The project will create up to 50 new local employment positions within the community. NSW has an unemployment rate of over 4.3%, according to the ABS March 2026 Labour Force Survey. The project will also deliver educational and demonstration opportunities for the promotion of sustainable waste management practices.

3. Project Description

3.1. Overview of the Proposed Development

The proposed development involves the fit-out and operation of a resource recovery facility within Warehouse 1 on Created Lot 1 at 2 Bowman Road, Moss Vale. The site forms part of an approved industrial subdivision and warehouse development under DA 24/0302, which is currently progressing through the Subdivision Certificate and Construction Certificate stages.

The proposed development will comprise a fully enclosed and integrated resource recovery facility with a capacity to receive and process up to 200,000 tonnes per annum of non-putrescible waste materials. The facility is intended to service the Southern Highlands and surrounding regions, providing additional capacity for the recovery and recycling of construction, commercial and industrial waste streams.

The facility will accept a range of waste materials including mixed construction and demolition waste, commercial and industrial waste, sorted inert materials (such as concrete, brick and tile), waste tyres, metals, plasterboard, soils and virgin excavated natural material, as well as selected household problem wastes through a dedicated Community Recycling Centre. Waste types such as asbestos and putrescible waste will not be accepted and will be removed from the site in accordance with regulatory requirements.

The proposed development includes the following components:

- A Community Recycling Centre for the receival and storage of household problem waste materials including paints, oils, batteries, gas bottles and other regulated waste streams;
- A bulk waste receival and primary sorting area for mixed construction, commercial and industrial waste, including soils and inert materials;
- An advanced processing area incorporating manual and mechanical sorting systems to maximise resource recovery rates;
- A tyre processing area for the receival, sorting and size reduction of waste tyres to produce material suitable for reuse and off-site recycling or further processing;
- Designated storage areas and concrete bays for incoming waste and processed materials;
- Internal load-out areas for the transfer of recovered materials to transport vehicles;
- A maintenance workshop for the servicing of plant, equipment and vehicles, including washdown facilities with appropriate environmental controls;
- A 26m x 3m inground weighbridge at the entrance to the warehouse (southwest corner);
- A 26m x 3m inground weighbridge at the exit of the Site;
- A 9m x 3m inground weighbridge within the Community Recycling Centre;
- Concrete walls to separate the various processing areas within the warehouse;
- Concrete bays for the storage of incoming waste and sorted product;
- Mobile plant and equipment including:
    - Forklifts;
    - Tele-handlers;
    - Front-end loaders;
    - A concrete crusher;
    - Timber shredder;
    - Tyre shredder; and
    - A Kiverco (or equivalent) semi-automated Processing Facility and associated plant;
- A Maintenance Workshop for truck washing and maintenance activities and consisting of a concrete roll-over bund, floor sump, an oil water separator and a 10,000L treated water holding tank fitted with overflow alarm for the containment of waste water and residues;

- A covered truck refuelling facility consisting of a 20,000L diesel storage tank, a 10,000L below ground spill tank and roll-over bund around the refuelling facility;
- Use of the existing ground floor, level 1 and level 2 office and amenities for operational, sales, administration and technical staff to support the resource recovery business.

Waste materials will be received at the site, sorted and processed within the enclosed facility, and separated into recoverable material streams for off-site recycling or further processing at appropriately licensed facilities. Residual materials that cannot be recovered will be transported off-site to suitably licensed waste management facilities.

The facility will operate within the approved warehouse and associated hardstand areas and will utilise the existing access arrangements and infrastructure established under DA 24/0302. No major building works are proposed as part of this development, with the proposal limited to the internal fit-out and operation of the resource recovery facility.

3.2. Description – Community recycling Centre

A fully integrated, drive through Community Recycling Centre (CRC) will be established in the warehouse. The purpose of the CRC will be to provide a convenient way for householders to drop off chemicals (such as oil, solvent and water-based paints; motor oil; cooking oil) and household hazardous items (such as gas bottles; fire extinguishers; fluorescent globes and tubes; household and car batteries; smoke detectors; steel and aluminium aerosol cans).

The CRC will also provide a convenient way for householders to also drop off pre-sorted recyclable materials, such as excess yellow bin recyclables, clothing, x-ray films, electronic wastes, white goods, soft plastics and polystyrene, timber, metals, brick/concrete/tiles, tyres and other recyclables where there is demand. Containers, bins or bays will be provided to contain the pre-sorted materials for further processing (on-site) or transport to recyclers off-site.

All chemicals and household hazardous waste items will be stored in bunded stillages or bunded containers or cages as appropriate, in accordance with the Australian Dangerous Goods Code. Non-compliant waste materials such as asbestos and putrescible waste (received as contamination) will be placed into designated skip bins and disposed lawfully off-site.

Typical vehicle sizes will include passenger vehicles (with and without trailer), utilities and heavy rigid vehicles carrying skip bins or hook lift bins.

Quantities available for drop off at the CRC will generally be household quantities only. The CRC features include:

- Dedicated entry and exit rollers doors to allow for the safe ingress and egress of vehicles (6m wide);
- A 9m x 3m inground weighbridge at the entrance to the CRC for weighing vehicle prior to tipping; and
- Seven (7) concrete bays along the northern wall for placement of recyclable materials.

3.2.1. Process overview

An operational overview of the CRC is provided below:

- Small vehicles (utes; cars and cars with trailers); small trucks and heavy rigid vehicles (skip bin / hook lift bin trucks) will enter the Site by turning right off Bowman Road and through the main entrance driveway;
- Vehicles will follow signage and turn right towards the CRC entrance roller door;
- Vehicles will be directed to enter the CRC and to stop on the 9m inground weighbridge for weighing and inspection. Waste in vehicles and trailers will be inspected on the weighbridge and if loads do not contain non-compliant materials (e.g. asbestos / fibro and putrescible waste), vehicles will be directed to an appropriate concrete sided recycling bay within the warehouse for hand unloading of recyclable materials into the correct containers or bins as directed;
- Vehicles containing non-compliant waste materials will be directed leave the facility and to an appropriate waste facility for disposal;

- Vehicles will then exit the CRC by turning right and on to the outbound 26m weighbridge for weighing and payment. The net weight of materials dropped off for sorting and processing will be recorded in the weighbridge software and customers charged accordingly; and
- Vehicles will then exit the Site via the main exit driveway and turn left on to Bowman Road.

Timber, tyres, metals and concrete/brick/tiles will be periodically transferred to the correct bay in the primary sorting area as required for either bulk load out or for further processing within the Processing Facility. All other waste materials will be transferred off-site to other licenced facilities for recycling or disposal.

Heavy Rigid Vehicle movement for unloading waste and loading sorted waste within the community recycling centre are shown in Figure 3.4.

3.3. Description – Bulk waste receival area

A Bulk Waste Receival Area will be established on the eastern side of the warehouse. The Bulk Waste Receival Area will be provided for larger volumes of waste from C&I and C&D sources (recyclables and dry, non-putrescible general waste) as well as non-putrescible waste from households and businesses (e.g. household clean-up waste), virgin excavated natural materials and soils that meet the CT1 thresholds for general solid waste in Table 1 of the NSW EPA's *Waste Classification Guidelines*.

Waste will be delivered in skip bins and hook lift bins on 12.5m heavy rigid vehicles or in 26m B-double trucks with 40 tonne capacity. Waste will only be delivered to site in pre-approved contractors.

The Bulk Waste Receival Area features include:

- An indoor covered area for un-covering loads before bulk tipping;
- Four (4) entry rollers doors providing access to the warehouse;
- A hardstand waste tipping and inspection area;
- Four (4) dedicated separate tip/spread bays beyond the waste tipping and inspection area;
- Separate storage bay for soils that meet the Virgin Excavated Natural Materials (VENM) and CT1 thresholds for general solid waste; and
- Hook lift bins for storage of non-compliant waste materials.

3.3.1. Process overview

An operational overview of the Bulk Waste Receival Area is provided below:

- Vehicles will enter the Site by turning right off Bowman Road and through the main entrance driveway;
- Vehicles will enter the southern corner roller door of the warehouse and stop on the 26m entry weighbridge for weighing. Waste in vehicles will be inspected on the weighbridge and if loads do not contain non-compliant materials (e.g. asbestos / fibro and putrescible waste), vehicles will be directed to the bulk tipping area on the eastern side of the warehouse;
- Vehicles containing non-compliant waste materials will be directed leave the facility and to an appropriate waste facility for disposal;
- Vehicles will be directed to proceed through the warehouse to western corner roller door, turn right and follow the perimeter road until the vehicles reaches the covered awning area;
- Vehicles will then proceed to reverse into one of four (4) 6m wide covered roller doors;
- Waste will be tipped in the bays for spreading and identification of any hazardous materials (e.g. gas bottles, batteries, paints and chemicals). Any hazardous materials are moved and stored in the appropriate chemical storage area / rejected load bins within the warehouse;
- Asbestos or other non-compliant wastes that are received as contamination will be separated and stored in the rejected load bins in accordance with relevant guidelines;

- Vehicles will then exit the warehouse in a forward direction via the same roller doors the entered and turn right on to the perimeter road; and
- Vehicles will stop on outbound weighbridge for weighing and the exit then Site via the main exit driveway and turn left on to Bowman Road. The net weight of materials dropped off for sorting and processing will be recorded in the weighbridge software.

B-double vehicle movements for unloading waste at the bulk waste receival area are shown in Figure 3.5.

3.4. Description – Primary sorting area

All sorted materials within the concrete bays of the Bulk Waste Receival Area will be moved periodically to the back of house Primary Sorting Area for further sorting, processing and manufacturing of products.

Building waste which has been inspected will be pushed via front end loader to the rear of the concrete storage bays, where primary sorting will be performed using a mechanical telehandler / grab to remove large heavy recyclable items, such as concrete, bricks, garden organics timber and steel. These materials are stored into separate bays along the western side of the sorting area. Bulk timber will be placed directly into a shredder and chipped product will be stored in the timber processing and storage area. Bulk concrete will be moved to the concrete storage bay and then put through a crusher / size selective screen to sort product into various aggregate sizes (10mm, 20mm, 20/40mm and 40/70mm. Mixed light residual waste will be moved to the Processing Facility via front end loader for further processing. The Primary Sorting Area features include:

- Twelve (12) concrete bays along the western wall for placement of sorted materials, including:
    - Concrete;
    - Garden organics;
    - Processed Engineered Fuel (PEF);
    - Non-ferrous metals;
    - Gyprock/plasterboard;
    - Cardboard;
    - Timber;
    - Various sized aggregates; and.
- A timber shredder; and
- A concrete crusher plant.

3.4.1. Process overview

An operational overview of the Primary Sorting Area is provided below.

- Building waste which has been inspected will be pushed via front end loader to the rear of the concrete tip/spread bay, where primary sorting will be performed using a mechanical telehandler / grab to remove large heavy recyclable items, such as concrete, bricks, garden organics timber and steel. These materials will be stored into separate bays along the western side of the sorting area;
- Bulk timber will be placed directly into a shredder and chipped. Chipped timber will be stored in the timber bay;
- Bulk concrete will be moved to the concrete storage bay and then put through a crusher / size selective screen to sort product into various aggregate sizes (10mm, 20mm, 20/40mm and 40/70mm); and
- Mixed light residual waste will be moved to the Processing Facility via front end loader for further processing.

3.4.2. Load-out area

Sorted waste / product from the Primary Sorting Area will be collected via a combination of 26m B-double truck and 19m semi-trailers.

- Vehicles will enter the Site by turning right off Bowman Road and through the main entrance driveway.
- Vehicles will enter the southern corner roller door of the warehouse and stop on the 26m entry weighbridge for weighing. Vehicles will be directed to the load out area of the Primary Sorting Area;
- Sorted waste / products will be loaded from the concrete storage bays to the trucks via front end loader;
- Loaded vehicles will be directed to proceed through the warehouse to western corner roller door, turn right and follow the perimeter road until the vehicles reaches the outbound weighbridge; and
- Vehicles will be weighed and then exit the Site via the main exit driveway and turn left on to Bowman Road. The net weight of materials removed from Site for off-site recycling or disposal will be recorded in the weighbridge software.

B-double vehicle movements for loading recovered products from the primary sorting area are shown in Figure 3.6.

3.5. Description – Processing facility

The remaining mixed light fraction from the Primary Sorting Area will be put through a secondary sorting line to assist in the recovery of resources from the waste. The remaining mixed light residual waste from the Primary Sorting Area will be periodically moved to the Processing Facility via front end loader for further processing. The Processing Facility will involve sorting, screening, and size reduction processes to produce a series of products from recovered materials.

The Processing Facility will be a mostly automated system that will be suspended above a series of dedicated concrete storage bays for storing separated materials and for ease of loading out of products via frontend loader to trucks waiting in the load out area.

The Processing Facility features include:

- A sorting line consisting of:
  - A slow speed shredder with input hopper;
  - Conveyor belts;
  - Long part separator
  - Three in-line magnets;
  - Waste screen (50mm);
  - Flip-flop screen;
  - Two drum separators (as part of a three-way density separator);
  - An eddy current separator
  - Picking stations; and
  - An optical sorter;
- Thirteen (13) concrete bays along the northern wall for placement of sorted materials, including:
  - Ferrous metals;
  - Non-ferrous metal;
  - Stone (aggregate);
  - Hardcore (brick and concrete);
  - Residue plastics;
  - Wood;
  - Lights/solid recovered fuels (SRF); and
  - Recovered fines.

3.5.1. Process overview

An operational overview of the Processing Facility is provided below.

- Waste will be transferred via front end loader into a receiving hopper, where it will be shredded via a slow speed shredder;

- A long part separator returns shredded materials longer than 300mm to be re-shredded until <300mm is achieved;
- All shredded materials then proceeds through an in-line magnet that retrieves ferrous metals and deposits this material into a dedicated concrete storage bay below ;
- A waste screen then separates waste into two sizes: <50mm and 50-300mm;
- The <50mm sized materials go through the following process:
    - A flip-flop screen separates fines (<10mm) from the waste and deposits this material into a dedicated concrete storage bay below;
    - The 10-50mm portion goes through a 2-way separator which separates materials into “light” and “heavy”;
    - The “light” material will be sent to the light/SRF concrete storage bay at the end of the line;
    - The “heavy” materials go through the following process:
        - a magnet retrieves ferrous metals and deposits this material into a dedicated concrete storage bay below; and
        - an eddy current separator retrieves non-ferrous metals and stone (aggregate) and deposit these materials into dedicated concrete storage bays below;
- The 50-300mm sized materials go through a different process as follows:
    - A three-way density separator will sort waste materials into “light”, “medium-heavy” and “heavy”;
    - The “heavy” materials from the three-way density separator are then put through the following process:
        - a magnet retrieves ferrous metals and deposits this material into a dedicated concrete storage bay below; and
        - an elevated, air-conditioned, picking station with split bins where up to 4 personnel physically sort and drop separated materials into different concrete storage bays below as either brick, concrete or tiles.;
    - The “medium-heavy” materials from the three-way density separator are put through the following process:
        - an optical sorter which positively sorts materials based on pre-selected criteria; and
        - an elevated, air-conditioned, picking station with a split lane where up to 4 personnel physically sort and drop separated materials (positive materials via the optical sorter) into different concrete storage bays below, as either pick 1 (residue / plastic) and wood. Negative materials via the optical sorter and materials left from the picking station are sent directly to the light/SRF concrete storage bay at the end of the line;
- The “light” materials from the three-way density separator are put through the following process:
    - An elevated, air-conditioned, picking station with a split bin where up to 4 personnel physically sort and drop separated materials into different concrete storage bays below, as either pick 1 or pick 2; and
    - Materials left from the picking station are sent directly to the light/SRF concrete storage bay at the end of the line.

3.5.2. Load-out area

Sorted materials from the dedicate concrete storage area will be periodically loaded out of these bays via front end loader as and when required. Sorted waste / product from the Processing Facility will be collected via a combination of 26m B-double truck and 19m semi-trailers.

- Vehicles will enter the Site by turning right off Bowman Road and through the main entrance driveway;
- Vehicles will enter the southern corner roller door of the warehouse and stop on the 26m entry weighbridge for weighing;
- Vehicles will then be directed to proceed through the warehouse to western corner roller door, turn right and then into the Processing Facility roller door and stop at the designated load-out area;

- Sorted waste / products will be loaded from the concrete storage bays to the trucks via front end loader;
- Loaded vehicles will be directed to proceed through the warehouse to northern corner roller door, turn right and follow the perimeter road until the vehicles reaches the outbound weighbridge; and
- Vehicles will be weighed and then exit the Site via the main exit driveway and turn left on to Bowman Road. The net weight of materials removed from Site for off-site recycling or disposal will be recorded in the weighbridge software.

B-double vehicle movements for loading products and loading residual waste from the processing facility are shown in Figure 3.7.

3.6. Description – Tyre recycling facility

An on-site tyre recycling plant will receive waste tyres from tyre retailers across the Southern Highlands and Sydney region to produce tyre chips for use as Tyre Derived Fuel (TDF). The Tyre Recycling Facility will have a nominal capacity of 10,000 tonnes per annum. Used tyres for processing will be delivered in 19m semi-trailer trucks. TDF will be stored in bulka-bags prior to off-site transport for use in industrial applications such as cement kilns, electricity generation or industrial process heat as an alternative energy resource to replace fossil fuels such as gas, coal or oil.

The Tyre Recycling Facility features include:

- A mobile tyre shredding plant;
- Four (4) concrete storage bays along the western wall for placement of received tyres; and
- Two (2) concrete storage bays for storing TDF in bulka-bags.

3.6.1. Process overview

An operational overview of the Tyre Recycling Facility is provided below:

- Waste tyres will be feed into TDF production line via the appropriate hopper; and
- Once processed on the TDF production line, shredded tyre chips will be loaded into bulka bags ready for offsite transport. Containers will be sealed shut when the shredder is not operating.

3.6.2. Tyre drop-off and recovered product load-out area

Tyres will be dropped off at the Tyre Recycling Facility in 12.5m heavy rigid vehicles or 19m closed sided semi-trailers. Recovered product from the Tyre Recycling Facility will be stored in bulka bags and collected via 19m tilt bed trucks. Processed waste / product from the Tyre Recycling Facility stored in bulka-bags will be collected via 19m closed sides semi-trailers. The process for waste drop-off and recovered product collection will be as follows:

- Vehicles will enter the Site by turning right off Bowman Road and through the main entrance driveway;
- Vehicles will enter the southern corner roller door of the warehouse and stop on the 26m entry weighbridge for weighing;
- Incoming waste vehicles containing non-compliant waste materials will be directed leave the facility and to an appropriate waste facility for disposal;
- Vehicles will manoeuvre forward and then reverse manoeuvre into the Tyre Recycling Facility;
- Incoming waste vehicles will tip waste on the concrete floor. Outgoing product vehicles will be loaded via front end loader (for bulka-bags);
- Trucks will then manoeuvre to exit the Tyre Recycling Facility via the same roller door and turn right into proceed through the warehouse to western corner roller door, turn right and follow the perimeter road until the outbound weighbridge; and
- Vehicles will be weighed and then exit the Site via the main exit driveway and turn left on to Bowman Road. The net weight of materials received for processing, or removed from Site for off-site recycling or disposal will be recorded in the weighbridge software.

19m Semi-trailer vehicle movements for unloading tyres and loading TDF at the tyre recycling facility are shown in Figure 3.8.

3.7. Description – Maintenance workshop

A Maintenance Workshop will be established at the northern end of the Site. The Maintenance Workshop will provide vehicle maintenance services to support processing equipment and truck collection fleet.

All maintenance activities will be performed indoors within the Maintenance Workshop. All truck washing and maintenance will be conducted within a bunded work area. A floor sump will be installed to capture waste water and residues which will be directed through an oil-water separator before being stored in a 10,000L treated water holding tank. The treated water tank will be fitted with an overflow alarm to ensure waste water is collected and disposed of appropriately in a timely manner. Treated water may be discharged to trade waste subject to a trade waste agreement with Wingecarribee Shire Council. Separated oil will be collected via pump-out truck and taken off-site for recycling.

Trucks will access the Maintenance Workshop by using the perimeter road which will be accessible from the main entrance via the Bowman Road entrance.

The Maintenance Workshop features include:

- Concrete roll-over bund around the truck wash;
- A floor sump;
- An oil water separator; and
- A 10,000L treated water holding tank fitted with overflow alarm.

3.7.1. Process overview

An operational overview of the Maintenance Workshop is provided below:

- Vehicles (requiring maintenance and not carrying waste) will enter the Site by turning right off Bowman Road and through the main entrance driveway;
- Vehicles will stay on the perimeter road and will not enter the warehouse;
- Vehicles will then we directed into the Maintenance Workshop;
- Once maintenance / cleaning has been completed, vehicles will exit the Maintenance Workshop via one of the two eastern roller doors and turn right; and
- Vehicles will follow the perimeter road to exit the site via the main exit driveway and turn left on to Bowman Road.

B-double vehicle movements for accessing the maintenance workshop are shown in Figure 3.9.

3.8. Description – Truck refueling facility

A covered outdoor Truck Refuelling Facility will be constructed along the northwest corner boundary to refuel Ecotech or the operator of the facilities trucks as well as mobile plant and equipment. The Truck Refuelling Facility will consist of as of a 20,000L double wall “self-bunded” diesel storage tank, an awning, a 10,000L below ground spill tank and roll-over bund around the refuelling area to contain any spills. The below ground spill tank will be regularly serviced via a pump-out truck to ensure sufficient capacity for spill containment is maintained.

Trucks will access the covered outdoor Truck Refuelling Facility by using the perimeter road which will be accessible from the main entrance via the Bowman Road entrance.

Figure 3.1. Site layout and analysis plan – ground floor.

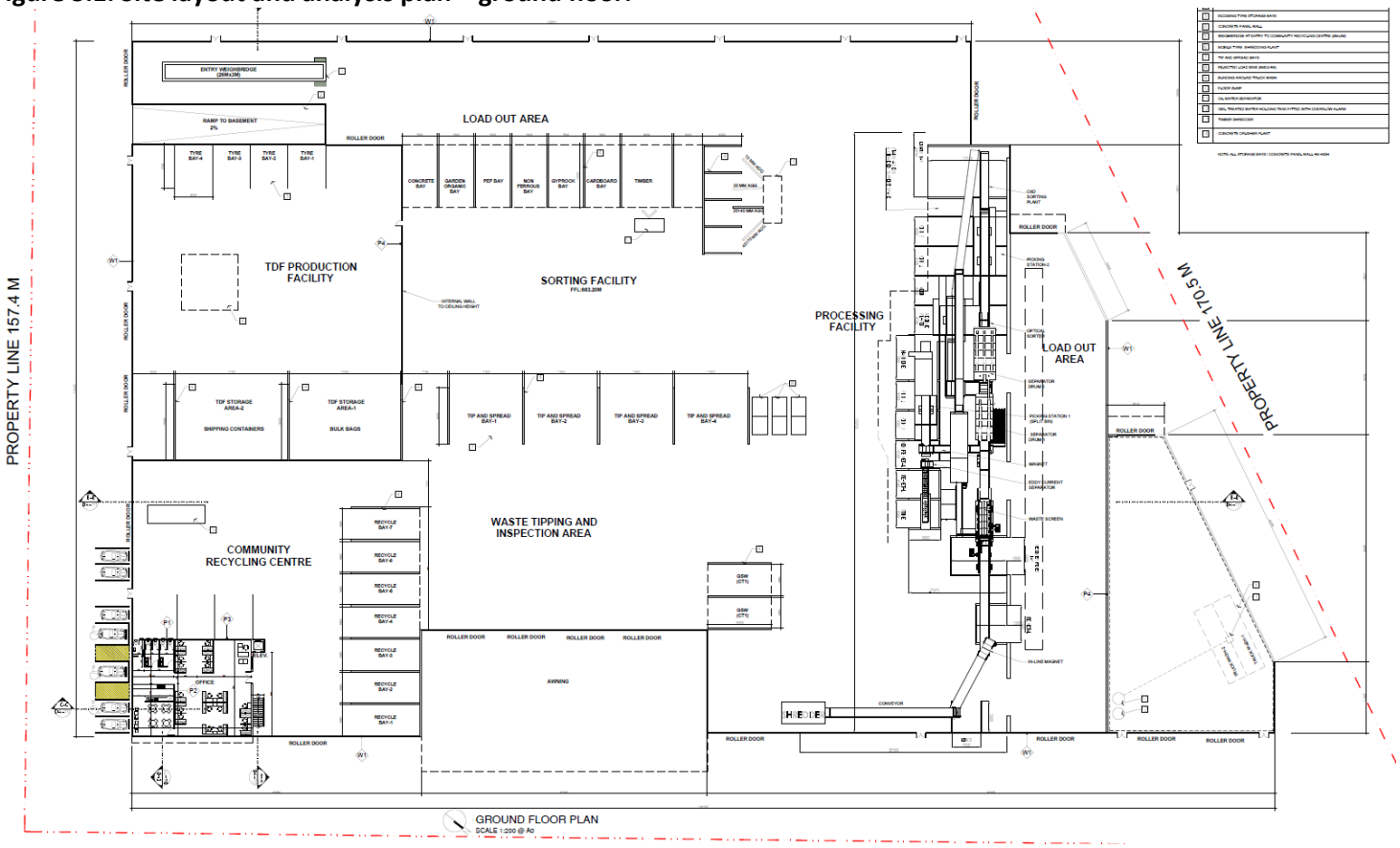
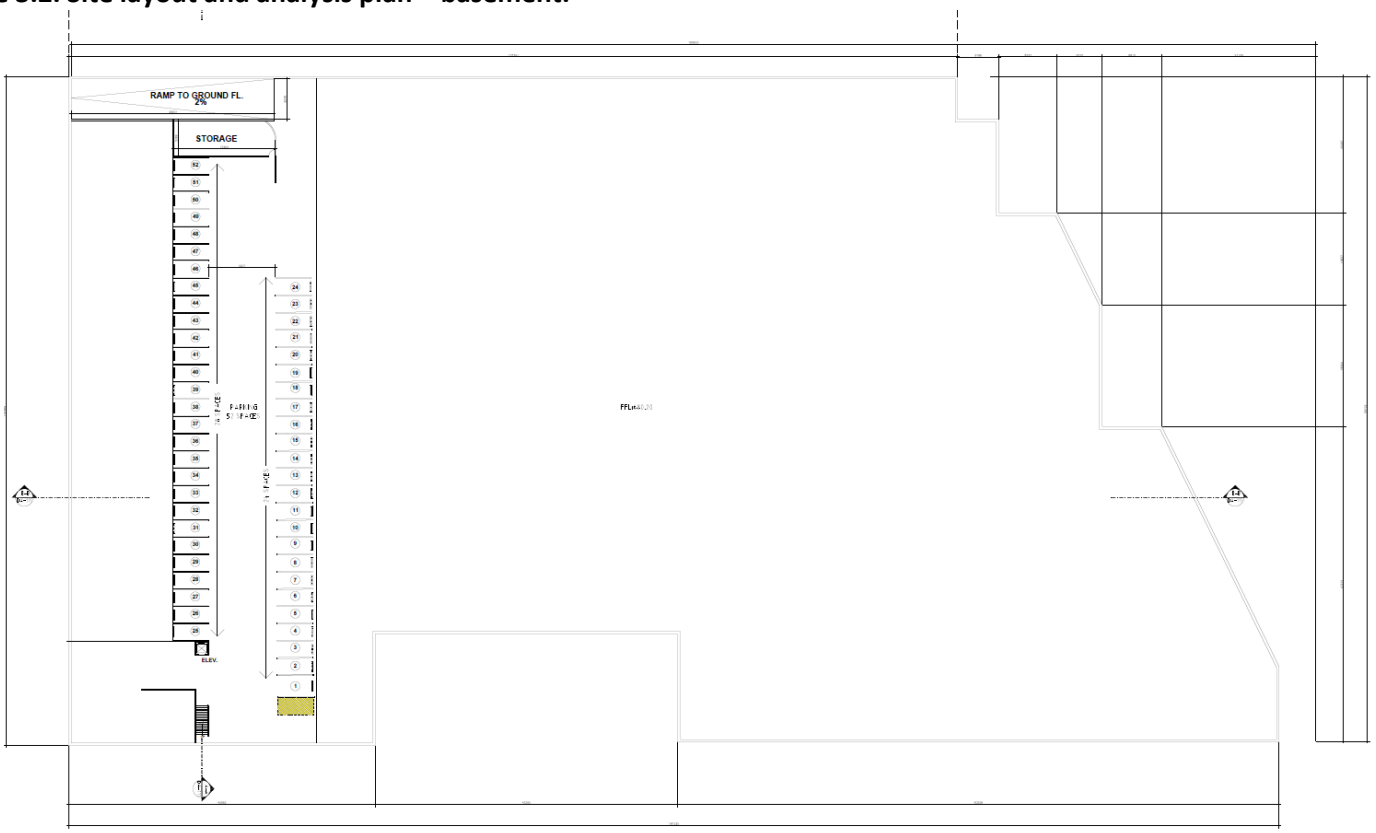


Figure 3.2. Site layout and analysis plan – basement.



Site layout and analysis plan – office.

Figure 3.4. Heavy Rigid Vehicle movement for unloading waste and loading sorted waste within the community recycling centre.

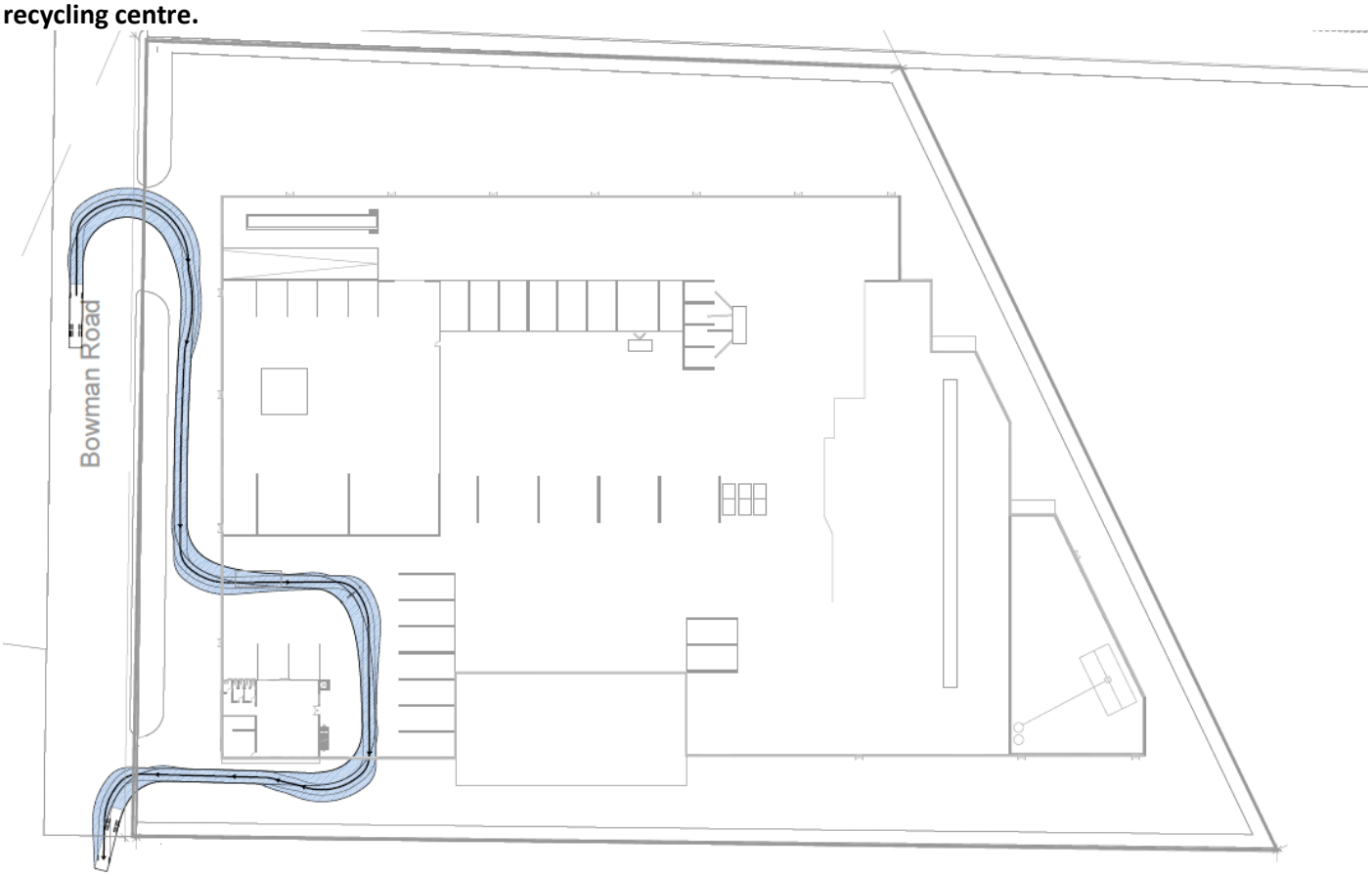


Figure 3.5. B-double vehicle movements for unloading waste at the bulk waste receival area.

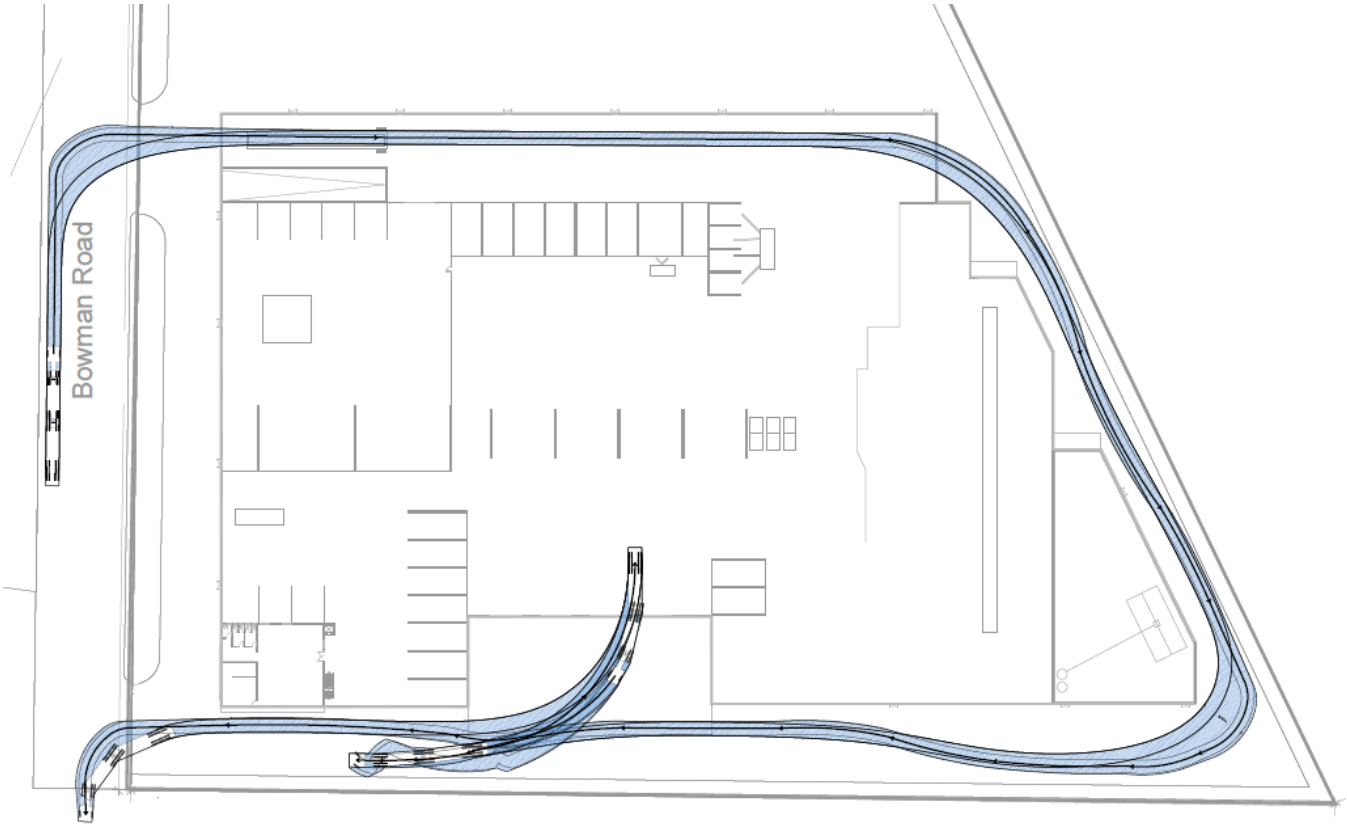


Figure 3.6. B-double vehicle movements for loading recovered products and residual waste at the primary sorting area.

Figure 3.7. B-double vehicle movements for loading products / residual at the processing facility.

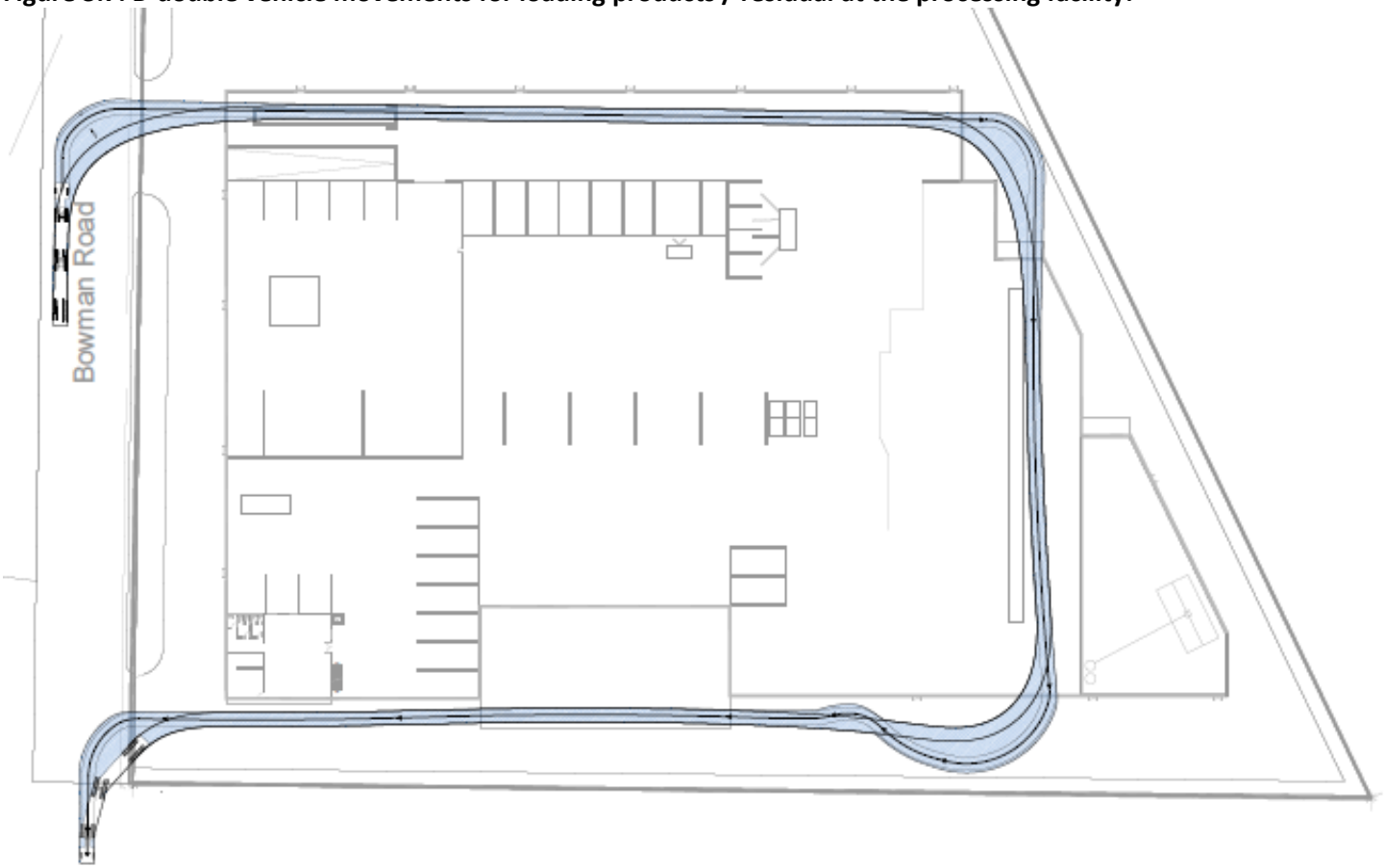
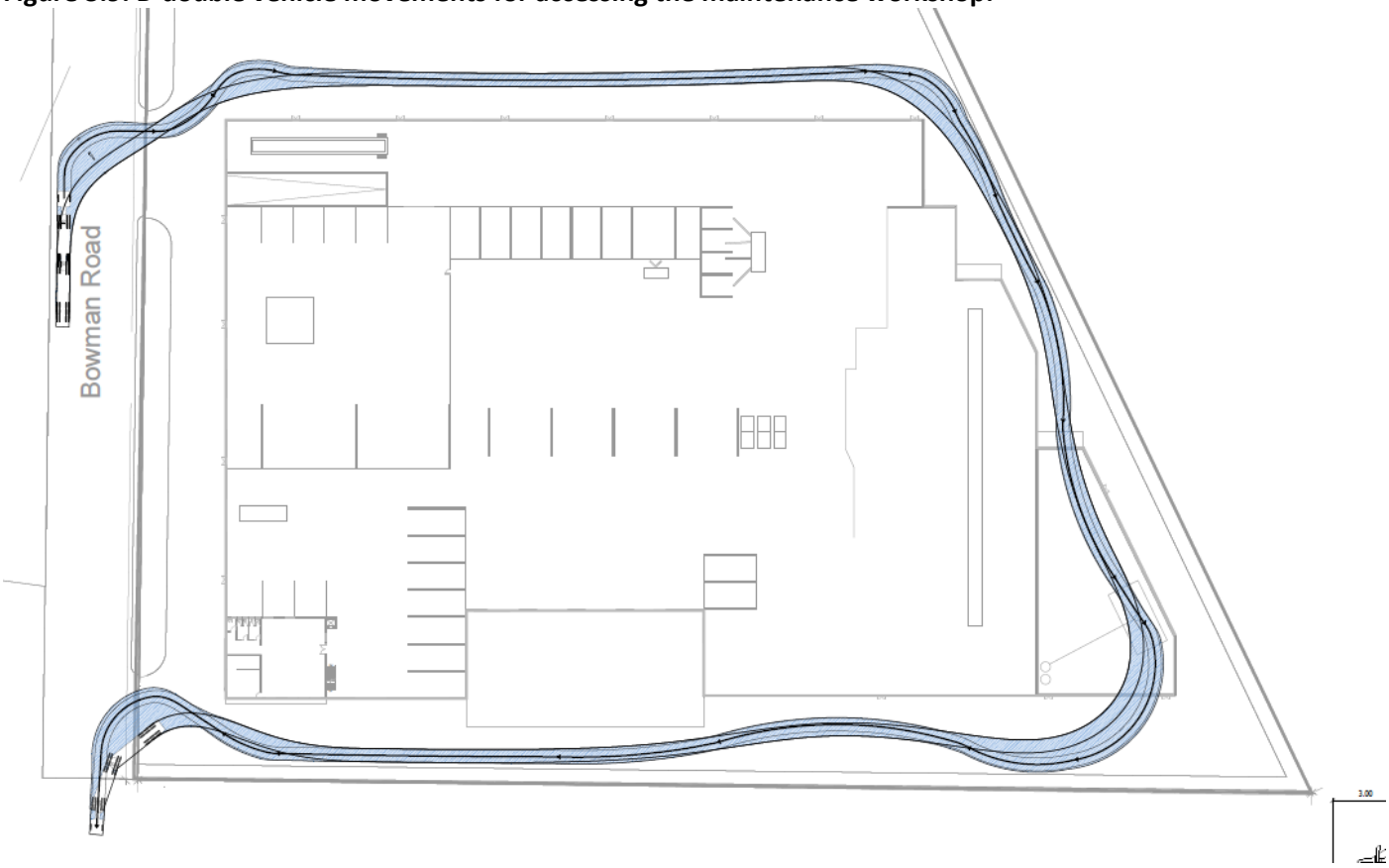


Figure 3.8. Semi-trailer vehicle movements for unloading tyres and loading TDF at the tyre recycling facility.

Figure 3.9. B-double vehicle movements for accessing the maintenance workshop.



3.9. Operating Hours

Operational hours would be as follows:

- Staff hours; waste deliveries; and waste sorting:
  - 24 hours / 7 days per week.
- Waste processing (screening, crushing or shredding); and transfer of product off-site:
  - 7am to 6pm Monday to Friday;
  - 8am to 1pm Saturdays; and
  - Nil on Sundays and public holidays.

3.10. Traffic

A breakdown of expected daily traffic to be generated by the development is shown in Table 3.1.

Table 3.1. Expected daily traffic to be generated by the development.

Day	Vehicle Type	Traffic generation per day (total inbound and outbound)
Monday to Friday	Light vehicle (staff)	60^
	Light vehicle / trailers	60
	Hook lift bin trucks	96
	B-double	44
Total		**260**
Saturday	Light vehicle (staff)	56^
	Light vehicle / trailers	60

Day	Vehicle Type	Traffic generation per day (total inbound and outbound)
	Hook lift bin trucks	92
	B-double	28
Total		**236**
Sunday	Light vehicle (staff)	56^
	Light vehicle / trailers	60
	Hook lift bin trucks	90
	B-double	44
Total		**212**

3.11. Types and quantities of waste materials to be received and recovered

The proposed development will receive up to 200,000 tonnes per annum of non-putrescible waste materials. Waste streams will include non-putrescible waste from households and businesses (e.g. household clean-up waste), commercial and industrial (C&I) waste, construction and demolition (C&D) waste, and waste tyres sourced from the Southern Highlands, Sydney region and surrounding areas.

The proposed waste materials to be accepted and recovered at the Site are given Table 3.3 below. The waste classification of each material under the NSW EPA's *Waste Classification Guidelines* (2014) is also given.

The vast bulk of waste materials will be brought onto site for processing or for aggregation and off-site transport to other facilities for recycling. While some material will be non-recoverable "residual" waste, most material will be recovered, sorted and moved off site for further processing / recycling.

Where appropriate, manufactured products will meet the EPA's Resource Recovery Orders under the *Protection of the Environment Operations (Waste) Regulation* 2014.

3.12. Maximum types and quantities of waste materials to be stored on site at any one time

The facility will store no more than approximately 2,727m³ or 905 tonnes of waste materials indoors at any one time.

All incoming waste materials and processed products will be stored within the enclosed warehouse in designated concrete bays. Waste and product streams will be segregated to facilitate efficient inventory management, maintain material quality, and minimise the potential for cross-contamination.

Storage areas will be managed in accordance with best practice operational procedures, including stockpile control, material turnover and housekeeping measures to ensure safe and efficient operation of the facility.

The maximum types and quantities of waste materials to be stored on site at any one time are provided in Table 3.4.

3.13. Waste materials not accepted

The following materials will not be accepted:

- Special waste (incl. asbestos); and
- General solid waste (putrescible).

Table 3.2. Types and quantities of waste materials to be received at the Site (quantities are approximate).

Types of materials to be received and processed	Source	Waste classification	Mass (tpa)	Recovered products	Recovered mass (tpa)	Recovery rate	Destination of product	Residual mass disposed to landfill (tpa)
Mixed building waste	Building and construction waste	General solid waste (non-putrescible)	100,000	Fines	10,000	10%	Processed and supplied in accordance The "continuous process" recovered fines order / exemption 2014	7000
				Ferrous metal	8,000	8%	Sent to other approved facilities for processing / manufacturing	
				Timber	25,000	25%	Processed and supplied in accordance with The mulch order / exemption 2016	
				Aggregates	25,000	25%	Processed and supplied in accordance The recovered aggregate order / exemption 2014	
				Processed Engineered Fuel	25,000	25%	Sent to other approved facilities for processing / manufacturing	
Sorted concrete/brick/ tile	Building and construction waste	General solid waste (non-putrescible)	20,000	Various sized aggregates	19,500	98%	Processed and supplied in accordance The recovered aggregate order / exemption 2014	500
Waste tyres	Industry	Special Waste	10,000	Tyre derived fuels	10,000	8%	Processed and supplied in accordance with The recovered tyres order / exemption 2014	-
Commercial and Industrial waste	Businesses + Industry	General solid waste (non-putrescible)	20,000	Paper/ cardboard	3,920	20%	Sent to other approved facilities for processing / manufacturing	400
				Plastics	3,920	20%		
				Glass	3,920	20%		
				Ferrous metal	3,920	20%		
				Non-ferrous metals	3,920	20%		
Gyproc / Plasterboard	Businesses + Industry	General solid waste (non-putrescible)	4,000	Gyproc / Plasterboard	3,900	98%	Processed and supplied in accordance with The recovered plasterboard order / exemption 2014	100
Woody garden organics	Household clean-up + businesses	General solid waste (non-putrescible)	10,000	Timber/ wood mulch	9,500	95%	Processed and supplied in accordance with The mulch order / exemption 2016	500
Ferrous metals			2,000	Ferrous metal	1,800	90%	Sent to other approved facility for processing / manufacturing	100

Types of materials to be received and processed	Source	Waste classification	Mass (tpa)	Recovered products	Recovered mass (tpa)	Recovery rate	Destination of product	Residual mass disposed to landfill (tpa)
	Household clean-up + businesses	General solid waste (non-putrescible)						
Non-ferrous metals	Household clean-up + businesses	General solid waste (non-putrescible)	2,000	Non-ferrous metals	2,000	100%	Sent to other approved facility for processing / manufacturing	100
Soil that meet the CT1 thresholds for general solid waste in Table 1 of the Waste Classification Guidelines	Businesses + Industry	General solid waste (non-putrescible)	15,000	Engineered Fill	9,000	60%	Processed and supplied in accordance with The "continuous process" recovered fines order / exemption 2014	6000
Soil that meet excavated natural material / virgin excavated natural material criteria	Businesses + Industry	General solid waste (non-putrescible)	5,000	Engineered Fill	5,000	100%	Processed and supplied in accordance with The excavated natural material order / exemption 2014	-
Lead Acid Batteries	Household clean-up	Hazardous Waste - Category 1 trackable solid waste (D220)	1,500	Lead Acid Batteries	1,500	100%	Sent to other approved facilities for processing / manufacturing	-
Waste Mineral Oils	Household clean-up	Hazardous Waste - Category 1 trackable liquid waste (J100)	1,500	Waste Mineral Oils	1,500	100%	Sent to other approved facilities for processing / manufacturing	-
Oily water/Coolant etc	Household clean-up	Hazardous Waste - Category 1 trackable liquid waste (J120)	1,500	Oily water/Coolant etc	1,500	100%	Sent to other approved facilities for processing / manufacturing	-
Batteries (Li-ion/NiCad/etc)	Household clean-up	Hazardous Waste - Category 1 trackable solid waste (D210)	1,500	Batteries (Li-ion/NiCad/etc)	1,500	100%	Sent to other approved facilities for processing / manufacturing	-

Types of materials to be received and processed	Source	Waste classification	Mass (tpa)	Recovered products	Recovered mass (tpa)	Recovery rate	Destination of product	Residual mass disposed to landfill (tpa)
Fluoro Tubes	Household clean-up	General solid waste (non-putrescible)	1,500	Fluoro Tubes	1,500	100%	Sent to other approved facilities for processing / manufacturing	-
Used Fire extinguishers and Pressure Vessels/Rams etc	Household clean-up	General solid waste (non-putrescible)	1,500	Used Fire extinguishers and Pressure Vessels/Rams etc	1,500	100%	Sent to other approved facilities for processing / manufacturing	-
Residual Solvents / Thinners / Paints	Household clean-up	Hazardous Waste - Category 1 trackable liquid waste (J100)	1,500	Residual Solvents / Thinners / Paints	1,500	100%	Sent to other approved facilities for processing / manufacturing	-
E-waste	Household clean-up	General solid waste (non-putrescible)	1,500	E-waste	1,500	100%	Sent to other approved facilities for processing / manufacturing	-
TOTALS			**200,000**		**183,600**			**14,700**

TOTAL mass of waste processed (tonnes per annum)	**200,000**
TOTAL mass of waste recovered (tonnes per annum)	**183,600**
TOTAL mass of waste landfilled (tonnes per annum)	**14,700**
Overall recovery rate (%)	**91.8**

4. Statutory context

Table 4.1 provides a summary of the key statutory considerations relevant to the proposed development.

Table 4.1. Statutory considerations for the proposed resource recovery facility.

Consideration	Summary of consideration
Power to grant consent	The proposed development will trigger the requirement for State Significant Development under Clause 23(3) of Schedule 1 of the *State Environmental Planning Policy (Planning Systems)* 2021 as the proposed resource recovery facility will handle more than 100,000 tonnes of waste per annum. Clause 23(3) states: "Development for the purpose of resource recovery or recycling facilities that handle more than 100,000 tonnes per year of waste." The consent authority for the development will be the Independent Planning Commission or the Minister for Planning in accordance with Section 4.5 of the *Environmental Planning and Assessment Act* 1979.
Permissibility	The proposed development relates to the fit-out and operation of Warehouse 1 on Created Lot 1 under the approved subdivision. The developable land is currently part of Lot 2 DP1070888 and is zoned E4 General Industrial under the *Wingecarribee Local Environmental Plan* 2010. Under the *Wingecarribee Local Environmental Plan* 2010, the development is permissible within the E4 General Industrial zone as: "Any other development not specified in item 2 or 4". The proposal is also permissible under Clause 2.153 of the *State Environmental Planning Policy (Transport and Infrastructure)* 2021, which states: "Development for the purpose of waste or resource management facilities, other than development referred to in subsection (2), may be carried out by any person with consent on land in a prescribed zone." E4 General Industrial is a prescribed zone for the purposes of Division 23 of the SEPP.
Land use definition	Under the *Wingecarribee Local Environmental Plan* 2010, a "waste or resource management facility" means any of the following: (a) a resource recovery facility (b) a waste disposal facility (c) a waste or resource transfer station (d) a building or place that is a combination of any of the things referred to in paragraphs (a)–(c). A "resource recovery facility" means: "a building or place used for the recovery of resources from waste, including works or activities such as separating and sorting, processing or treating the waste, composting, temporary storage, transfer or sale of recovered resources, energy generation from gases and water treatment, but not including re-manufacture or disposal of the material by landfill or incineration."

Consideration	Summary of consideration
	The proposal is consistent with this definition as it involves the receival, sorting, processing, temporary storage and transfer of recovered materials from waste.
Other approvals and licences	The proposed facility will require an Environment Protection Licence under Chapter 3 of the *Protection of the Environment Operations Act* 1997 to authorise the carrying out of scheduled activities at the premises. The following scheduled activities are anticipated to apply: • Resource Recovery (Clause 34); • Waste processing (non-thermal treatment) (Clause 41); and • Waste storage (Clause 42).
***Protection of the Environment Operations Act* 1997**	The proposed development is expected to trigger scheduled activities under Schedule 1 of the *Protection of the Environment Operations Act* 1997 due to the proposed waste throughput, tyre processing and waste storage quantities. Relevant scheduled activities are expected to include Resource Recovery, Waste processing (non-thermal treatment) and Waste storage.
***State Environmental Planning Policy (Biodiversity and Conservation)* 2021**	The project is located on land within the Sydney drinking water catchment. However, the NorBE Tool applies to development requiring development consent under the Act, Part 4, other than State significant development.
***State Environmental Planning Policy (Resilience and Hazards)* 2021**	The Environmental Impact Statement will consider the relevant provisions of *State Environmental Planning Policy (Resilience and Hazards)* 2021, including Chapter 3 – Hazardous and offensive development and Chapter 4 – Remediation of land. The proposal involves the storage and handling of waste materials, tyres, diesel fuel, oils and other operational materials. A preliminary hazard assessment and contamination assessment will be prepared, where required, to support the Environmental Impact Statement.
***State Environmental Planning Policy (Transport and Infrastructure)* 2021**	The proposal is permissible with consent under Division 23 of *State Environmental Planning Policy (Transport and Infrastructure)* 2021. Clause 2.153 provides that waste or resource management facilities may be carried out with consent on land in a prescribed zone. The E4 General Industrial zone is a prescribed zone for the purposes of Division 23.
***State Environmental Planning Policy (Industry and Employment)* 2021**	Any proposed business identification signage or building identification signage will be assessed against the relevant provisions of *State Environmental Planning Policy (Industry and Employment)* 2021. No significant advertising signage is proposed as part of the development.
***Environmental Planning and Assessment Act* 1979**	The EIS will address the relevant objects of the *Environmental Planning and Assessment Act* 1979 and the matters for consideration under Section 4.15, including environmental planning instruments, likely environmental impacts, suitability of the site, submissions and the public interest.
***Biodiversity Conservation Act* 2016**	The potential biodiversity impacts of the proposal will be considered in the EIS. The development will occur within an approved industrial warehouse and associated hardstand areas under DA 24/0302, which has already considered biodiversity

Consideration	Summary of consideration
	impacts associated with the subdivision and warehouse construction. Any additional biodiversity assessment requirements will be confirmed through the SEARs process.
***Water Management Act* 2000**	As the proposal relates to the fit-out and operation of Warehouse 1 within the approved development footprint, no additional works within waterfront land are anticipated beyond those already assessed and approved under DA 24/0302. Any water management approval requirements will be confirmed during preparation of the EIS.
***Roads Act* 1993**	The approved subdivision and warehouse development includes road and access works under DA 24/0302. The proposed resource recovery facility will utilise the approved access arrangements. The EIS will assess operational traffic and transport impacts associated with the proposed use.
Development Control Plan	The proposal will be considered against the relevant provisions of the *Moss Vale Enterprise Corridor Development Control Plan* 2008 and any other applicable development controls, where relevant.
Key guidelines and policies	The EIS will consider relevant guidelines and policies, including but not limited to: • NSW EPA Waste Classification Guidelines; • Fire Safety in Waste Facilities; • Access for Fire Brigade Vehicles and Firefighters guidelines; • Guideline for Bulk Storage of Rubber Tyres; • Standards for Managing Construction Waste in NSW; • Applying SEPP 33; • HIPAP No. 3 – Risk Assessment; and • HIPAP No. 12 – Hazards-related Conditions of Consent.

5. Community Engagement and Agency Consultation

Stakeholder consultation is a key component of the planning and environmental assessment process to ensure that regulatory requirements are addressed and that relevant stakeholders are appropriately engaged.

For the proposed development, consultation will be undertaken throughout the preparation of the Environmental Impact Statement (EIS) and development assessment process to inform project design, identify potential environmental and operational impacts, and incorporate stakeholder feedback where relevant.

Consultation will be undertaken with relevant government agencies, service authorities and stakeholders, including:

- NSW Department of Planning, Housing and Infrastructure;
- NSW Environment Protection Authority;
- Wingecarribee Shire Council;
- NSW Rural Fire Service;
- Fire and Rescue NSW;
- Transport for NSW;
- WaterNSW;
- Sydney Water;
- APA Group (gas pipeline operator); and
- Adjoining businesses and nearby landowners.

5.1. Stakeholder Consultation Strategy

Ecotech Enviro Pty Ltd will proactively engage, inform and involve stakeholders and the community throughout the planning and assessment process and provide opportunities for feedback.

Issues raised during the engagement process will be documented and provided to the project team to inform project development, environmental assessment and the preparation of the EIS.

Consultation will be carried out in accordance with statutory requirements and best practice engagement principles. A range of communication and engagement activities will be implemented during preparation of the EIS, including:

- Maintaining a project website or equivalent communication platform to enable stakeholders and the community to access information and contact the project team;
- Stakeholder briefings and meetings with relevant agencies and service providers;
- Preparation and distribution of project updates, including fact sheets or flyers; and
- Notification letters to adjoining landowners, businesses and other key stakeholders.

The EIS will be placed on public exhibition for a minimum of 28 days in accordance with the *Environmental Planning and Assessment Act* 1979.

A project update will be issued to stakeholders prior to exhibition of the EIS to provide details of where the EIS can be viewed and information regarding consultation activities during the exhibition period.

During the exhibition period, stakeholders and members of the community will have the opportunity to make formal submissions on the proposed development. Submissions will be collated into a submissions report and considered in the assessment of the EIS and further development of the proposal.

Following the exhibition period, Ecotech Enviro Pty Ltd will respond to submissions received and may undertake further engagement with stakeholders, where required, to address issues raised.

If the proposed development receives approval, ongoing consultation will be undertaken during the construction and operational phases. A construction community engagement program will be developed to ensure that stakeholders are informed of project progress and that any issues are managed appropriately. Ecotech Enviro Pty Ltd will remain the primary point of contact for all stages of the development.

Table 5.1 provides a summary of the proposed stakeholder consultation strategy.

Table 5.1. Stakeholder consultation strategy.

Organisation / Group	Reason for involvement	Type of engagement	Tools of engagement
NSW Department of Planning, Housing and Infrastructure	Consent authority and SEARs issuing authority	Involve / Consult	SEARs request, formal submissions, meetings
NSW Environment Protection Authority	Licensing authority under the *Protection of the Environment Operations Act* 1997	Consult	Meetings, correspondence, technical consultation
Wingecarribee Shire Council	Local planning authority and infrastructure interface	Involve / Consult	Correspondence, meetings
Fire and Rescue NSW / NSW Rural Fire Service	Fire safety and emergency response	Consult	Correspondence, technical consultation
Transport for NSW	Regional road network and traffic considerations	Consult	Correspondence, technical consultation
WaterNSW	Sydney Drinking Water Catchment authority	Consult	Correspondence, technical consultation
Sydney Water	Water and sewer servicing authority	Consult	Correspondence, technical consultation
APA Group	Gas pipeline operator within the site	Consult	Meetings, correspondence, technical consultation
Adjoining businesses and landowners	Potential local impacts and operational interface	Consult	Direct communication, letters
Community and stakeholder groups	Broader community interest	Inform / Consult	Project updates, website, information material, public exhibition, webinars/presentations

5.2. Adjoining and Sensitive Receptors

The site is also surrounded by a mix of commercial, industrial premises and rural dwellings. Nearby businesses and premises are shown in Figure 5.1. The activities of the adjoining businesses are summarised in Table 5.3.

Table 5.3. Adjoining and nearby businesses.

Address	Business	Description of Business
177 Berrima Road	Moss Vale Service Centre	Waste / recycling business
177 Berrima Road	Resource Recovery Centre and Community Recycling Centre	Waste / recycling business
177 Berrima Road	Wingecarribee Animal Shelter	Animal Shelter
12/14 Old Dairy Close	Anderson Waste Services	Waste / recycling business
21-23 Old Dairy Close	Coach House Timbers	Lumber store
54 Berrima Road	Gubbins Pulbrook Mitre 10 Moss Vale	Hardware store
LOT 121 Berrima Road	Concrite	Ready mix concrete supplier
Unnamed Road	Moss Vale Sewage Treatment Plant	Sewage Treatment Plant

The closest residential properties are located approximately 600m to the east of the site.

Consideration will need to be given to sensitive rural dwellings and neighbouring businesses. Impacts will be minimised as recycling operations and storage of materials will be completely enclosed within the warehouse.

Other nearby businesses, outside of a 500m radius include the Moss Vale Abattoir and Wingecarribee Shire Council's Southern Regional Livestock Exchange. It is understood that the Moss Vale Abattoir has not been operating for approximately 25 years and is currently being remediated.

6. Proposed assessment of impacts

6.1. Matters requiring further assessment

6.1.1. Access and Traffic

The proposed development will utilise the approved access arrangements associated with the subdivision and warehouse development under DA 24/0302, including access via Bowman Road. No additional road construction is proposed as part of this application.

The development will result in increased traffic movements associated with the operation of the resource recovery facility, including the receival of waste materials and the transport of recovered products. Traffic will comprise a mix of heavy vehicles, including articulated trucks and B-double vehicles, as well as light vehicles associated with staff and visitors.

It is estimated that the proposed development will generate approximately 260 vehicle movements per day (130 inbound and 130 outbound). Traffic movements will be managed to ensure efficient operation of the facility and minimise impacts on the surrounding road network.

Cumulative traffic impacts will require consideration, particularly in relation to the nearby Moss Vale Resource Recovery Centre and other industrial uses within the precinct. Consideration will be given to the capacity and performance of Bowman Road and Berrima Road, including potential interactions between heavy vehicle movements associated with surrounding land uses.

The approved warehouse development under DA 24/030, which has a gross floor area (GFA) of 17,370.73m², includes provision for on-site parking, with a total of 59 car parking spaces provided for Warehouse 1. This exceeds the requirements of the *Moss Vale Enterprise Corridor Development Control Plan* 2008, which specifies a parking rate of one (1) space per 300m² of warehouse floor area, equating to a requirement of 58 spaces for the development.

Accordingly, the proposed development will utilise the approved parking provision, which is considered sufficient to accommodate staff and visitor parking demands associated with the resource recovery facility. No additional parking is required as part of the proposed fit-out and operation of the warehouse.

A detailed Traffic Impact Assessment will be prepared as part of the Environmental Impact Statement and will include:

- Details of access arrangements and road transport routes to and from the site;
- Traffic generation estimates for both construction (where relevant) and operational phases;
- Swept path analysis demonstrating the ability of heavy vehicles to safely enter, exit and manoeuvre within the site;
- An assessment of the impacts on the safety and performance of the surrounding road network, including cumulative traffic impacts;
- Assessment of intersection performance, including Bowman Road and Berrima Road; and
- Confirmation that sufficient on-site capacity is provided for all vehicles associated with the development to avoid queuing within the public road network.

6.1.2. Air Quality - Particulate Matter

The proposed development involves the fit-out and operation of a resource recovery facility within an approved warehouse. As such, no major earthworks or bulk construction activities are proposed. Fit-out works may result in minor short-term dust emissions, which will be managed through standard environmental management measures.

During operation, potential air quality impacts may arise from the receival, handling, processing and storage of waste materials, including the generation of dust and, where applicable, odour. These activities will occur within a fully enclosed warehouse, with load-in and load-out areas generally located under cover. Accordingly, emissions to the surrounding environment are expected to be minimal and readily managed.

A detailed Air Quality Impact Assessment will be required for the Proposed Development and include:

- A quantitative assessment of the potential dust and odour impacts of the development, including cumulative impacts, in accordance with relevant Environment Protection Authority (EPA) guidelines;
- A demonstration of how the development would be operated in accordance with best practice measures to manage air emissions;
- Consideration of air pollutant standards in the *National Environment Protection (Ambient Air Quality) Measure* (NEPC, 1998);
- A description and appraisal of air quality and odour impact mitigation and monitoring measures, in line with international best practice; and
- A greenhouse gas assessment.

6.1.3. Amenity - Noise

The proposed development involves no major construction works are proposed. Minor fit-out works may generate short-term and localised noise emissions; however, these are expected to be minimal and temporary in nature.

The closest residential receivers are located approximately 600 metres to the east of the site. Given the separation distance and the industrial context of the site, noise impacts during the fit-out phase are expected to be negligible.

During operation, potential noise impacts may arise from waste receival, processing activities, mobile plant operation and vehicle movements. However, all primary processing and material handling activities will occur within a fully enclosed warehouse, which will provide attenuation of operational noise emissions.

The primary contributor to potential noise impacts on the surrounding environment is expected to be traffic associated with the delivery of waste materials to the site and the transport of recovered products off-site. Consideration will also be given to cumulative noise impacts associated with surrounding industrial and waste-related land uses within the precinct.

Vibration impacts associated with the proposed development are expected to be negligible given the nature of the activities and the separation distances to sensitive receivers.

A detailed Noise and Vibration Impact Assessment will be prepared as part of the Environmental Impact Statement and will include:

- A quantitative assessment of operational and traffic noise and vibration impacts in accordance with relevant NSW Environment Protection Authority guidelines;
- Identification of existing and potential future sensitive receivers, including consideration of surrounding industrial land uses and cumulative impacts;
- Assessment of potential vibration impacts associated with the proposed operations;
- Identification and evaluation of noise mitigation and management measures; and
- Specification of proposed hours of operation and any noise generating activities.

6.1.4. Amenity – Odour

The facility will not accept putrescible waste materials, however tyre processing may generate rubber odour, though likely to be minimal. Additional consideration will be given to nearby businesses and the cumulative effect on odour impacts, such as that from the Resource Recovery Centre and Community Recycling Centre, Moss Vale Sewage Treatment Plant and the Southern Regional Livestock Exchange.

The detailed Air Quality Impact Assessment, as discussed above, will also address odours impacts for the Proposed Development.

6.1.5. Economic

The capital investment required for the development of the Moss Vale Resource Recovery Facility is expected to be $10M. This is a significant capital investment, which will create up to 15 jobs in construction and 50 ongoing full-time jobs during operations, providing benefits to the environment as well as the local economy of Southern Highlands region.

An Estimated development cost (EDC) will be required for the Proposed Development providing a detailed calculation of the EDC including details of all assumptions and components from which the EDC calculation is derived.

6.1.6. Hazards and risks – Hazardous and Offensive Development

A preliminary risk screening will be required to be carried out in accordance with *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development* and *Applying* SEPP 33 (DoP, 2011), providing a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the development. Should the preliminary screening indicate that the project is "potentially hazardous" a Preliminary Hazard Analysis (PHA) must be prepared in accordance with *Hazardous Industry Planning Advisory Paper No. 6 - Guidelines for Hazard Analysis* (DoP, 2011) and *Multi-Level Risk Assessment* (DoP, 2011).

6.1.7. Hazards and risks – Dangerous Goods

The site is comprised of several storage and processing areas which will be used for activities involving waste materials, some of which may be classified as Dangerous Goods (DGs). As DGs are stored at the facility the site is subject to the *Work Health and Safety Regulation* 2017 which requires the risks associated with the storage and handling of DGs to be minimised to ensure safety for personnel working within the site. Compliance with the Regulation may be achieved by using an applicable design standard applicable to the materials being stored.

A Dangerous Goods Assessment for the Proposed Development is required to ensure compliance with the applicable DG standards and thus the Regulation.

6.1.8. Hazards and risks – Fire

Tyres are not classified as dangerous goods according to the Dangerous Goods Code, however, tyres present a significant fire risk. Whilst rubber tyres do not ignite easily, once alight the resulting fire has a high energy release and generates a high volume of smoke. Tyre fires are extremely difficult to extinguish due to their physical properties.

A fire safety study for the development will be conducted to prepare an acceptable solution for the safe storage and processing of tyres under the NSW Fire and Rescue's *Fire Safety guideline for bulk storage of rubber tyres* and *the Hazardous Industry Planning Advisory Paper (HIPAP) No. 2 – Fire Safety Guidelines*.

6.1.9. Hazards and risks – Waste

Wastes will be generated by site construction activities and will be managed in accordance with a Construction Environmental Management Plan for the site.

The proposed development also provides positive outcomes in terms of waste management by increasing and expanding recycling infrastructure in Moss Vale and the broader Southern Highlands Region and will make an important as well as increased recycling to help meet waste targets. The proposed development will help address these critical infrastructure gaps and drive progress towards meeting NSW's waste and materials management targets as set by the NSW Government in the *NSW Waste and Sustainable Materials Strategy 2041.*

A Waste Management Plan will be required to support the EIS and will assesses how the waste generated during construction and received during operation will be dealt with in the most environmentally sustainable way. The Waste Management Plan will provide:

- A description of the waste streams that would be accepted at the site including maximum daily, weekly and annual throughputs and the maximum size for stockpiles
- A detailed description of waste processing operations (including flow diagrams for each waste stream) including a description of the technology to be installed, resource outputs, and the quality control measures that would be implemented;
- Details of how waste would be stored (including the maximum daily waste storage capacity of the site) and handled on site, and transported to and from the site, including details of how the receipt of nonconforming waste would be dealt with;
- Details of the waste tracking system for incoming and outgoing waste;
- Details of the waste management strategy for construction and ongoing operational waste generated; and
- The measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the *NSW Waste Avoidance and Resource Recovery Strategy* 2014-2021

6.1.10. Social Impacts

A Phase 1 Social Impact Assessment (scoping and initial assessment) has been carried out in accordance with The Department of Planning and Environment's *Social Impact Assessment Guideline for State Significant Projects* (2021), to determine the size and scale of likely social impacts of the proposed development. A summary of the findings from the scoping and initial assessment is presented in the Social Impact Assessment Worksheet in Appendix 7. The summary identifies the potential social impacts associated with the principal issues of concern and provides an assessment of the significance of each impact with consideration given to the management and/or mitigation measures to be implemented.

The principal issues of concern relate to:

- Economic;
- Air quality, including greenhouse gas emissions;
- Traffic and road safety;
- Noise; and
- Sustainability.

A detailed Social Impact Assessment (SIA) will be carried out in accordance with The Department of Planning and Environment's *Social Impact Assessment Guideline for State Significant Projects* (2021) to demonstrate that the proposed development is not likely to have a significant impact on social issues as part of the proposed development and will be incorporated into the EIS (Phase 2 Report).

6.2. Matters Requiring No Further Assessment

6.2.1. Amenity – Visual

The proposed development will occur entirely within an approved warehouse building and will not result in any significant changes to the external appearance of the site. The building has already been assessed and approved under DA 24/0302, including consideration of visual impacts.

The site is located within an established industrial precinct and is set back 200m from Berrima road and from surrounding roads and screened by existing industrial development. As such, the proposal is not expected to result in any additional visual impacts beyond those already approved.

6.2.2. Built Environment

The proposed development does not involve the construction of new buildings or significant external infrastructure. All works are limited to the internal fit-out of an approved warehouse and the use of existing hardstand and access arrangements.

Connections to services such as water, sewer and electricity have been considered as part of the approved development (DA 24/0302). Accordingly, no additional impacts on the built environment are anticipated.

6.2.3. Contaminated Land

Potential contamination has been previously considered as part of the approved subdivision and warehouse development (DA 24/0302). The proposed development does not involve any additional ground disturbance.

A Preliminary Site Investigation (PSI) was undertaken by CES (ES Document Reference: CES220803-JEP-AC, dated 04/08/2023) (Appendix G). Based on the findings of the PSI, there is no evidence that the site has been contaminated as a result of current or historic land uses. The site was therefore deemed suitable for the approved development.

Given the nature of the proposal as a warehouse fit-out, contamination risks are negligible.

6.2.4. Hydrology and Water Quality

The proposed development will operate within an enclosed warehouse and utilise the approved stormwater, drainage and servicing infrastructure associated with DA 24/0302.

Detailed assessments of flooding, stormwater management, water quality and servicing infrastructure have previously been undertaken as part of the approved subdivision and warehouse development. This includes a Flood Study (Eclipse Consulting Engineers Pty Ltd, dated 31/07/2023) (Appendix D), Sewer and Water Modelling Report (Urban Water Solutions dated 01/08/2023) (Appendix E), and Soil and Water Management Plan (Eclipse Consulting Engineers Pty Ltd, dated 31/07/2023) (Appendix F), which assessed pre- and post-development hydrology, catchment behaviour, stormwater treatment systems, and discharge arrangements.

These assessments confirmed that the site can be appropriately serviced and that stormwater generated by the development can be effectively managed through on-site detention, treatment systems and controlled discharge, without adverse impacts on downstream receiving environments.

The proposed development does not involve any additional earthworks, changes to catchment configuration, or modifications to the approved stormwater management system. All waste receival, processing and storage will occur within the building, thereby minimising the risk of contaminants entering surface water systems.

Accordingly, no additional detailed hydrological or surface water assessment is considered necessary beyond that already undertaken and approved.

6.2.5. Biodiversity

The site has been subject to previous disturbance and is located within an approved industrial development area. No clearing of native vegetation is required as part of the proposed development. Also the site is not located within any Biodiversity values mapped zones.

A Biodiversity Development Assessment Report (BDAR) prepared by Hayes Environmental in April 2024 as part of DA 24/0302 (Appendix H), confirmed that the development area could be established without significant impacts on biodiversity values, threatened species or ecological communities.

The current proposal is limited to the internal fit-out and operation of the approved warehouse and does not involve any additional land disturbance or vegetation removal beyond that previously assessed and approved. Accordingly, no further biodiversity assessment is considered necessary.

6.2.6. Heritage

An extensive search of the AHIMS database was undertaken on 02/05/2026 and confirmed that there are no Aboriginal places declared on the site and no sites identified within close proximity. An Aboriginal Cultural Heritage Assessment (ACHA) was also undertaken as part of the warehouse and subdivision development application (DA 24/0302) by McCardle Cultural Heritage Pty Ltd on 13 February 2025 (Appendix I). The ACHA concluded that no archaeological sites were identified within the study area and, as such, there are no impacts on the archaeological record. It further confirmed that the site does not contain Aboriginal objects or places of heritage significance.

The proposed development does not involve any ground disturbance beyond the approved development footprint and is not expected to impact Aboriginal cultural heritage either directly or indirectly.

No heritage listed items are located on the site. Given the nature of the proposal as an internal fit-out within an approved industrial building, no impacts on heritage items are anticipated.

6.2.7. Groundwater

The site is not identified as being within an area of groundwater vulnerability under the *Wingecarribee Local Environmental Plan* 2010. The proposed development does not involve deep excavation or activities that would interact with groundwater systems.

Given the nature of the proposal and the absence of significant ground disturbance, impacts to groundwater are not anticipated and further detailed assessment is not considered necessary.

6.3. Priority Assessment for the EIS

Based upon the results of the preliminary environmental analysis and the nature of the proposed development as a fit-out and operation of a resource recovery facility within an approved warehouse, the following broad qualitative risk ratings have been assigned for each environmental attribute:

- High – Traffic and access, hazards and risks, noise and air quality;
- Moderate – Waste management and fire risk;
- Low – Greenhouse gas emissions, visual amenity and social impacts; and
- None – Hydrology and water quality, biodiversity, Aboriginal heritage, non-Aboriginal heritage and groundwater.

Environmental risks are largely associated with the ongoing operation of the facility, including traffic movements, waste handling, and potential amenity impacts.

The detailed scope of these assessments will be confirmed following the receipt of the Secretary's Environmental Assessment Requirements (SEARs) for the proposed development. An Environmental Impact Statement, supported by targeted technical assessments, will be prepared in accordance with the SEARs and relevant contemporary government guidelines.

A scoping summary table is provided in Appendix A to support the EIS preparation, grouping matters requiring further assessment by level of assessment and identifying:

- The requirement for cumulative impact assessment and the level of detail required;
- Any specific stakeholder or community engagement required during the EIS preparation; and
- The relevant government plans, policies and guidelines applicable to each environmental matter.

Appendix A – Scoping Summary Table

Table A.1 – Scoping Summary Table

Level of Assessment	Environmental Aspect	Cumulative Impact	Engagement	Relevant Government Plans, Policies and Guidelines
Detailed	Access and Traffic	Yes	Specific	• Guide to Traffic Management – Part 3 Traffic Studies and Analysis (Austroads, 2013) • NSW Bicycle Guidelines (RTA, 2003) • Guide to Traffic Generating Developments Version 2.2 (RTA, 2002) • Guide to Traffic Management Part 12: Traffic Impacts of Project (Austroads, 2020) • Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections Austroads, 2021) • Australian / New Zealand Standard – Parking Facilities Part 1: off-street car parking (AS2890.1:2004)
Detailed	Air Quality - Particulate Matter	Yes	Specific	• The Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA 2016) • NSW's Sustainable Design Guidelines (Version 3.0) (Transport for NSW, 2013) • Greenhouse Gas Inventory Guide for Construction Projects (Transport for NSW, 2012). • Technical framework: Assessment and management of odour from stationary sources in NSW (Department of Environment and Conservation NSW 2006)
Detailed	Amenity – Noise	Yes	Specific	• Construction Noise Strategy (Transport for NSW, 2012) • Interim Construction Noise Guideline (Department of Environment, Climate Change and Water, 2009) • NSW Industrial Noise Policy (Environment Protection Authority, 2000) • NSW Road Noise Policy (Environment Protection Authority, 2011) • Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006)

Level of Assessment	Environmental Aspect	Cumulative Impact	Engagement	Relevant Government Plans, Policies and Guidelines
				• Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006)
Detailed	Amenity – Odour	Yes	Specific	• Technical Framework Assessment and management of odour from stationary sources in NSW (Department of Environment and Conservation, 2006)
Detailed	Economic	No	General	• Refer to scoping report for further discussion on approach to assessment.
Detailed	Hazards and Risk – Hazardous and Offensive Development	No	Specific	• Applying SEPP 33 (identify relevant requirements) • HIPAP No.3 – Risk Assessment (identify relevant requirements) • HIPAP No.12 – Hazards – related Conditions of Consent
Detailed	Hazards and Risk – Dangerous Goods	No	Specific	• Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 (DoP 2011) • International Standard (ISO / IEC 31010) Risk Management – Risk Assessment Technique • Australian Code for the Transport of Dangerous Goods by Road and Rail (7th edition) (National Transport Commission, 2007) • Code of Practice for the Safe Removal of Asbestos 2nd edition (National Occupational Health and Safety Commission, 2005) • Storage and Handling of Dangerous Goods Code of Practice (WorkCover, 2005).
Detailed	Hazards and Risk – Fire	No	Specific	• Fire Safety guideline – guideline for bulk storage of rubber tyres (Fire and Rescue NSW) • HIPAP No.2 – Fire Safety Guidelines
Detailed	Hazards and Risk – Waste	Yes	Specific	• Waste Classification Guidelines (DECCW, 2009) • Standards for Managing Construction Waste in NSW (NSW EPA, 2019) • Fire Safety Guideline – Fire safety in waste facilities (Fire and Rescue NSW 2020)

Level of Assessment	Environmental Aspect	Cumulative Impact	Engagement	Relevant Government Plans, Policies and Guidelines
Detailed	Social Impacts	Yes	Specific	• Social Impact Assessment Guidelines for State Significant Projects (Department of Planning Industry and Environment, 2021)
No Further Assessment	Visual Amenity	No	General	• Refer to scoping report for further discussion on approach to assessment.
No Further Assessment	Built Environment	No	General	• Refer to scoping report for further discussion on approach to assessment
No Further Assessment	Contaminated Land	No	General	• Refer to scoping report for further discussion on approach to assessment
No Further Assessment	Hydrology and Water Quality	No	General	• Refer to scoping report for further discussion on approach to assessment
No Further Assessment	Biodiversity	No	General	• Refer to scoping report for further discussion on approach to assessment
No Further Assessment	Heritage (Aboriginal and Non-Aboriginal)	No	General	• Refer to scoping report for further discussion on approach to assessment
No Further Assessment	Groundwater	No	General	• Refer to scoping report for further discussion on approach to assessment

Appendix B – Site Plans

Appendix C – SIA Scoping Worksheet

Appendix D – Flood Study (DA 24/0302)

Appendix E – Development Assessment Report – Sewer and Water Modelling (DA 24/0302)

Appendix F – Soil and Water Management Plan (DA 24/0302)

Appendix G – Preliminary Site Investigation (PSI) (DA 24/0302)

Appendix H – Biodiversity Development Assessment Report (BDAR) (DA 24/0302)

Appendix I – Aboriginal Cultural Heritage Assessment (ACHA) (DA 24/0302)