

SEARs Scoping Report – Processed Engineered Feedstock Production Facility

MET Waste Management Pty Ltd



Prepared for MET Waste Management Pty Ltd

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Version	Authors	Date	Reviewer	Approved for issue	Date
Draft	A.Stevenson, C.Rich	13/04/2026	Dr. M. Jackson	Dr. M. Jackson	14/04/2026
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Executive Summary

This Scoping Report has been prepared for MET Waste Management Pty Ltd (the Proponent) for the proposed development of a Processed Engineered Feedstock (PEF) Production Facility at its existing site at 134 Carnarvon St, Silverwater NSW 2128 (Lot 1 DP 713708). The report has been prepared in accordance with the NSW Department of Planning, Industry and Environment's *State significant Development Guidelines – Preparing a Scoping Report* (2022).

The Site is located in the Silverwater Industrial Estate and is zoned E4 General Industrial under the *Parramatta Local Environmental Plan 2023*. The Site currently operates under development consent DA384/87 permitting waste management operations including receiving, sorting and processing of building, civil and related construction materials. Current site operations are licensed under NSW Environment Protection Authority Environmental Protection licence 20948 (the License).

In an Australian first, the high-tech PEF Production Facility will receive, sort and process up to 450,000 tonnes per annum of residual Municipal Solid Waste (MSW) and Commercial and Industrial (C&I) waste in a ratio of approximately 40% to 60% by weight respectively and provide new critical infrastructure to address the projected shortfall in Sydney's waste disposal needs by 2030 (the Proposal).

A key objective of the Proposal is to provide a sustainable end-of-life solution for residual wastes that currently have no other option apart from landfilling. In a European style approach, residual (red bin) waste from households and businesses will undergo advanced and automated processing with a fully enclosed building with advanced environmental control systems. Waste materials received will be decontaminated to remove hazardous waste items (e.g. batteries, gas bottles, smoke detectors, chemical containers and asbestos). Additional recoverable materials such as paper, cardboard, plastics, PVC, ferrous and non-ferrous materials will be removed and sent off-site to specialist Resource Recovery Facilities for recovery and recycling.

The high calorific material remaining will be refined, dried, shredded, baled, sampled and tested for compliance with end user requirements. The PEF will be transported to markets via road and/or rail for use in sustainable chemical production (e.g. methanol) or for sustainable energy generation in Australia or overseas. PEF will be placed in forty cubic foot shipping containers within the warehouse building. The PEF containers will be transported via semi-trailers (19m long). These shipping containers will be transported to Port Botany using the State road network, or transported intra or interstate via rail by delivering the shipping containers to the Enfield and/or Moorebank intermodal facilities. All trucks entering and leaving the Proposal will be via a defined haul route within the Silverwater Industrial Estate onto Silverwater Rd, to avoid the generation of any new truck traffic near residents along Carnarvon St (or any other local residential streets in the area).

Recyclables may be baled or left loose then transported from the Site in enclosed trucks ranging from HRV's to semi-trailers. These recyclables will be transported to processing facilities for further processing. Residual or non-compliant wastes will be transported in appropriately sealed containers on trucks for lawful processing or disposal off-site.

The Proposal seeks to divert up to 85% (by weight) of red bin residual waste from households and businesses, helping to preserve and extend the life of existing landfills and accelerating the transition to a Circular Economy in an advanced and highly controlled facility within the population centre of Sydney.

Several sustainability measures and targets have been included in the plant design, such as: overall target to have nil adverse air quality impacts in the local area from the operation, helping to protect local air quality at all times; negative air pressure system maintained in the warehouse, to avoid the release of any odour external to the building; advanced wet scrubbing of all process air within the building, with treatment through two high capacity activated carbon scrubber systems (with redundant capacity) prior to discharge of air; objective of net-zero greenhouse gas emissions, through the installation of a significant solar array and battery energy storage system; minimal solid electric plant and equipment, to avoid the need for fossil fuels, with charging facilities provided for all mobile plant on site; advanced thermal detection and fire suppression systems, to quickly detect and extinguish any fires within the building; waste disposal; and full rainwater harvesting and reuse, to reduce net water requirements.

The Proposal will principally involve the construction of a new large warehouse building on the eastern side of 134 Carnarvon St, Silverwater, with supporting offices, staff amenities, car parking and separate access arrangements for trucks and passenger vehicles to and from the Site. The conceptual layout of the facility is

summarised as follows and will involve the following works and operations:

- Relocation of part of the existing landfill gas extraction system around the footprint of the proposed warehouse building and reconnection to the existing landfill gas collection and treatment system;
- The construction of an 18.5m high, 11,792 m² warehouse building (193.5m long and 65m wide) for housing the entire PEF production operation;
- Warehouse to be constructed of Colorbond® with neutral and recessive colours, with potential for noise insulation to be provided within the building for enhanced noise control;
- Offices attached to the northern side of the warehouse building, with a floor area of 275m², located on a mezzanine level with car parking below;
- Specialised raft concrete slab construction with below slab hazardous ground gas protection system, and either a passive or active sub-floor ventilation system to avoid the build-up of ground gases beneath the slab and to ensure that the ground gases do not have any adverse impact on humans or the environment;
- Provision of a separate staff and contractor entrance from Carnarvon St, with off-street parking for up to 23 passenger vehicles under the mezzanine office and on the north-east side of the Site;
- Provision of a separate truck access from Carnarvon St into the PEF Production Facility, with a new concrete crossover to connect with existing concrete crossover providing vehicular access to the MET Recycling site located on the western side of the premises;
- Truck crossover to be sufficiently wide for a 19m semi-trailer to enter the PEF Production Facility in the forward direction;
- Fast acting roller door with an air curtain for truck entry from Carnarvon St, to avoid the fugitive release of odour or dust from the building;
- Advanced environmental controls within the building to avoid odour release. This will involve high-capacity extraction fans (with battery backup systems) to keep the building under negative pressure, with all exhaust air treated through two high-capacity wet scrubbers with activated carbon filtration of air prior to discharge through two separate stacks mounted to the roofline of the warehouse building;
- A separate inbound 26m pit style weighbridge for weighing of incoming trucks;
- A separate outbound 26m pit style weighbridge for weighing of outgoing trucks;
- A leachate collection and drainage system within the waste receipt, inspection, decontamination and storage areas, with 2 x 10,000L pump-out tanks with carbon scrubbers on vents. Leachate to be pumped out and transported to off-site liquid waste treatment facilities as required;
- A designated waste receipt, inspection, decontamination area on the northern side of the warehouse building, bound on three sides with 5m high concrete panel walls for waste containment;
- A dedicated waste storage area (awaiting processing) on the north-east corner of the warehouse building, bound on three sides with 5m high concrete panel walls for waste containment;
- An advanced PEF Production plant, comprising a series of purpose designed systems for recovery of recyclables and production of PEF, including slow speed shredder and bag opener; conveyor systems; magnets for ferrous metal recovery; long part separator; optical sorters for removal of PVC, cardboard, paper, PET plastic and plastic film recovery; eddy current separators for non-ferrous metal recovery; PEF shredding and baling line and bale wrapping;
- Concrete panel storage bays for recovered materials for recycling beneath the PEF production plant;
- Storage area within the warehouse building for temporary storage of at least ninety-six (96) full sized fully sealable shipping containers (each 40 cubic feet by volume) for storage of PEF prior to transport to market;
- Two dedicated truck loading bays for side loading of trucks with recyclable materials or shipping containers of PEF for transport to markets;
- Advanced fire detection systems, including full fire sprinklers throughout the warehouse building and firewater containment bunding in accordance with best practice;
- Wheel wash for all trucks installed prior to the exit weighbridge;
- Fast acting roller door with air curtain to the southern side of the warehouse for exiting trucks from the warehouse;
- Concrete exit driveway from the warehouse, with a new crossover constructed to Newton St North, to provide safe one-way flow of heavy vehicles through the facility;
- A large solar array across the roofline of the warehouse building, with a production capacity of 2.3 MW;
- A large battery energy storage system to provide backup power for the plant and to supply the operations with renewable off-grid electricity; and
- Water tanks for rainwater collection and reuse.

Two key issues identified as part of the scoping report process have been assessed in detail. This includes traffic and air quality / odour. It was identified early that the Proposal will need to carefully consider the impacts of additional truck trip generation, particularly in residential areas to the east of the Site. Air quality and odour is the second key issue, which could affect the overall viability of the Proposal, given the location of industrial and residential receptors near the Site.

The traffic and parking impact assessment recommended that the haulage route within the Silverwater Industrial Estate be used for all incoming and outgoing trucks from the development to avoid impacts on residential areas located to the east of Stubbs Street and south of Carnarvon Street in the vicinity of the Site. The study also found that the Proposal will have negligible impact on the road network in the vicinity of the Site.

The air quality impact assessment found that during construction, dust (in the form of Total Suspended Particles, Deposited Dust, fine dust (PM_{2.5}) and coarse dust (PM₁₀)) is the main air pollutant that needs to be considered. The study found that as minimal excavation works (earthworks and civil works) are proposed, minor dust emissions (nonsignificant quantities) are expected from all construction. The reason for this is the fact that the majority of civil works will be conducted above ground level to avoid breaching the capping of the existing landfill.

During operations, the air quality impact assessment found that the contribution to air pollutants from the Proposal in the locality, being dust (in the form of Total Suspended Particles, Deposited Dust, fine dust (PM_{2.5}) and coarse dust (PM₁₀)), nitrous oxide and odour will all be very low. Although background levels of PM_{2.5} and PM₁₀ are above EPA benchmark criteria for good air quality, the contribution from the Proposal to these pollutants will be minimal, meaning that the Proposal is unlikely to impact local air quality. The study found that the Proposal can be operated successfully in the locality without having a detrimental impact on local air quality.

A Community Consultation Program was undertaken in April and May 2026, with 38 businesses, 3 community organisations, 589 residents, the City of Parramatta Council and the NSW Environmental Protection Authority included in the Program. There was a total of 4 responses from the community resulting from the Consultation Program, with the main questions asked relating to air quality, dust and odour impacts, noise of the operation, the movement of trucks and the potential impacts to property value in the local area. A detailed outline of the results of the Community Consultation Program is provided.

The Proposal will operate on a 24/7 basis. During construction, approximately fifty (50) jobs will be created over a twelve (12) month construction period. A total of ten (10) staff will be required to support operations during each shift. To support operations, three (3) shifts will be established. The Proposal will therefore create 30 direct jobs during operations. The construction cost for the Proposal is expected to be approximately \$38 million.

The proposed PEF Production Facility will support NSW in the transition to the circular economy as waste landfills in Greater Sydney reach capacity, with a predicted shortfall of 1.1 million tonnes in the region by 2030. The Proposal will help fill a critical gap in waste infrastructure, and will help to extend the life of current landfills.

The Proposal triggers the requirement for State Significant Development under Schedule 1, Clause 23(3) of the *State Environmental Planning Policy (Planning Systems) 2021* as the facility will accept more than 100,000 tonnes per year of waste. The consent authority will be the NSW Minister for Planning with normal delegation to the Department of Planning, Housing and Infrastructure for assessment and determination.

As the Proposal is considered a State Significant Development, an Environmental Impact Statement is 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 (DPHI) under Section 5.16 of the *Environmental Planning and Assessment Act 1979*.

This Scoping Report provides an overview of the proposed development, likely environmental and social issues that may impact the surrounding land uses and will assist DPHI to specify the precise requirements for the Environmental Impact Statement.

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1. Introduction

This Scoping Report has been prepared for MET Waste Management Pty Ltd who are seeking approval to develop a Processed Engineered Feedstock (PEF) Production Facility on their existing site at 134 Carnarvon St, Silverwater NSW (Lot 1, DP713708) (the Site) (Figure 1.1). The Site is located within the Silverwater Industrial Estate, approximately 3.2km south-east of the Parramatta central business district. The land is zoned E4 General Industrial under the *Parramatta Local Environmental Plan 2023*.

The Site is currently approved under DA384/87, issued 19/10/1988 for waste management operations for receiving, sorting and processing soils, concrete, brick, asphalt, and building and demolition waste. The Site is licensed by the NSW Environment Protection Authority (EPA) under environment protection licence (EPL) 20948. The Site is situated on the site of the former Auburn Council landfill, now capped and in aftercare maintenance for the management of ground gases.

The high-tech PEF Production Facility will receive, sort and process up to 450,000 tonnes per annum of residual Municipal Solid Waste (MSW) and Commercial and Industrial (C&I) waste in a ratio of approximately 40% to 60% by weight respectively and provide new critical infrastructure to address the projected shortfall in Sydney's waste disposal needs by 2030 (the Proposal).

A key objective of the Proposal is to provide a sustainable end-of-life solution for residual wastes that have no other option apart from landfilling. In a European style approach, residual (red bin) waste from households and businesses will undergo advanced and automated processing with a fully enclosed building with advanced environmental control systems. Waste materials received will be decontaminated to remove hazardous waste items (e.g. batteries, gas bottles, smoke detectors, chemical containers and asbestos). Additional recoverable materials such as paper, cardboard, plastics, PVC, ferrous and non-ferrous materials will be removed and sent off-site for recycling.

The residual high calorific material remaining will be refined, dried, shredded, baled, sampled and tested for compliance with end user requirements. The PEF will be transported to markets via road and/or rail for use in sustainable chemical production (e.g. methanol) or for sustainable energy generation in Australia or overseas. PEF will be placed in forty cubic foot shipping containers within the warehouse building. The PEF containers will be transported via semi-trailers (19m long). These shipping containers will be transported to Port Botany using the State road network, or transported intra or interstate via rail by delivering the shipping containers to either the Enfield and/or Moorebank intermodal facilities. All trucks entering and leaving the Proposal will be via a defined haul route within the Silverwater Industrial Estate onto Silverwater Rd, to avoid the generation of any new truck traffic near residents along Carnarvon Street (or any other local residential streets in the area).

Recyclables may be baled or loose then transported from the Site in enclosed trucks ranging from HRV's to 19m semi-trailers. These recyclables will be transported to processing facilities for manufacturing. Residual or non-compliant wastes will be transported in appropriate sealed containers on trucks for lawful processing or disposal off-site.

The Proposal seeks to divert up to 85% of red bin residual waste from landfill from households and businesses, helping to preserve and extend the life of existing landfills and accelerating the transition to a Circular Economy in an advanced and highly controlled facility within the population centre of Sydney.

1.1 Applicant Details

The Proponent details in relation to the proposed development are:

- The Proponent: MET Waste Management Pty Ltd
- ABN: 72 608 414 142
- Postal address: PO BOX 6547 Silverwater NSW 1811
- Nominated contact: Mr Jason O'Sullivan, Director
- Contact details: jason@metrecycling.com.au

1.2 Purpose of the Report

The Proponent is seeking the Secretary's Environmental Assessment Requirements (SEARs) to inform the preparation of a development application for the Proposal as a State Significant Development under Clause

23(3) of Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* as the facility will '...handle more than 100,000 tonnes per year of waste'.

The aim of this Scoping Report is to provide the Department of Planning, Housing and Infrastructure (DPHI) with information about the proposed development with respect to preparation of an Environmental Impact Statement (EIS) that is required pursuant to Clause 173(1) of the *Environmental Planning and Assessment Regulation 2021*:

'...Before preparing an environmental impact statement, the responsible person must apply to the Planning Secretary for the environmental assessment requirements for the environmental impact statement.'

This Scoping Report has been undertaken in accordance with the DPE's *State Significant Development Guidelines - Preparing a Scoping Report* (2021).

Figure 1.1. Proposal site footprint (red outline) from satellite imagery.



Date	Revision	Drawn By	Site description	JEP Environment & Planning		Client	MET Waste Management Pty Ltd
14/08/2025	Draft 1	A. Stevenson	134 Carnarvon Rd, Silverwater NSW	Strategy Approvals Compliance Licensing		Project	SEARs Scoping Report
			2128	A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060		Title	Site Boundary
			(Lot 1, DP713708)	E: admin@jacksonenvironment.com.au		Scale	1:20m
				T: 02 8056 1849 W: http://www.jacksonenvironment.com.au		Source	Nearmap

1.3 Objectives of the Proposal

The objective of the Proposal is to provide a sustainable end-of-life solution for residual wastes that have no other option apart from landfill. In a European style approach, residual (red bin) waste from households and businesses will undergo advanced and automated processing with a fully enclosed building with advanced environmental control systems. Waste materials received will be decontaminated to remove hazardous waste items (e.g. batteries, gas bottles, smoke detectors, chemical containers and asbestos). Additional recoverable materials such as paper, cardboard, plastics, PVC, ferrous and non-ferrous materials will be removed and sent off-site for recycling.

The residual high calorific material remaining will be refined, dried, shredded, baled, sampled and tested for compliance with end user requirements. The PEF will be transported to markets via road or rail for use in sustainable chemical production (e.g. methanol) or for sustainable energy generation in Australia or overseas. PEF will be placed in forty cubic foot shipping containers within the warehouse building. The PEF containers will be transported via semi-trailers (19m long). These shipping containers will be transported to Port Botany using the State road network, or transported intra or interstate via rail by delivering the shipping containers to either the Enfield and/or Moorebank intermodal facilities. All trucks entering and leaving the Proposal's site will be via a defined haul route within the Silverwater Industrial Estate onto Silverwater Rd, to avoid the generation of any new truck traffic near residents along Carnarvon St (or any other local residential streets in the area).

Recyclables may be baled or left loose then transported from the site in enclosed trucks ranging from HRV's to 19m semi-trailers. These recyclables will be transported to processing facilities for further processing. Residual or non-compliant wastes will be transported in appropriate sealed containers on trucks for lawful processing or disposal off-site.

The NSW EPA in September 2025 published the *NSW Waste and Circular Infrastructure Plan - Chapter 1: Meeting our residual waste and food and garden organic waste needs* (NSW EPA, 2025). The plan notes that Sydney is on track for a waste crisis. In 2022–23, around 66% of the waste generated in NSW was recycled. The remaining 7.7 million tonnes of unrecycled waste – known as residual waste – was disposed of at landfill. As waste volumes continue to grow, households and businesses will continue to need to safely dispose of their residual waste. So it is essential that services like the collection of red-lid kerbside bins continue to be delivered. These services rely on the availability of waste infrastructure such as landfills. However, it is noted that landfills servicing Greater Sydney – home to 66% of NSW's population – are expected to reach capacity within the decade.

The plan further notes that due to scheduled closure of landfills servicing Sydney, including Lucas Heights Landfill, Greater Sydney's putrescible waste capacity will fall short of demand by 1.1 million tonnes per year by 2030.

The Proposal seeks to divert up to 85% of red bin residual waste from landfill from households and businesses, helping to preserve and extend the life of existing landfills and accelerating the transition to a Circular Economy in an advanced and highly controlled facility within the population centre of Sydney. The Proposal will help address almost 40% of the projected shortfall 1.1 million tonnes of putrescible waste capacity in Sydney, and is capable of being delivered by 2030.

1.4 Background and Approvals

The Site started its industrial use as a brick quarry, before later use as a landfill by Auburn Council between 1976 and 1986. A series of environmental investigations performed at the Site have informed the development of remediation works to control landfill gases and leachates. The Site is raised relative to the surrounding land and mostly level, with a northwest slope towards Duck River, a tributary of Parramatta River. Figure 1.2 shows a modelled view of the historical landfill with associated geological formations. There is shallow groundwater present at the Site that has a minor degree of intermix with leachate from the landfill, with groundwater flowing towards Duck River in the northwest. However, detailed testing has shown the presence of chemicals in the leachate are not at concentrations that are likely to significantly impact the environment.

Gas extraction is the primary remediation activity on the Site, with a total of 42 vertical extraction wells, 10 condensate traps and 5 isolation valves installed with associated connective piping. Extraction wells are located in 20m spacings to ensure even removal of methane. The landfill cap contains multiple layers of geofabric, soils, linear low-density polyethylene, stabilisers and topsoil to provide an effective barrier for the landfill. There is

asbestos containing material located along the western batter of the site underneath the capping that must be kept isolated from workers through fencing and signage.

Table 1.1 lists the development consent history for the site.

Table 1.1. Development consents granted for the property at 134 Carnarvon St, Silverwater NSW.

Consent Number	Issue Date	Description
DA/384/87	19/10/1988	Use of part of the Site for the wholesale sale, storage and processing of building, roadmaking and landscaping materials, builders' sands, gravels, concrete, bricks, landscaping sands and soil mixes including the installation of associated office and amenities buildings.
DA/135/2018	19/07/2018	Construction of one (1) weighbridge and truck queuing lanes to support the existing Resource Recovery Facility.

1.5 Existing and Continuing Use Rights

The existing development consent operating on the Site (DA384/87) will continue to function until the consent for this SSD application is granted, and construction and occupation certificates are issued. Once the Proposal is approved, built, and operational, it is proposed that consent DA384/87 be modified to remove the PEF Production Facility operational area from the area that the existing consent applies to. This will ensure that the PEF Production Facility operational area operates under a separate consent in accordance with the proposed activities.

1.6 Easements, Licences or Covenants

The current use of the Site is a Resource Recovery facility that operates to recover soil wastes from construction sites in the Greater Sydney Region. The facility operates one incoming and one outgoing weighbridge, wheel wash, and a tipping and sorting area, along with site offices and parking. An Environment Protection Licence (EPL) 20948 was issued on 11th September 2017 to MET Recycling for the Site. The issued EPL 20948 is for scheduled activities of resource recovery of general waste and waste storage (other types) as fees-based activities. The storage of waste onsite cannot exceed 20,000 tonnes at any one time, under the Limit conditions for Waste (Condition L2.3).

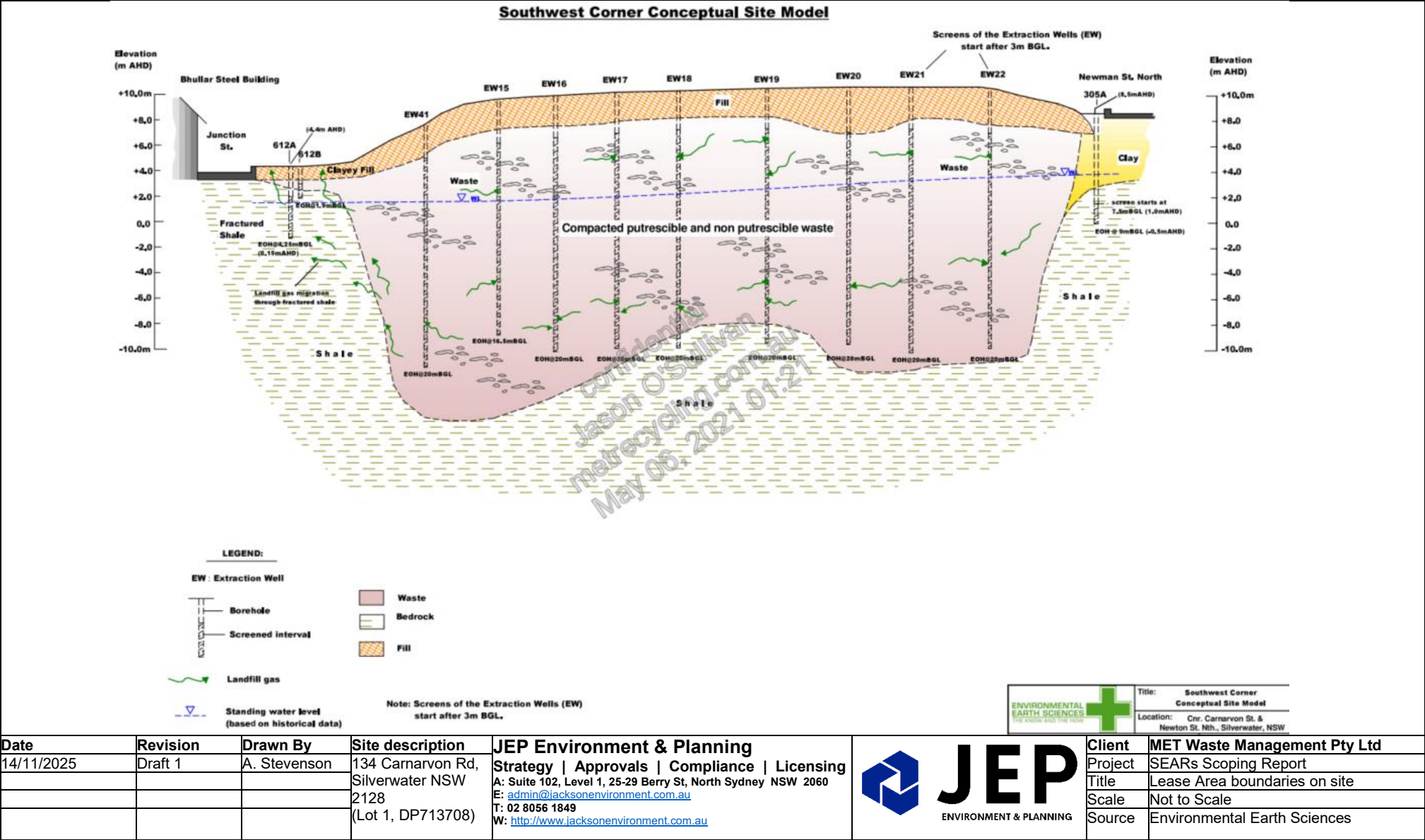
Under this application, the current facility will remain active on site and run in parallel to the proposed PEF Production Facility. A separate EPL will be sought for operation of the PEF Production Facility.

Easements that are noted on the site survey include:

- A. Right of way and easement for electricity purposes (1785638);
- B. Easement for batter (P399308);
- C. Covenant M654372;
- D. Benefited by right to construct and use a railway (A462063) and Easement D686314, Right D848114, Right D957308; and
- E. Excludes land below a depth of 30.48m and the minerals (Book 178 No. 455).

As the Site borders land zoned W1 – Natural Waterways an easement must be maintained for public access to Duck River, however this does not intersect with the site boundary.

Figure 1.2. Conceptual site model of existing landfill at Lot 1, DP713708.



1.7 Approvals Subject to a Separate Assessment

A new EPL will be sought from NSW EPA for the operation of the PEF Production Facility to delineate it from existing on-site operations. This will ensure that all waste and resource recovery operations across the whole of the MET Recycling site will maintain separate records, enabling a clear audit trail of waste materials received, processed and transported from site.

A development application is soon to be lodged with the City of Parramatta to seek approval for the construction of a three-sided shed structure in the southwest of the Site for the storage of recovered products from the existing recycling facility. This does not form part of this Scoping Report.

1.8 Adjoining Premises and Sensitive Receptors

Surrounding land uses are predominantly industrial and commercial in nature. To the north, east and south-east of the Site there are large-scale warehouse, manufacturing and logistics facilities, consistent with the industrial zoning. The closest residential sensitive receptor is located 110m east of the Site.

The locations of adjoining premises are outlined in Table 1.2.

Table 1.2. Adjoining premises near the Proposal site.

Address	Receptor type	Distance and direction from site (m)	Business name	Description of Business
128 Carnarvon St	Industrial	20m to the east	Silvermotive	Mechanic and car repairs
130 Carnarvon St	Industrial	20m to the east	PCTE NSW	Industrial equipment supplier
116 Asquith St	Industrial	20m to the east	CleverPak	Product assembly and packaging services
149 Beaconsfield St	Industrial	20m to the east	Madison Technologies	Computer equipment suppliers
107 Carnarvon St	Industrial	25m to north	RØDE	Microphone manufacturer and fulfillment centre
Unit 5/107 Carnarvon St	Industrial	40m to north	Oppenheimer Pty Ltd	Food manufacturing facility
5 Junction St	Industrial	157m to west	AJM United	Engineering consultants' office

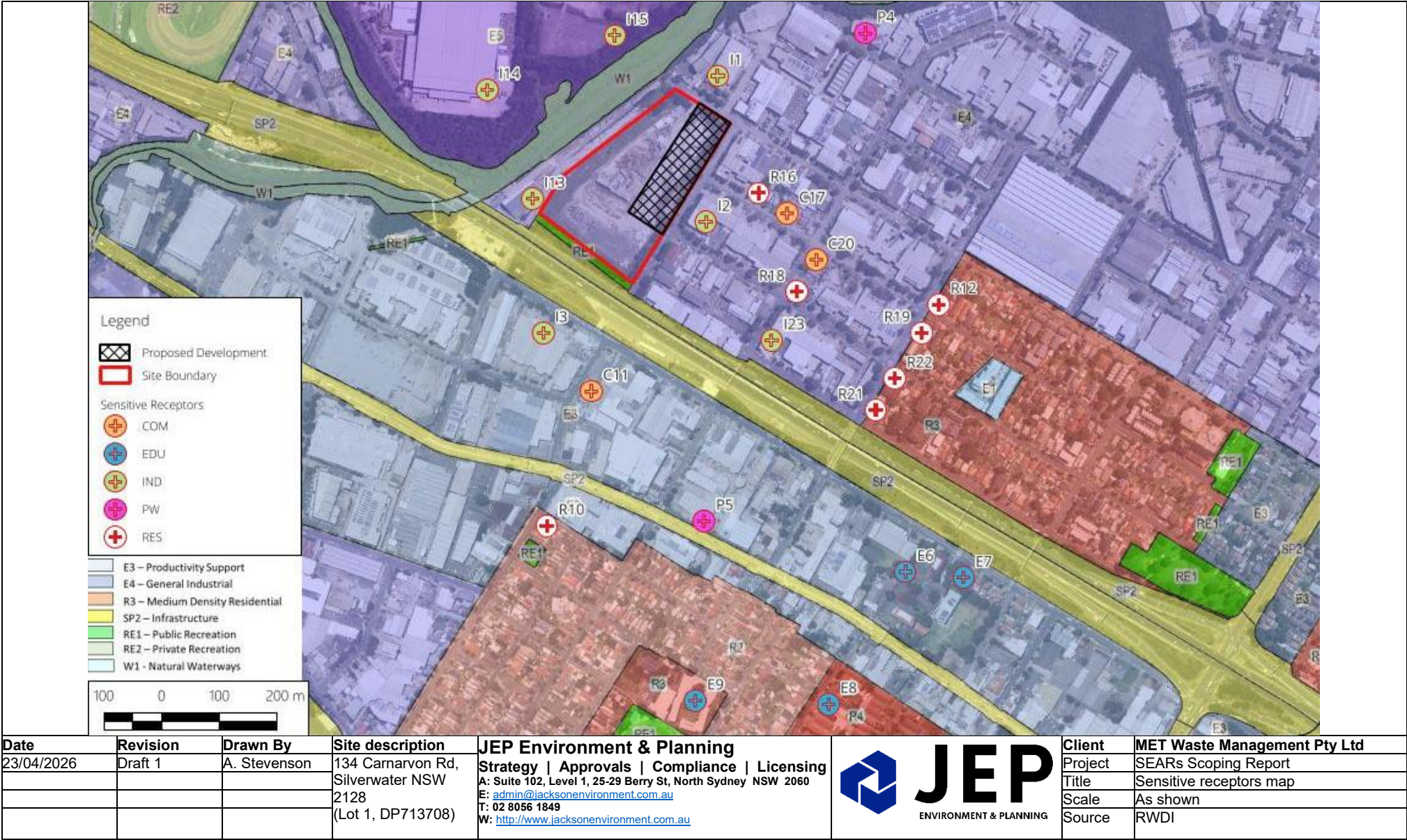
Residential and other sensitive receptors close to the Site are listed in Table 1.3. Locations of sensitive receptors are also shown in Figure 1.3.

Table 1.3. Sensitive receptors close to site, measured from site boundary.

Receptor	Address	Receptor type	Distance to site (m)
I1	2/107 Carnarvon Street, Silverwater	Industrial	40
I2	149 Beaconsfield Street, Silverwater	Industrial	30
I3	1-3 Short Street, Auburn	Industrial	110
P4	107 Derby Street, Silverwater	Place of Worship	300
P5	191 Parramatta Road, Auburn	Place of Worship	450
E6	153-159 Parramatta Road, Auburn	Educational	500
E7	96 Adderley Street West, Auburn	Educational	510
E8	75 Macquarie Road, Auburn	Educational	550
E9	Hunter Street, Auburn	Educational	500
R10	79 Hampstead Road, Auburn	Residential	410
C11	13-15 Newton Street South, Auburn	Commercial	170
R12	63 Asquith Street, Silverwater	Residential	470
I13	5 Junction Street, Auburn	Industrial	35
I14	3-11 Shirley Street, Rosehill	Industrial	220

Receptor	Address	Receptor type	Distance to site (m)
I15	9 Devon Street, Rosehill	Industrial	150
R16	105 Asquith Street, Silverwater	Residential	110
C17	97 Asquith Street Silverwater	Commercial	170
R18	127 Beaconsfield Street, Silverwater	Residential	250
R19	29 Stubbs Street, Silverwater	Residential	475
C20	92 Asquith Street, Silverwater	Commercial	245
R21	91 Deakin Street, Silverwater	Residential	470
R22	82-84 Beaconsfield Street, Silverwater	Residential	475
I23	111-113 Deakin Street, Silverwater	Industrial	240

Figure 1.3. Sensitive receptor locations. Refer to Table 1.3 for details.



1.9 Important Natural and Built Features

The Site is part of the built Silverwater Industrial Estate, with the M4 Western Motorway located directly south of the Site.

The nearest natural feature is Duck River to the north-northwest that is mapped as a foreshore and waterway area (Figure 1.5). Whilst the western edge of the Site is within the mapped foreshore and waterway area, the footprint of the proposal is outside this area.

It is noted that there is work underway by the City of Parramatta Council to develop a walking trail along both the eastern and western banks of Duck River to promote activity and amenity to the community. Stage 2 works (nearest the Site) will be open to the public following the completion of construction in mid-2026 (Figure 1.6).

1.10 Identified Risks or Hazards

The Site was previously used by Auburn Council as a putrescible solid waste landfill, and is now capped, closed and monitored with approved landfill aftercare measures including gas extraction, gas monitoring and leachate monitoring. A conceptual site model of the existing landfill is shown in Figure 1.2.

Management of ground gases from the Site will be prioritised during building engineering design and construction phase, and an ongoing management and monitoring plan will be developed for use during ongoing site operations. Parts of the gas extraction area along the eastern and northern part of the Site will need to be reconfigured as part of the proposed works. The design of the specialised raft concrete slab construction with below slab hazardous ground gas protection system, and either a passive or active sub-floor ventilation system to avoid the build-up of ground gases beneath the slab will be considered to ensure that the ground gases do not have any adverse impact on people or the environment.

The development footprint of the proposal is also mapped as potentially having Class 5 acid sulfate soils in place. As the Proposal is to be constructed on a former landfill, with highly modified sub-strata, it is unlikely that low risk acid sulfate soils at significant depth will impact the Proposal.

There is a noted area of asbestos containing material located along the western batter of the Site underneath the landfill capping that must be kept isolated from workers through fencing and signage. This area will remain unaffected by the Proposal.

1.11 Cumulative Impacts

The cumulative impacts of the Proposal will be considered in detail in the EIS. The cumulative impact assessment will consider the impacts of the additional truck and passenger vehicle movements will make in the Silverwater Industrial Estate, as well as the proposed haul route within the industrial estate to Silverwater Rd.

A Traffic and Parking Impact Assessment has also been completed for the Proposal by Varga Traffic Planning Pty Ltd (Appendix G). This has found that the parking provisions on site will cater adequately to the development, and will not impact on parking in the area. Furthermore, traffic modelling done found that the surrounding road network will continue to operate at current Levels of Service under the projected additional traffic flows, and the Proposal will not have any unacceptable traffic implications in terms of road network capacity.

Air quality, particularly dust during construction and odour during operations will be a key aspect of this cumulative impact assessment, to ensure that impacts wherever possible can be avoided, or mitigated, if they can't be avoided.

An Air Quality Impact Assessment has been completed for the Proposal (Appendix D). Dust during construction works needs to be controlled to avoid off-site impacts, and a range of mitigation measures are proposed. Odour is the main air quality concern during operations, and detailed modelling has been done by RWDI in accordance with NSW EPA's *Approved Methods for the Modelling and Assessment of Air Pollutants in NSW* (2022).

The assessment showed that with the proposed mitigation measures in the building design and operations, odour emissions from the Proposal are not predicted to result in exceedances of the impact assessment criterion for odour concentration. Therefore, odour emissions from the Proposal are expected to have a low impact on the nearest industrial and other sensitive receptors.

Other cumulative impacts such as noise are likely to be considered minimal, due to the nature of the fully enclosed operations, though this will be assessed in more detail at the EIS stage.

1.12 Estimated Development Cost

The estimated development cost for the Proposal is expected to be approximately \$38 million.

1.13 Planning Agreements

No planning agreements are required as at the date of writing or expected to be made for obtaining the approval for this development Proposal.

Figure 1.4. Site is zoned E4 (General Industrial) under the *Parramatta Local Environmental Plan (2023)*. Site boundary is shown in yellow.

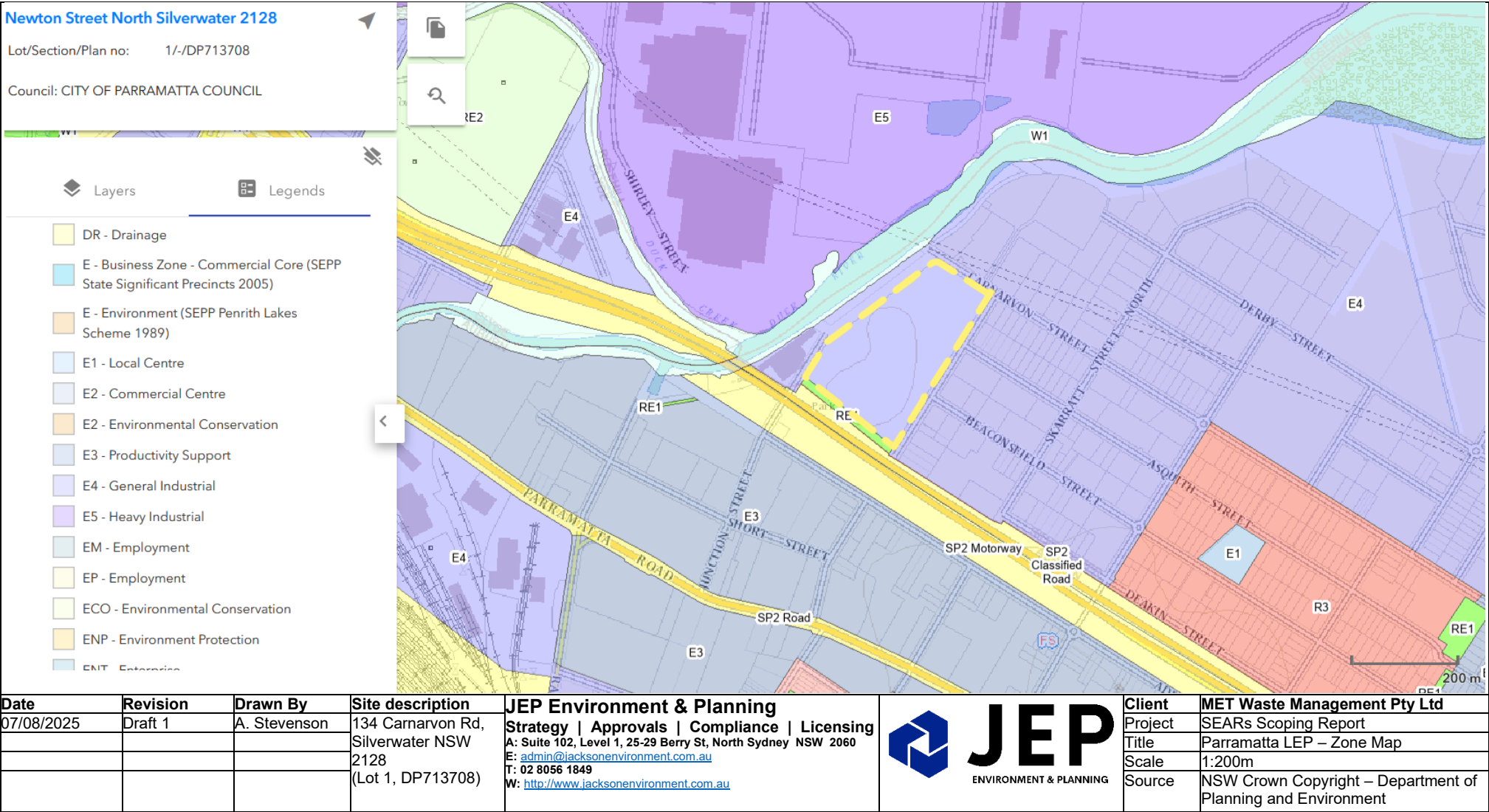


Figure 1.5. Foreshores and Waterways Area, and Rocky Foreshores and Significant Seagrasses map from State Environment Planning Policy (Biodiversity and Conservation) 2021.

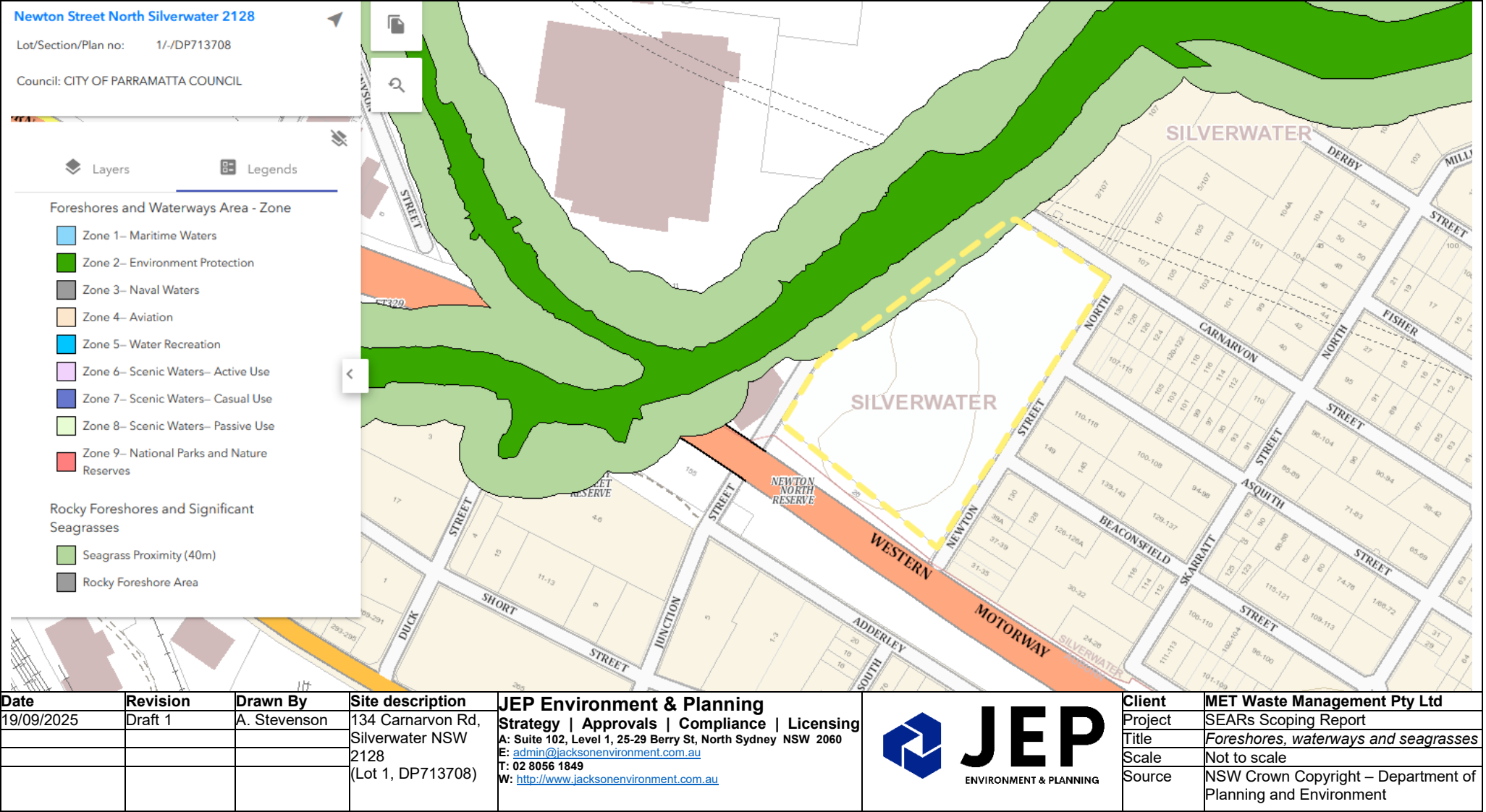
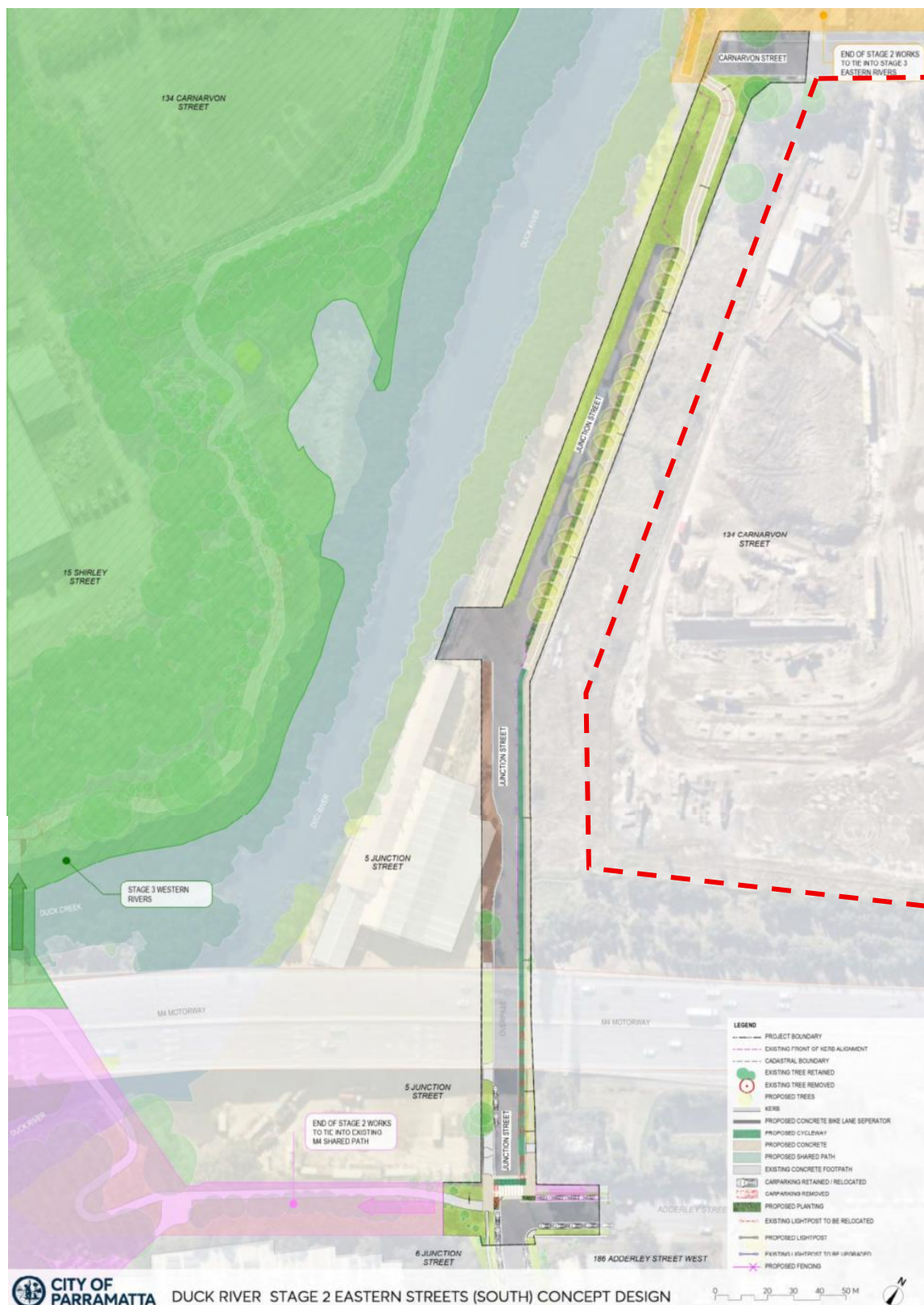


Figure 1.6. City of Parramatta approved concept plans for Duck River Trail - Eastern Streets (south). MET Recycling is shown labelled as 134 Carnarvon St, outlined in red.



2. Strategic Context

Waste landfills in Greater Sydney are expected to reach capacity in the next decade, with 2030 predicted to be in shortfall of 1.1 million tonnes. This will increase the costs on household and business for the disposal of waste, as waste is transported further from its place of generation before disposal, therefore generating a greater risk of illegal dumping and subsequent environmental harm.

The Proposal will provide a sustainable end-of-life solution for residual wastes that have no other option apart from landfill. In a European style approach, residual (red bin) waste from households and businesses will undergo advanced and automated processing with a fully enclosed building with advanced environmental control systems. Waste materials received will be decontaminated to remove hazardous waste items (e.g. batteries, gas bottles, smoke detectors, chemical containers and asbestos). Additional recoverable materials such as paper, cardboard, plastics, PVC, ferrous and non-ferrous materials will be removed and sent off-site for recycling.

The Proposal will not only assist the Greater Sydney region in managing waste disposal, but also support the ongoing transition towards a circular economy in the recovery of recyclable materials from highly contaminated waste streams through advancements in waste processing technology. In addition, once all recoverable resources have been removed from the waste stream and diverted for recycling, remaining waste will be processed into a Processed Engineered Feedstock (PEF) that will be transported to markets via road or rail for use in sustainable chemical production (e.g. methanol) or for sustainable energy generation in Australia or overseas.

2.1 NSW Waste and Sustainable Materials Strategy 2041

NSW Waste and Sustainable Materials Strategy 2041 – Stage 1: 2021-2027 is an update to the previous strategy (2014-2021) and outlines the actions NSW will take in the lead up to 2030 to deliver on a set of long-term objectives, including:

- Phasing out problematic single-use plastic items;
- Developing financial incentives for manufacturers to design away from problematic plastics;
- Preferring the use of recycled content and investing in research for recycling innovation;
- Introducing tighter environmental controls for energy from waste in NSW;
- Rollouts of mandated source separation of food and garden organics for households and businesses; and
- Incentivising biogas generation from waste materials.

The Strategy is supported by other key documentation that provide more detailed methods for addressing specific goals, such as the *NSW Plastics Action Plan 2021* and the *NSW Waste and Sustainable Materials Strategy: A guide to future infrastructure needs 2021*. Supporting industry innovation and tracking progress towards strategy targets ensures that NSW remains on track to improve waste cycle management as the global push towards a circular economy continues.

Specific targets focus on the environmental benefits and economic opportunities in how we manage our waste, and includes the following:

- 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;
- Halve the amount of organic waste sent to landfill by 2030; and
- Triple the plastics recycling rate by 2030.

The PEF Production Facility will have the capacity to process up to 450,000 tonnes per annum of waste, and provide resources recovered from that waste back into the economy.

2.2 NSW Waste and Sustainable Materials Strategy: A guide to future infrastructure needs 2021

The *NSW Waste and Sustainable Materials Strategy: A guide to future infrastructure needs* is a supplement to the *NSW Waste and Sustainable Materials Strategy 2041*. The guide outlines present and emerging needs in NSW's waste and circular economy infrastructure network and have been grouped by material types with a focus on materials commonly found in municipal solid waste (MSW) and commercial and industrial (C&I) waste streams.

Significant gaps in these waste streams exist for the reprocessing of these materials despite their economic potential for re-use due to historical exports of waste.

The guide outlines the actions that NSW Government will take to support the development of new infrastructure through facilitating infrastructure, e.g., through planning activities; investing in high priority projects; strategically planning for infrastructure with local communities; and aligning policy and regulation with the Strategy. The three key areas of focus, based on extensive analysis of material flows, current and planned capacity, and proposed policy changes, are residual waste, organics and plastics.

With the waste generation in Greater Sydney projected to grow with population increases, as well as the existing shortfall of landfill space for waste by 2030, this Proposal with its intended receipt of 450,000 tonnes per year of C&I and MSW waste can support the circular economy by providing sorted recyclables to manufacturing facilities, with PEF used in domestic or international chemical production or for sustainable energy generation.

2.3 NSW EPA Strategic Plan 2024-2029

The NSW State Government has committed to ambitious targets for recycling across the State. The *NSW EPA Strategic Plan 2024-2029* describes how NSW EPA will act to deliver effective stewardship for the environment to protect, restore and enhance the NSW environment and human health. It sets out a commitment to strong and effective regulation and our focus on high quality environmental outcomes across all of their work.

This plan replaces the previous NSW EPA Strategic Plan and is meant to be a broad plan covering three areas of focus over the next five years that will support a sustainable, prosperous society as NSW EPA works to protect tomorrow:

- Care for Country – Land, water, air and community;
- Drive climate action; and
- Enable a safe circular economy.

This includes taking action to reduce the harmful impact of waste and drive behaviours that create a circular economy. The circular economic outcomes proposed for the 'waste' focus area, is particularly highlighted in the *NSW Circular Economy Policy Statement* (NSW EPA, 2019). The desired outcome of this policy is to develop systems which promote:

- Waste minimisation initiatives;
- Continual reuse of resources; and
- Keeping products, equipment and infrastructure in use for longer, improving the productivity of these resources.

In accordance with the *NSW Waste and Sustainable Materials Strategy 2041* priorities, the NSW EPA has focused on investing in recycling infrastructure, behaviour change, developing markets for recycled materials and building capacity for regional planning.

The Proposal will contribute to the goals stated in the *NSW EPA Strategic Plan 2024-2029* through innovation and the creation of new solutions to achieve resource recovery efficiency and the sustainable management of waste resources.

2.4 NSW Energy from Waste Policy Statement

The NSW Environment Protection Authority defines the capture of energy from waste as a viable pathway for resource recovery only when material recovery through reuse, reprocessing or recycling is no longer achievable (NSW EPA, 2021). Energy from waste in NSW is controlled through the *Protection of the Environment Operations Act 1997* and the *Waste Avoidance and Resource Recovery Act 2001* to ensure that higher value resource recovery options are maximised, air quality and human health are protected, and mass burn disposal outcomes are avoided. With appropriate process design and controls, energy recovery from waste allows for the avoidance of methane emission from landfill and offsets the use of non-renewable energy sources.

The *NSW Energy from Waste Policy Statement* applies to all facilities that undertake thermal treatment of waste or waste derived materials to recover an energy resource. Thermal treatment includes combustion, thermal oxidation, gasification, pyrolysis and torrefaction (NSW EPA, 2021). For the purposes of this report, the policy statement does not directly apply as the proposed waste activities to occur on the Site are for the recovery of trace resources from waste streams before processing into a Processed Engineered Feedstock (PEF) product suitable for later use in an

energy recovery facility. However, as the proposed end destination of the PEF includes potential energy recovery, the policy statement has been included to provide detail on the eligibility of the PEF produced on site for use in such a facility.

For mixed waste streams, source separation of recyclables and food and garden waste informs the percentage of a waste stream that can be accepted by a processing facility, and differs depending on the waste classification (NSW EPA, 2021). Tracking and recordkeeping of waste stream sources is required to ensure that compliance with the policy statement is being maintained.

For the processing of MSW, there is no limit applied to waste from Council areas that have separate collection systems for dry recyclables, food and garden waste. For Council areas that have separate collection systems for dry recyclables and garden waste only, there is a 40% limit by weight of the waste stream that can be received at the processing facility. For Council areas that only collect dry recyclables separately, there is a 25% limit imposed on the processing facility. For Mixed C&I waste, businesses that have a separate collection system for all waste streams have no limit on the waste stream received at the processing facility – which is subject to EPA approval for eligibility for each entity. For businesses that do not separate waste streams, there is a 50% limit by weight of the waste stream received at the processing facility (NSW EPA, 2021).

The PEF Production Facility has been designed to maximise the recovery of recyclables that are disposed of to the residual red bin, with the materials diverted back into the productive economy. Only the suitable residual fraction after processing and refining will be used as a PEF in domestic or international chemical production or for sustainable energy generation.

2.5 NSW Waste and Circular Infrastructure Plan

The *NSW Waste and Circular Infrastructure Plan* has been developed in collaboration with the waste management sector, Councils and other NSW Government agencies to provide an updated assessment waste infrastructure needs and methods to address them. With the imminent depletion of available landfill space for the Great Sydney Metropolitan Area approaching in 2030, a transition to a circular economy with resilience built into our waste infrastructure systems is critical. The *Plan* outlines how capacity can be extended at existing landfills to support the transition period, summarises upcoming changes to the waste regulatory framework to better enable energy from waste infrastructure, and strategically plans for the waste infrastructure needed to provide essential and reliable waste services to the Greater Sydney region and its growing needs (NSW EPA, 2025).

Within the existing system, upgrades and strategic planning in partnership with the industrial waste sector will improve resilience and investment in the sector. Early uptake of food organic and garden organic (FOGO) waste source separation ahead of the mandated 2030 deadline will aid in a gradual and sustainable increase in infrastructure development. To assist in infrastructure development, streamlined planning processes are outlined in the *Plan* to provide more timely and clearly defined pathways to assist proponents, along with a concierge service to provide advice and support in navigating the complex system (NSW EPA, 2025).

The Proposal, which is potentially deliverable by 2030, will help avoid a waste disposal crisis in Sydney. The Proposal will receive up to 450,000 tonnes of putrescible waste (red bin waste) per year from households and businesses, helping to meet 40% of the projected shortfall in disposal capacity which is expected to occur from 2030.

2.6 Greater Sydney Commission's Central City District Plan 2018

The Greater Sydney Commission's *Central City District Plan 2018* sets out a 20-year strategy to manage the social, economic and environmental vision of the Central City District in the wider context of the Greater Sydney Region Plan, *A Metropolis of Three Cities 2018*. Areas that make up the Central City District include The Hills, Blacktown, Parramatta and Cumberland. The plan is designed to guide the decisions of State agencies and help the private sector and the community understand a variety of approaches to growth and sustainable change across the 20-year instrument period.

The plan includes ten directions to deliver and monitor the Plan across four principles of Infrastructure and Collaboration, Liveability, Productivity, and Sustainability:

- A collaborative city, with people working together to grow the community;
- A city supported by infrastructure, and supporting new developments;
- A city for people, celebrating diversity and putting people at the heart of planning;

- Housing the city, giving people a variety of housing choices;
- A city of great places, with the city designed for people;
- A well connected city, with accessible and walkable design;
- Jobs and skills for the city, to create conditions for a stronger economy;
- A city in its landscape, valuing green spaces;
- A resilient city, that can adapt to a changing world; and
- An efficient city, that uses resources wisely.

The Proposal supports Planning Priority 19 of the Plan, which states that with the growth and development planned in the next 20-years, the Central City District will require new approaches to the management of waste. The development of waste management facilities that act to support the circular economy and divert waste from landfill are essential to supporting not only the Plan, but also the wider strategic context of NSW and the journey towards net zero.

2.7 City of Parramatta *Community Strategic Plan* 2018 – 2038

The City of Parramatta *Community Strategic Plan* 2018-2038 outlines the 20-year strategy of Council in relation to wider planning instruments including the *Central City District Plan* 2018, and partnerships with organisations such as Resilient Sydney. The Plan contains six main areas that align with the United Nations Sustainable Development Goals (UNSDGs), including:

- Fair;
- Accessible;
- Welcoming;
- Green;
- Thriving; and
- Innovative.

Strategic actions under the 'Green' focus area include fostering the circular economy and supporting innovative solutions to waste and resource management. These goals are directly supported by the Proposal, which utilises new technology to recover resources that are currently being sent to landfill and provides a pathway of resource recovery via energy production for non-recyclable wastes. The use of an existing industrial site for the Proposal also supports the vegetation goals, as the Proposal will not require the clearing of land or impacts to the community's enjoyment of the natural environment.

3. Project Description

3.1 Overview of the Proposed Development

MET Waste Management Pty Ltd is seeking approval to develop a PEF Production Facility at its existing site located at Lot 134 Carnarvon St, Silverwater NSW 2128 (Lot 1 DP 713708). The Site is located in the Silverwater Industrial Estate and is zoned E4 General Industrial under the *Parramatta Local Environmental Plan 2023*. The Site currently operates under development consent DA384/87 permitting waste management operations including receiving, sorting and processing of building, civil and related construction materials. Current site operations are licensed under NSW Environment Protection Authority licence 20948.

In an Australian first, the high-tech PEF Production Facility will receive, sort and process up to 450,000 tonnes per annum of residual Municipal Solid Waste (MSW) and Commercial and Industrial (C&I) waste in a ratio of approximately 40% to 60% by weight respectively and provide new critical infrastructure to address the projected shortfall in Sydney's waste disposal needs by 2030 (the Proposal).

A key objective of the Proposal is to provide a sustainable end-of-life solution for residual wastes that have no other option apart from landfill. In a European style approach, residual (red bin) waste from households and businesses will undergo advanced and automated processing with a fully enclosed building with advanced environmental control systems. Waste materials received will be decontaminated to remove hazardous waste items (e.g. batteries, gas bottles, smoke detectors, chemical containers and asbestos). Additional recoverable materials such as paper, cardboard, plastics, PVC, ferrous and non-ferrous materials will be removed and sent off-site for recycling.

The high calorific material remaining will be refined, dried, shredded, baled, sampled and tested for compliance with end user requirements. The PEF will be transported to markets via road or rail for use in sustainable chemical production (e.g. methanol) or for sustainable energy generation in Australia or overseas. PEF will be placed in forty cubic foot shipping containers within the warehouse building. The PEF containers will be transported via 19m semi-trailers. These shipping containers will be transported to Port Botany using the State road network, or transported intra or interstate via rail by delivering the shipping containers to either the Enfield or Moorebank intermodal facilities. All trucks entering and leaving the Proposal will be via a defined haul route within the Silverwater Industrial Estate onto Silverwater Rd, to avoid the generation of any new truck traffic near residents along Carnarvon St (or any other local residential streets in the area).

Recyclables may be baled or loose then transported from the Site in enclosed trucks ranging from HRV's to 19m semi-trailers. These recyclables will be transported to processing facilities for manufacturing. Residual or non-compliant wastes will be transported in appropriate sealed containers on trucks for lawful processing or disposal off-site.

The Proposal seeks to divert up to 85% of red bin residual waste from landfill from households and businesses, helping to preserve and extend the life of existing landfills and accelerating the transition to a Circular Economy in an advanced and highly controlled facility within the population centre of Sydney.

Several sustainability measures and targets have been included in the plant design, such as: overall target to have nil air quality impacts in the local area from the operation, helping to protect local air quality at all times; negative air pressure system maintained in the warehouse, to avoid the release of any odour external to the building; advanced wet scrubbing of all process air within the building, with treatment through two high capacity activated carbon scrubber systems (with redundant capacity) prior to discharge of air; objective of net-zero greenhouse gas emissions, through the installation of a significant solar array and battery energy storage system; minimal solid electric plant and equipment, to avoid the need for fossil fuels, with charging facilities provided for all mobile plant on site; advanced thermal detection and fire suppression systems, to quickly detect and extinguish any fires within the building; waste disposal; and full rainwater harvesting and reuse, to reduce net water requirements.

The Proposal will operate on a 24/7 basis. During construction, approximately fifty (50) jobs will be created over a twelve (12) month construction period. A total of ten (10) staff will be required to support operations during each shift. To support operations, three (3) shifts will be established. The Proposal will therefore create 30 direct jobs during operations. The construction cost for the Proposal is expected to be approximately \$38 million.

The Proposal is a State Significant Development (SSD) under Clause 23(2) and (3) of Schedule 1 of the *State Environmental Planning Policy (Planning Systems) 2021* as the Proponent intends to seek approval for the receipt and processing of more than 100,000 tonnes of waste per year.

3.2 Existing Site and Infrastructure

The existing site consists of waste recovery operations relating to the recovery of soils and construction waste, with these operations intended to continue on the western side of the Site. The existing site infrastructure includes:

- Entry and exit weighbridges, with truck movement via Carnarvon Street;
- Site administration offices;
- Staff vehicle parking for up to 14 vehicles;
- Stormwater and surface water collection tanks with associated sprinkler & mister systems for dust suppression;
- A walled area containing receiving bays for the sorting and processing of soil, sand, gravel and other construction wastes;
- Material storage bays to store the finished products;
- Water treatment plant;
- Untreated and treated water storage tanks;
- Truck's underbodies and wheels cleaning facility;
- Wheel wash and rumble grid for outgoing trucks; and
- A 3-sided shed structure for the storage of recovered soil products that is the subject of another approval is currently under assessment by City of Parramatta.

The existing operations will remain on the western side of the Site and will not impact the Proposal.

3.3 Conceptual Layout for the PEF Production Facility

The Proposal will principally involve the construction of a new large warehouse building on the eastern side of 134 Carnarvon St, Silverwater, with supporting offices, staff amenities, car parking and separate access arrangements for trucks and passenger vehicles to and from the Site. The conceptual layout of the facility is summarised as follows and will involve the following works and operations:

- Relocation of part of the existing landfill gas extraction system around the footprint of the proposed warehouse building and reconnection to the existing landfill gas collection and treatment system;
- The construction of an 18.5m high, 11,792 m² warehouse building (193.5m long and 65m wide) for housing the entire PEF production operation;
- The warehouse is to be constructed of Colorbond® with neutral and recessive colours, with potential for noise insulation to be provided within the building for enhanced noise control;
- Offices attached to the northern side of the warehouse building, with a floor area of 275m², located on a mezzanine level with car parking below;
- Specialised raft concrete slab construction with below slab hazardous ground gas protection system, and either a passive or active sub-floor ventilation system to avoid the build-up of ground gases beneath the slab and to ensure that the ground gases do not have any adverse impact on people or the environment;
- Provision of a separate staff and contractor entrance from Carnarvon St, with off-street parking for up to 23 passenger vehicles under the mezzanine office and on the north-east side of the Site;
- Provision of a separate truck access from Carnarvon St into the PEF Production Facility, with a new concrete crossover to connect with existing concrete crossover providing vehicular access to the MET Recycling site located on the western side of the premises;
- Truck crossover to be sufficiently wide for a 19m long semi-trailer to enter the PEF Production Facility in the forward direction;
- Fast acting roller door with an air curtain for truck entry from Carnarvon St, to avoid the fugitive release of odour from the building;
- Advanced environmental controls within the building to avoid odour release. This will involve high-capacity extraction fans (with battery backup systems) to keep the building under negative pressure, with all exhaust air treated through two high-capacity wet scrubbers with activated carbon filtration of air prior to discharge through two separate stacks mounted to the roofline of the warehouse building;
- A separate inbound 26m pit style weighbridge for weighing of incoming trucks;
- A separate outbound 26m pit style weighbridge for weighing of outgoing trucks;
- A leachate collection and drainage system within the waste receipt, inspection, decontamination and storage areas, with 2 x 10,000L pump out tanks with carbon scrubbers on vents. Leachate to be pumped out and transported to off-site liquid waste treatment facilities as required;

- A designated waste receipt, inspection, decontamination area on the northern side of the warehouse building, bound on three sides with 5m high concrete panel walls for waste containment;
- A dedicated waste storage area (awaiting processing) on the north-east corner of the warehouse building, bound on three sides with 5m high concrete panel walls for waste containment;
- An advanced PEF Production plant, comprising a series of purpose designed systems for recovery of recyclables and production of PEF, including slow speed shredder and bag opener; conveyor systems; magnets for ferrous metal recovery; long part separator; optical sorters for removal of PVC, cardboard, paper, PET plastic and plastic film recovery; eddy current separators for non-ferrous metal recovery; PEF shredding and baling line and bale wrapping;
- Concrete panel storage bays for recovered materials for recycling beneath the PEF production plant;
- Storage area within the warehouse building for temporary storage of at least ninety-six (96) full sized fully sealable shipping containers (40 cubic feet by volume) for storage of PEF prior to transport to market;
- Two dedicated truck loading bays for side loading of trucks with recyclable materials or shipping containers of PEF for transport to markets;
- Advanced fire detection systems, including full fire sprinklers throughout the warehouse building and firewater containment bunding in accordance with best practice;
- Wheel wash for all trucks installed prior to the exit weighbridge;
- Fast acting roller door with air curtain to the southern side of the warehouse for exiting trucks from the warehouse;
- Concrete exit driveway from the warehouse, with a new crossover constructed to Newton St North, to provide safe one-way flow of heavy vehicles through the facility;
- A large solar array across the roofline of the warehouse building, with a production capacity of 2.3 MW;
- A large battery energy storage system to provide backup power for the plant and to supply the operations with renewable off-grid electricity; and
- Water tanks for rainwater collection and reuse.

3.4 PEF Production Process

An operational overview of how the PEF Production Facility will operate is below. A detailed overview of the PEF process flow is provided in Figure 3.1. Plans for the Proposal are given in Figures 3.2 to 3.9. High resolution plans are given in Appendix B.

3.4.1 Fast acting roller door and odour management around entry point

The majority of residual “red bin” waste from households and businesses will arrive at the facility in front lift, side lift or rear lift 12.5M Heavy rigid waste collection vehicles (HRV). Trucks will use a defined haul route through the Silverwater Industrial Estate (see Section 3.6 for details) to avoid residential properties along Carnarvon St and surrounds.

Trucks will turn from Carnarvon St into the northern part of the Site and wait momentarily at the fast-acting roller door, until being directed to enter by staff from the mezzanine office. The purpose of the fast-acting roller door is to minimise the time the roller door is open, to prevent the fugitive (or uncontrolled) release of any odour within the building. An air curtain will operate above the roller door, which will send a high velocity air stream of clear air over the roller door opening, to avoid the release of any odorous air.

Immediately upon entry, the fast-acting roller door will close automatically to prevent the release of any odour.

3.4.2 Inbound weighbridge operations

Upon entry into the PEF Production Facility building, trucks will then manoeuvre onto the 26m pit style weighbridge for gross or nett weight measurement. CCTV cameras with number plate recognition will record the registration number of the vehicle, with all details loaded into the Site’s weighbridge software to accurately track the amounts of waste received, stored and transported off site at any one point in time. Other transaction details will be recorded on the weighbridge database in accordance with current NSW EPA requirements and any other conditions imposed by the authorities.

HRV trucks delivering loads of waste for processing will then drive off the weighbridge in a forward direction, then will reverse into the designated Waste Tipping, Inspection and Decontamination Area to tip waste before proceeding in a forward direction through the warehouse to the exit weighbridge and wheel wash

Semi-trailers entering the facility for the collection of PEF in odour sealed shipping containers will proceed off the weighbridge and manoeuvre into the designated area of the warehouse to prepare for loading.

3.4.3 Waste tipping, inspection and decontamination area

This area, located on the northern side of the warehouse, is bound by 5m high concrete panel walls which provides a dedicated area for the emptying of household and business waste. In this area, loads of deposited waste will be spread out with a mobile material handler, to detect non-compliant or hazardous waste items such as large batteries, gas bottles, smoke detectors, chemical containers and asbestos. Thermal cameras will be installed on bay walls in this area to detect “hot loads” of waste, which will need to be removed and placed in a quarantine area. Cameras with artificial intelligence software will also assist in the detection of non-compliant waste materials. These will be removed by the material handler and placed in specific bins for off-site processing or disposal.

Once the tipped waste is inspected and non-compliant wastes are removed, a front-end loader will then move the waste to the Waste Storage Area, awaiting processing through the PEF plant. Note that this area will have a perimeter cut off diversion drain for containing any liquids or leachate from waste received at the site. These drains will initially direct the leachate to a blind sump/s prior to being pumped to the 2 x 10,000 L leachate storage tanks positioned along the western side of the warehouse building, and will be fitted with activated carbon filters on the outlet to avoid odour release in the building during storage.

3.4.4 Waste storage area – awaiting processing

The Waste Storage Area will be used for the temporary storage of decontaminated waste awaiting processing through the PEF production plant. This area is supported by 5m high concrete panel walls on three sides, to support the efficient stockpiling and storage of waste. This area is located within a perimeter cut off drain for leachate capture and storage.

A mobile material handler will operate in this area, and will progressively load waste into the slow speed pre-shredder with bag opener. The aim in this part of the operation is to minimise the time that waste is stockpiled, and to ensure that waste is efficiently loaded and processed in the plant on a continuous basis.

3.4.5 Pre-shredding and bag opening

This first part of the PEF plant will involve the slow speed shredding and bag opening of waste to be processed. This process will gently size reduce and open the contents of bags, to enable the efficient processing of the waste material. The shredding process helps in the separation and liberation of different recoverables during the process.

Pre-shredded waste will then pass onto a conveyor, then over a magnet which will remove ferrous materials for recycling. The waste will then pass through a primary screen to remove fine material, such as soil, passing again over a magnet to further remove ferrous metals for recycling. The fines are captured in a bay below the plant, and this will be emptied from time to time with the residual material sent for recycling or disposal off site.

3.4.6 Air and optical separation for recovery of recyclables

The plant is designed to maximise the recovery of recyclable materials before the production of PEF, including paper, cardboard, plastics, PVC, ferrous and non-ferrous metals.

The waste output from the pre-shredding process will pass through a wind shifter, which uses air to classify and separate materials based on different densities. The light fraction contains paper, cardboard and plastic film, potentially including PVC, which will then be sent through optical sorters for separating these materials from the process and storing them in concrete bays under the plant for off-site recycling.

The heavy fraction will be further separated, and is likely to contain heavier ferrous items, which will be separated for recycling.

The mid-heavy fraction containing some paper and cardboard will then be further separated by a ballistic separator. Fines will be removed further during this step. Larger items of waste, such as PET bottles and containers will then further be separated through optical sorters. Non-ferrous metals will be further recovered through eddy current separators.

3.4.7 PEF baling line

The remaining material left in the mid-heavy fraction will then be subject to a secondary shredding process, then further magnetic separation to recover ferrous metal. The material remaining after this process will contain material which then will be used to manufacture PEF bales. The material will be rich in small pieces of timber and garden organics, plastics, soiled paper and soiled cardboard. This material will be directed to a baler and wrapper, where an automated process will compress the PEF material into approximately 1m³ bales and will be strapped with wire and wrapped with plastic film to assist in material handling.

Bales will be moved via forklift and will be placed into 40 cubic feet shipping containers within the building.

3.4.8 PEF containerisation and load out

PEF bales will be moved on a continuous basis into the 40 cubic feet shipping containers stored adjacent to the PEF production plant. These containers will be used to store and transport the PEF bales to markets. The shipping containers are fully sealed, and will contain activated carbon filter cartridges to allow for pressure changes within the container. This will help avoid any odour release from the storage and transport process.

As containers are filled using a forklift, samples of the PEF bales will be taken and sent off-site for analysis with PEF specifications. Containers will be tracked, and then transported to market via 19m semi-trailers. The Site will have two 26m long loading bays, which containers can be lifted onto trucks using a mobile container handler.

3.4.9 Recovered materials for recycling

Recovered materials from the process, including paper, cardboard, plastics, PVC, ferrous and non-ferrous metals will be baled or transported off-site loose in fully enclosed trucks (ranging from 12.5m HRV to 19m semi-trailer) to processing facilities off site. These materials will be removed via front end loaders in the sorting bays under the PEF production plant, and then placed directly onto trucks for transport off site.

3.4.10 Residual waste recycling or disposal

Fine soil materials and non-compliant waste materials separated during the process will be transported off-site to approved facilities that may further process or dispose of the waste materials. Again, fully sealed trucks up to 19m semi-trailer in size will be used for this purpose.

3.4.11 Leachate management

Any liquids or 'leachate' from the waste receipt, tipping, inspection, decontamination or storage area will initially be diverted/directed to a blind sump/s prior to being pumped to two 10,000L storage tanks on the western side of the warehouse. These tanks will be fitted with activated carbon filters on the outlets to prevent odour release. Periodically, a liquid tanker truck up to a 12.5m HRV in size will visit the Site, and leachate will be pumped out and removed from the tanks. Leachate will be transported to an approved and licensed treatment plant for recycling or disposal.

3.4.12 Wheel washing process

All vehicles will leave the warehouse building via a wheel wash located just before the outbound weighbridge on the southern side of the building. The wheel wash will be supplied with rainwater collected in tanks and will be replenished on a daily basis. A disinfectant and a deodoriser will be used in the wheel wash water so the wheels of trucks leave the premises in a clean and hygienic state.

The wheel wash will be connected to sewer, to enable the discharge of the process water in an efficient manner, subject to a trade waste agreement with Sydney Water.

3.4.13 Outbound weighbridge operations

All vehicles that have passed through the wheel wash will then pass over the 26m outbound weighbridge for nett or gross weight recording. CCTV cameras with number plate recognition will record the registration number for the vehicle, with all details loaded into the Site's weighbridge software to accurately track the amounts of waste received, stored and transported off site at any one point in time. Other transaction details will be recorded on the weighbridge database in accordance with current NSW EPA requirements and any other conditions imposed by the authorities.

3.4.1 Fast acting roller door and odour management around exit point

Trucks will leave the building via an automatic fast opening roller door on the south-west corner of the building. The purpose of the fast-acting roller door is to minimise the time the roller door is open, to prevent the fugitive (or uncontrolled) release of any odour within the building. An air curtain will operate above the roller door, which will send a high velocity air stream of clear air over the roller door opening, to avoid the release of any odorous air.

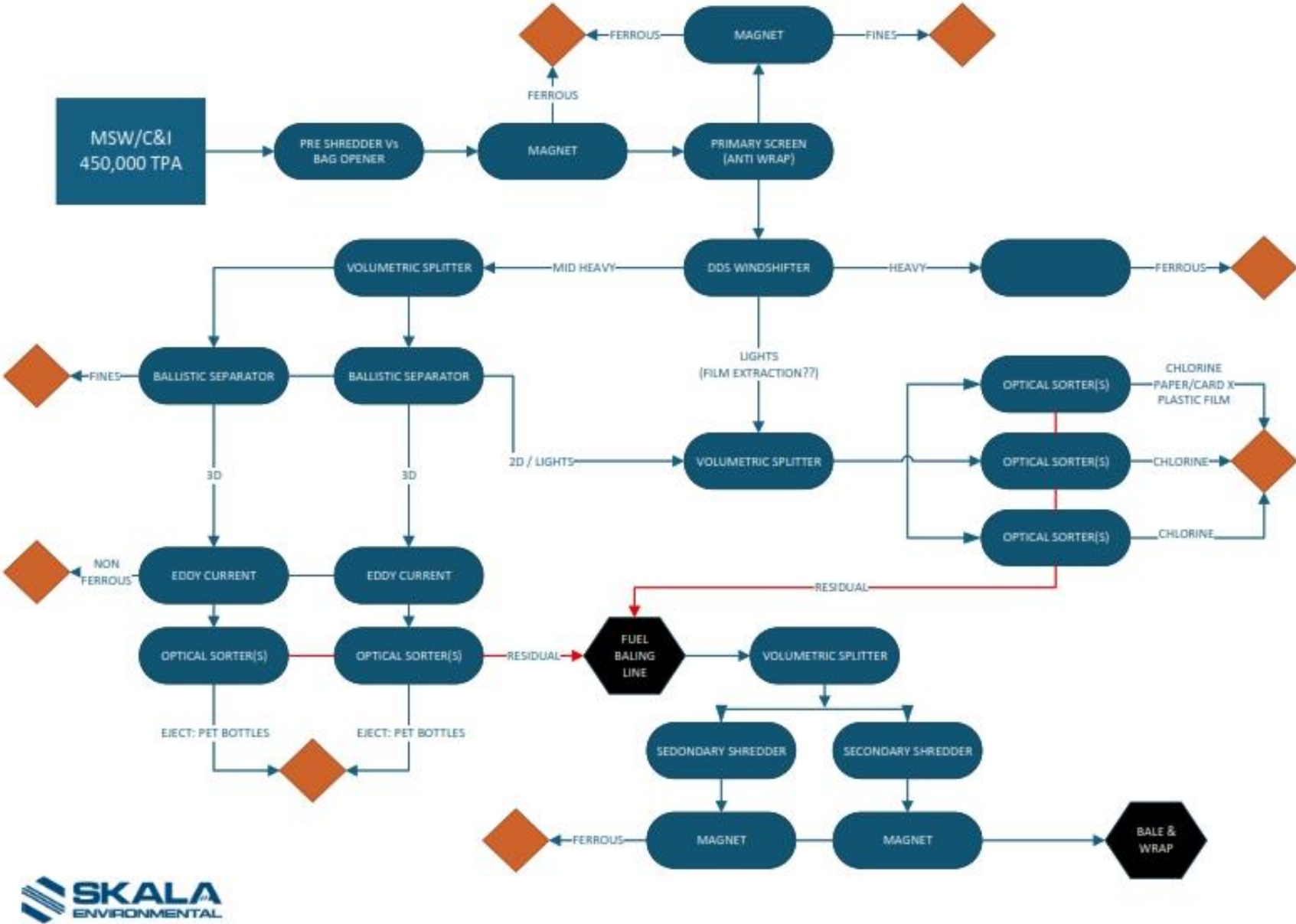
Immediately upon exit, the fast-acting roller door will close automatically to prevent the release of any odour.

3.4.2 Manoeuvring out of the Site

Trucks leaving the building will then manoeuvre east on the concrete exit driveway, with a new crossover on Newton St North. Trucks will then use the designated haul route/s through the Silverwater Industrial Estate to avoid passing by any residential properties in the locality.

Trucks will then use the State road network to transport products to markets, or for further transport intra- or inter-state via the rail network by using the Enfield or Moorebank intermodal facilities.

Figure 3.1. Detailed process flow / operational overview for the PEF Production Plant (courtesy of Skala Environmental).



[illegible]

Figure 3.3. Proposed site layout plan. High resolution plan set is attached as Appendix B.

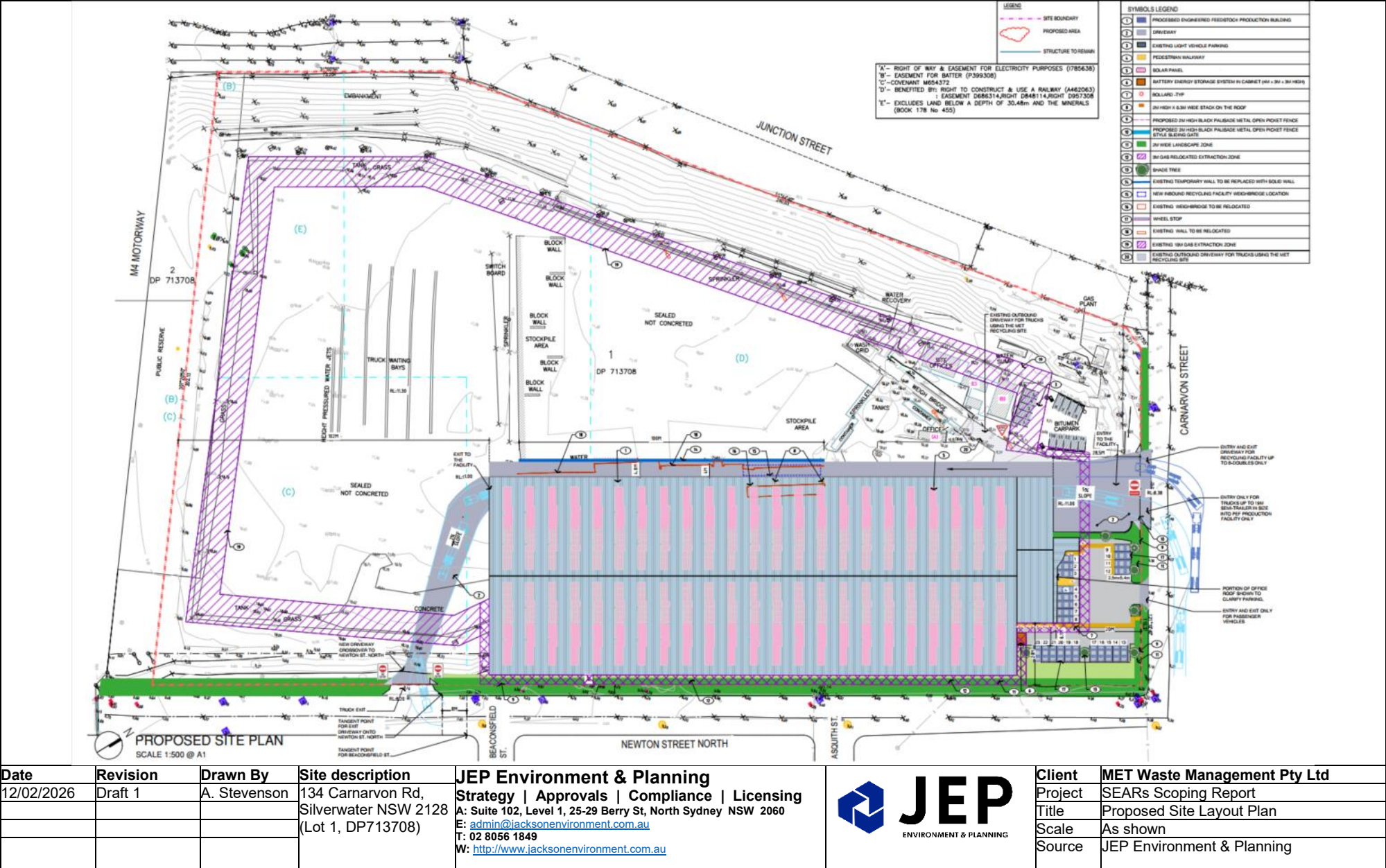


Figure 3.4. Proposed Floor Plan. High resolution plan set is attached as Appendix B.

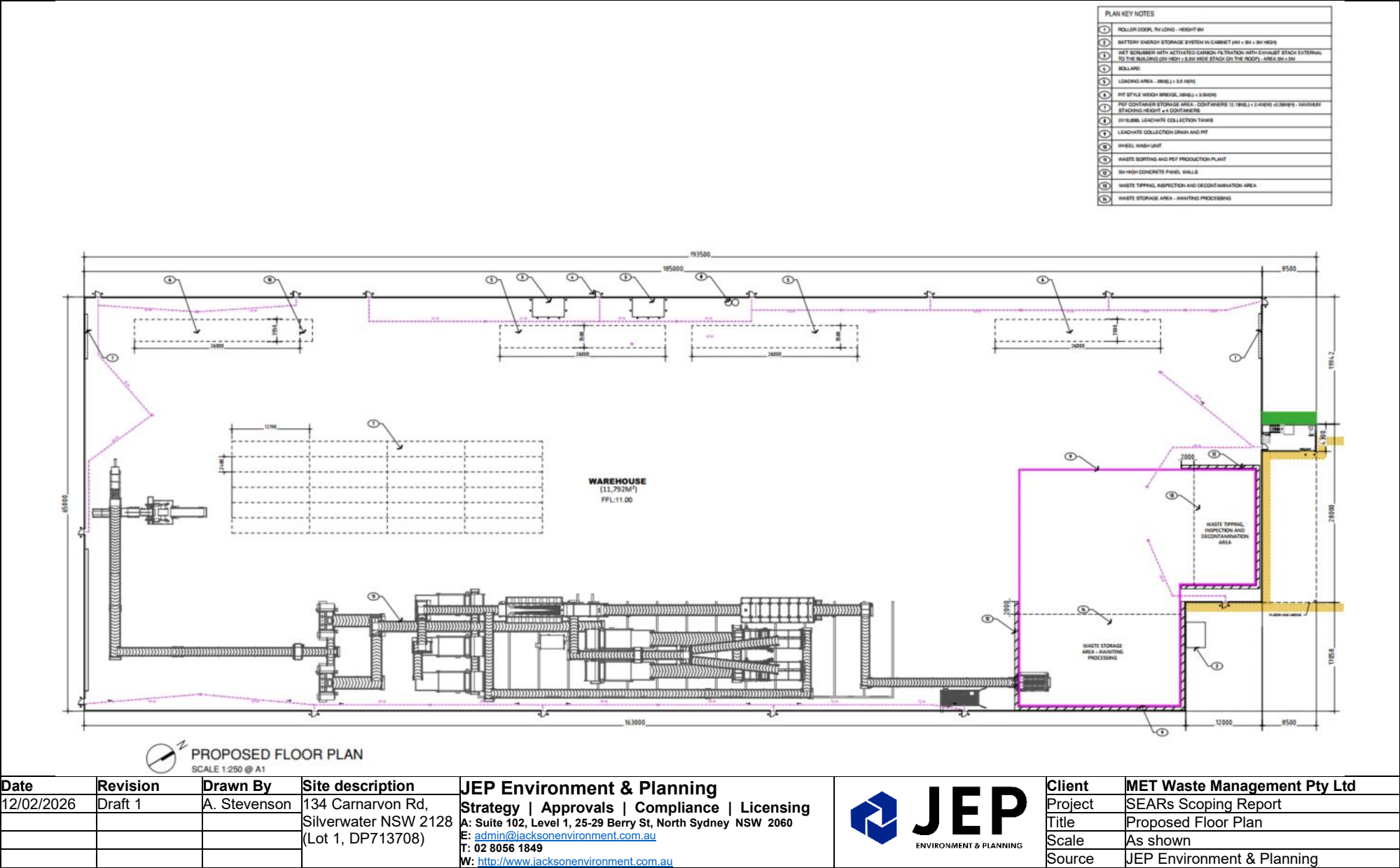


Figure 3.5. Proposed truck movement plan with swept paths –19m semi-trailerHigh resolution plan set is attached as Appendix B.

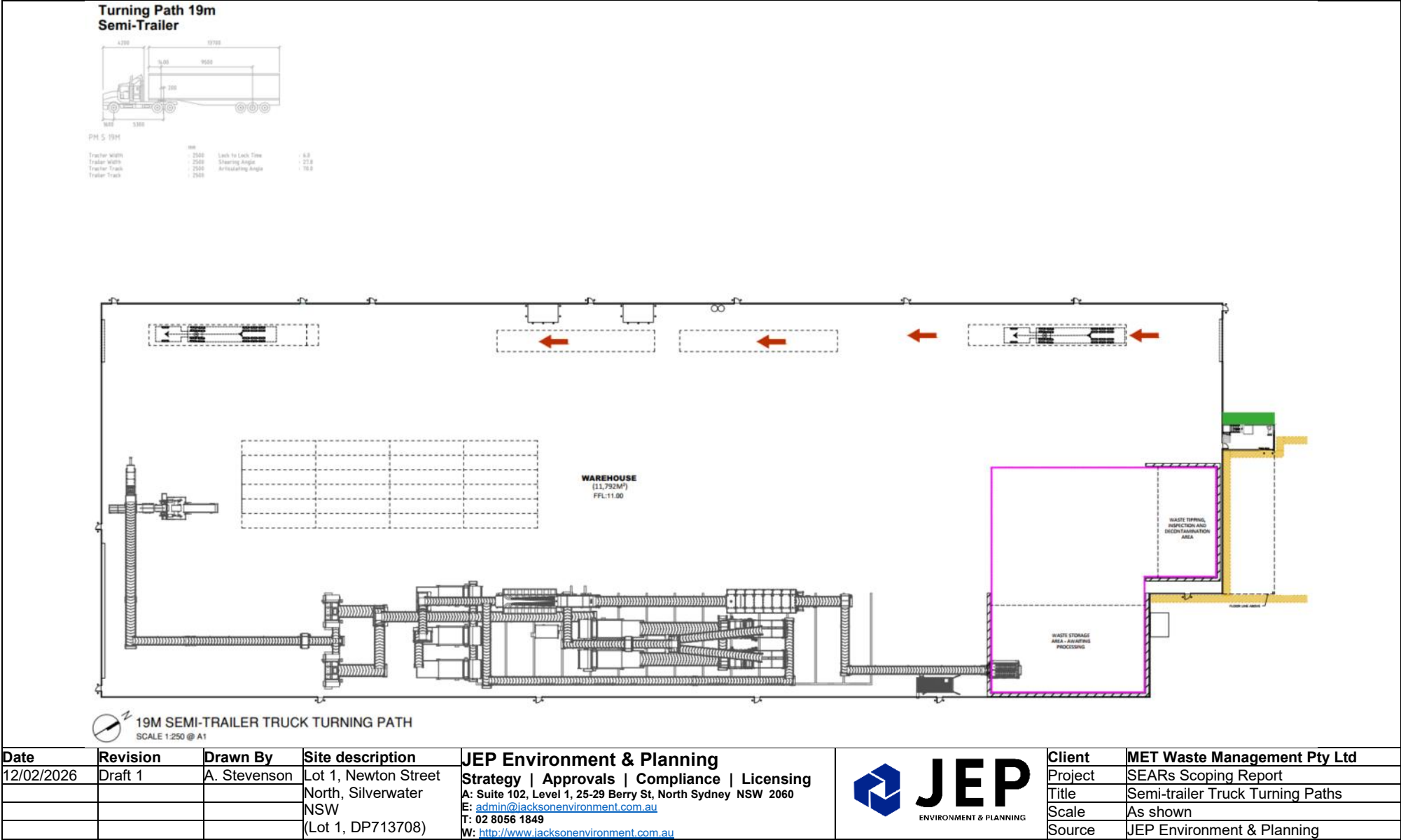


Figure 3.6. Proposed truck movement plan with swept paths – 12.5m Heavy Rigid Vehicles (HRVs). High resolution plan set is attached as Appendix B.

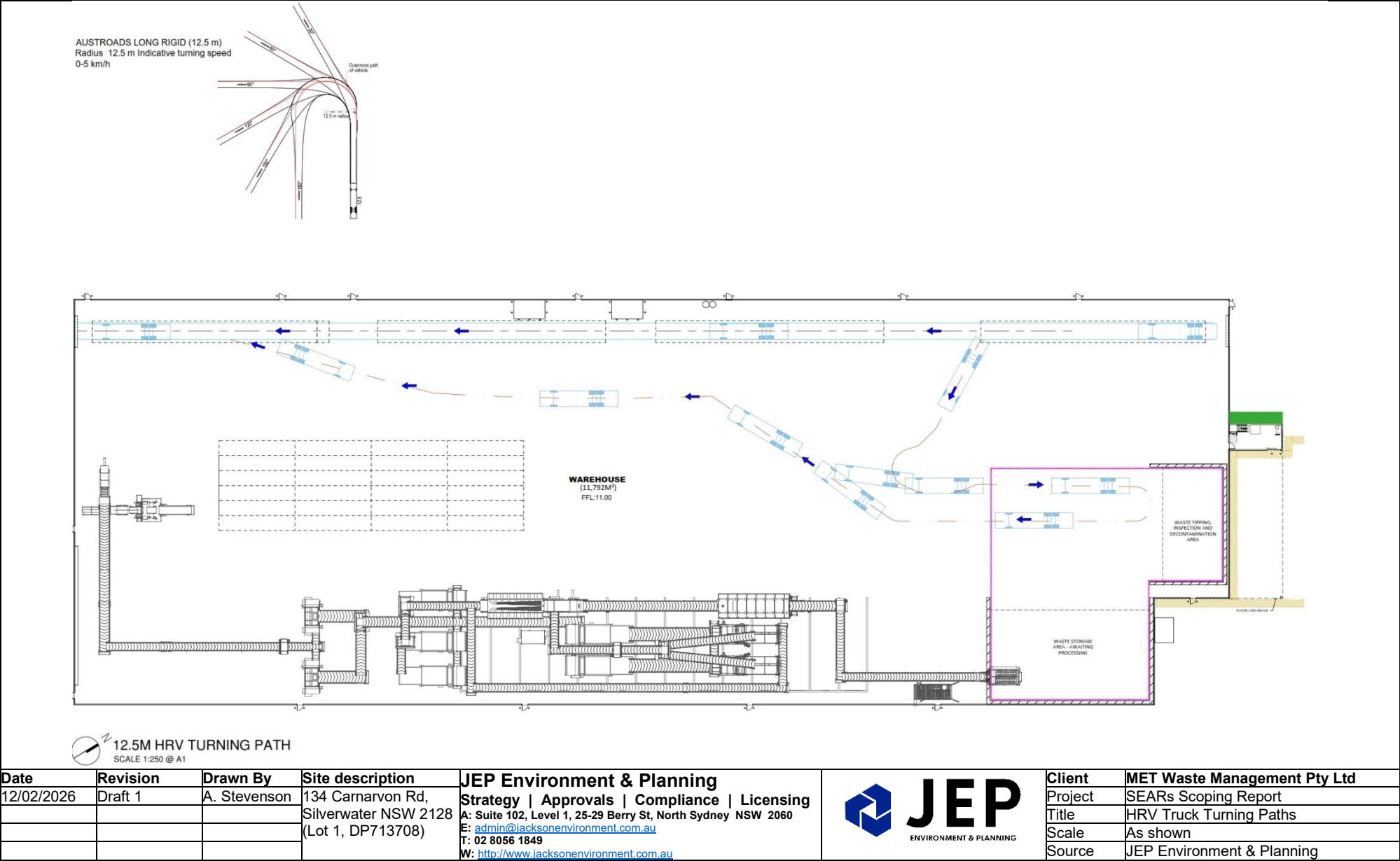


Figure 3.7. Proposed elevation plans. High resolution plans are given in Appendix B.

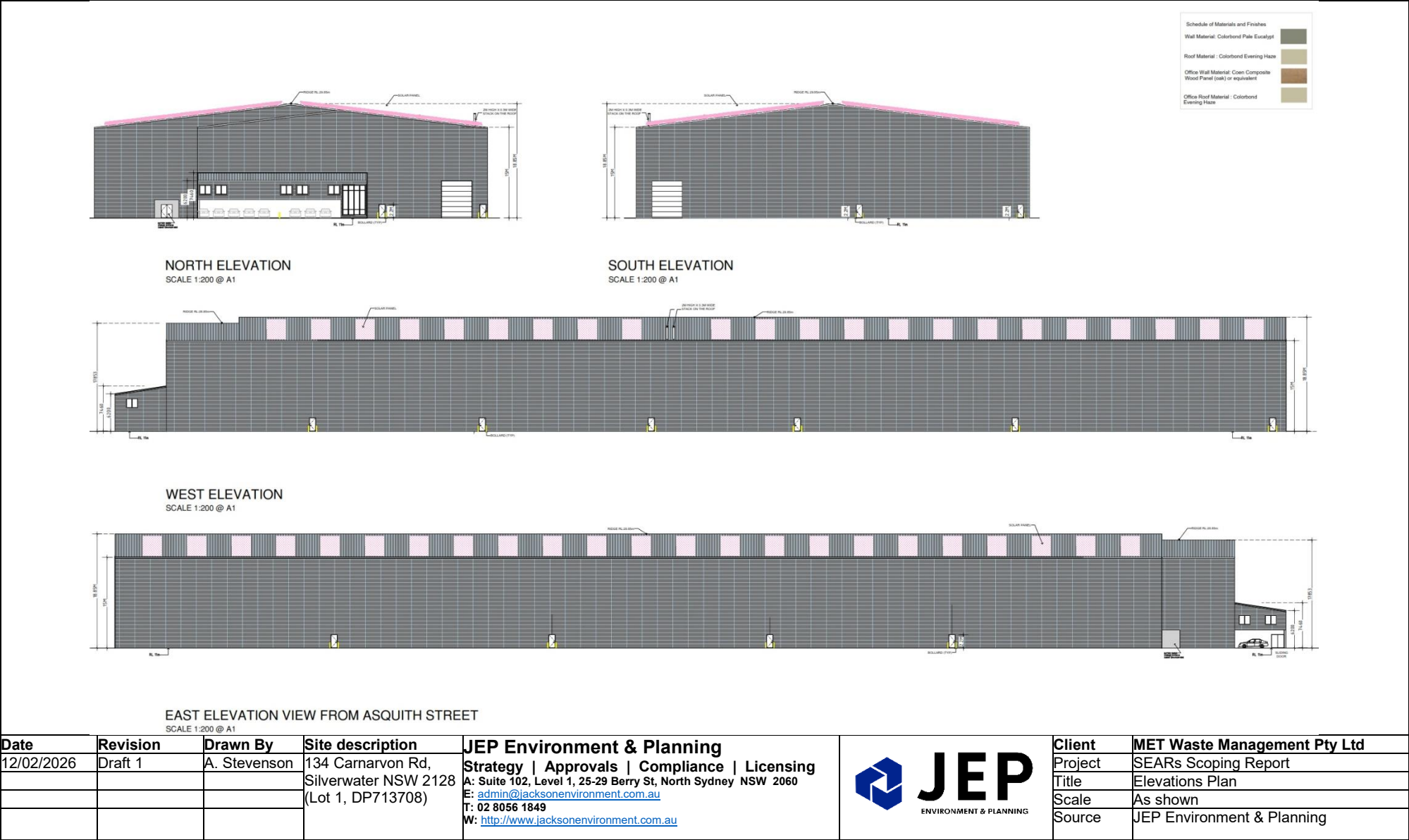
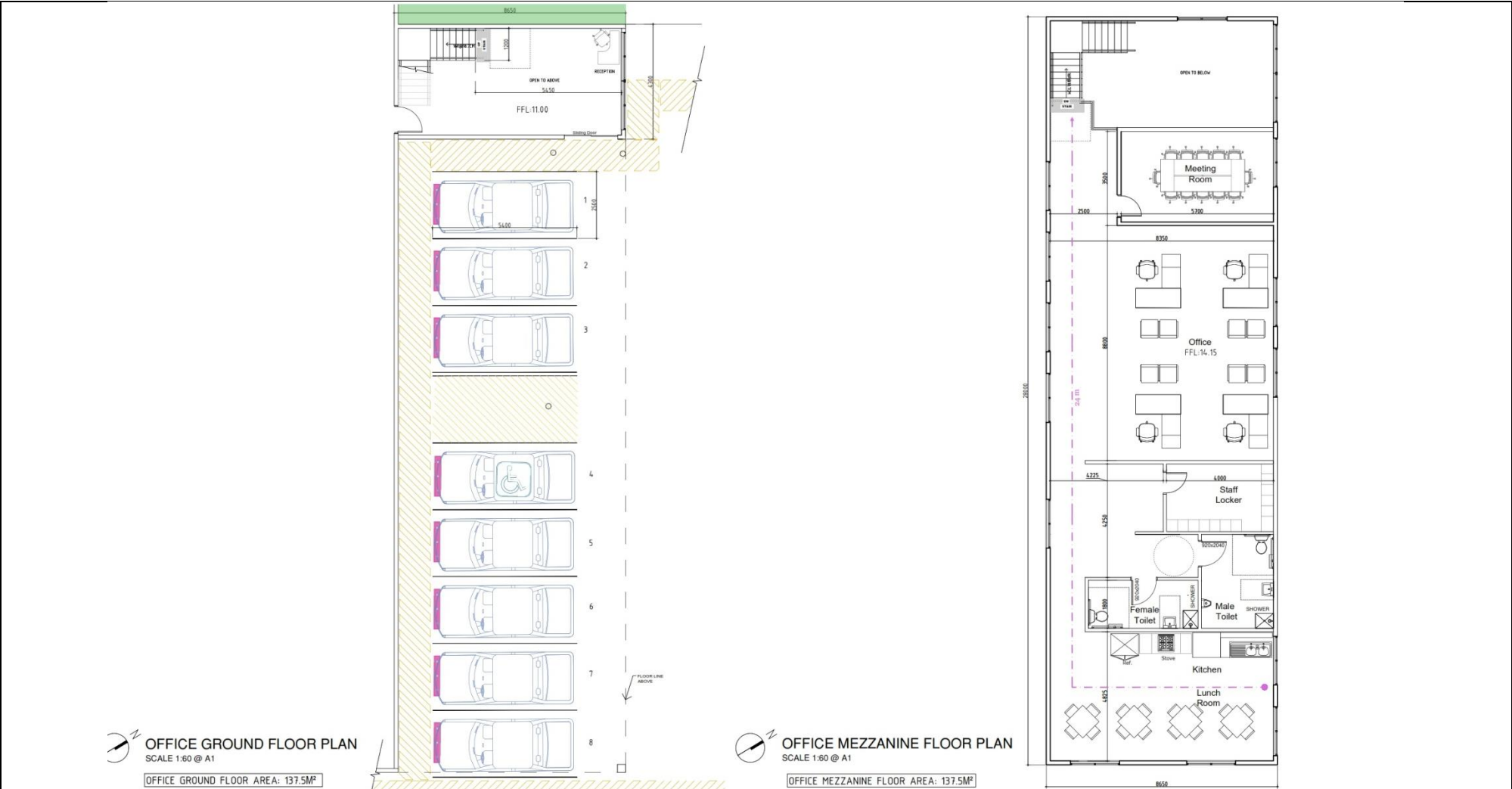
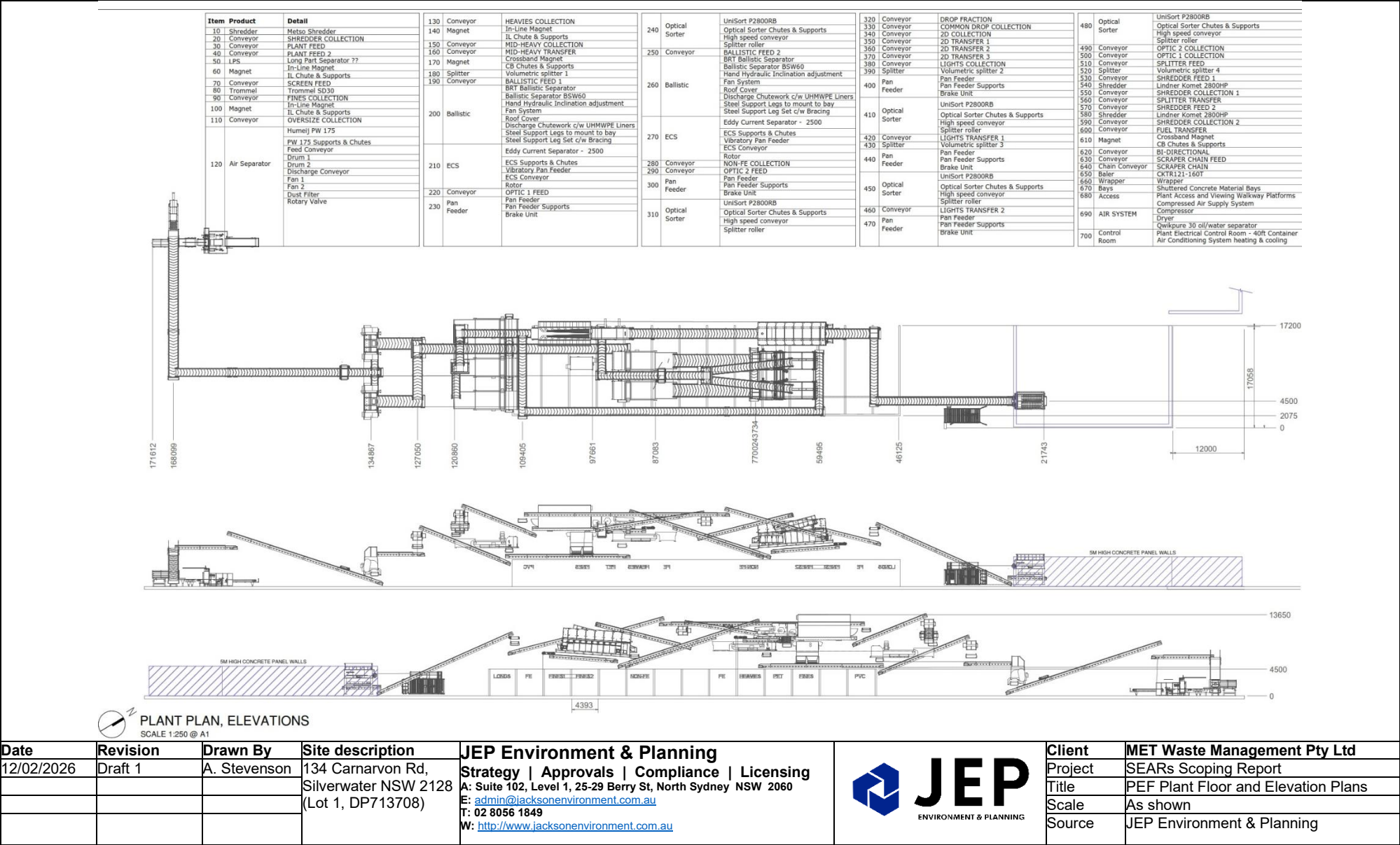


Figure 3.8. Proposed floor plans for the mezzanine office and car parking on ground level. High resolution plans are given in Appendix B.



Date	Revision	Drawn By	Site description	JEP Environment & Planning	Client	MET Waste Management Pty Ltd
12/02/2026	Draft 1	A. Stevenson	134 Carnarvon Rd, Silverwater NSW 2128 (Lot 1, DP713708)	Strategy Approvals Compliance Licensing A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	Project	SEARs Scoping Report
					Title	Office and Parking Floor Plan
					Scale	As shown
					Source	JEP Environment & Planning

Figure 3.9. Proposed PEF Production plant floor and elevation plans. High resolution plans are given in Appendix B.



3.5 Operational Hours

3.5.1 Current hours of operations

The current DA/384/87 permits the current use of the Site 24/7, supported by Condition L4.2 which states that operations conducted on site between 5pm and 7pm must be limited to the processing of material already present on Lease Area 4, with no material to be received or leave the premises during these hours.

A new Environment Protection Licence will be sought to separate the current site operations from the operation of the Proposal, with both EPLs operating in parallel.

3.5.2 Proposed hours of operations

To accommodate the processing of material up to 450,000 tonnes per annum, the below operating hours are proposed for consideration, subject to a noise and vibration impact assessment:

- Waste receipt:
 - 24 hours 7 days a week.
- Waste processing:
 - 24 hours 7 days a week.
- Product or residual waste load out:
 - 24 hours 7 days a week.

It is noted that deliveries of waste to site will take place at a schedule determined by third party waste operators, while processing and product removal from site will take place as containers are ready for transport. Processed and sorted recyclables collected and stored on site will be collected on a regular basis to minimise stockpiling. Where possible, all outbound transfers of processed waste materials will take place at night to reduce traffic load on the road network and other road users.

3.6 Proposed Haulage Routes

The haulage route of incoming and outgoing trucks from the Proposal has been carefully considered to avoid impacts on residential areas located to the east of Stubbs Street and south of Carnarvon Street in the vicinity of the Site. To avoid any loss in amenity, all trucks will use a defined haul route through the Silverwater Industrial Estate.

The route has been investigated by our traffic engineer, Varga Traffic Planning Pty Ltd. A copy of their report is provided in Appendix E. The proposed haul routes are shown in Figure 3.10, 3.11 and 3.12 and is described below:

- Route 1 - For 12.5m long HRV trucks accessing the site for either (see Figure 3.10):
 - a. Delivering waste loads to the facility via:
 - i. Derby Street from Silverwater Road, turning left at Skaratt Street North and right onto Carnarvon Street to access the Site; or
 - ii. Fariola Street from Silverwater Road, turning left down Vore Street, turning right to Derby Street, left down Skaratt Street North then right onto Carnarvon Street to access the Site;
 - b. Leaving the Site via Newton Street North, turning right into Carnarvon Street and proceeding down Carnarvon Street to Skaratt Street North and:
 - i. Turning onto Derby Street and exiting left on Silverwater Road; or
 - ii. Turning onto Derby Street, turning left onto Vore Street, then turning right onto Fariola Street to exit right onto Silverwater Road.
- Route 2 – For trucks larger than HRV's and 19m semi-trailers accessing the Site for either (see Figures 3.11 and 3.12):
 - a. Delivering waste loads to the facility via:
 - i. Derby Street from Silverwater Road, turning left at Skaratt Street North and right onto Carnarvon Street to access the Site; or

b. Leaving the Site via Newton Street North, turning right onto Carnarvon Street, turning left onto Skaratt Street North, turning right onto Derby Street, turning left onto Silverwater Road, turning right onto Holker Street, turning right onto Hill Road, then finally turning onto Western Motorway or Parramatta Road.

Figure 3.10. Proposed haulage route for 12.5m HRV trucks into and out of the Site.

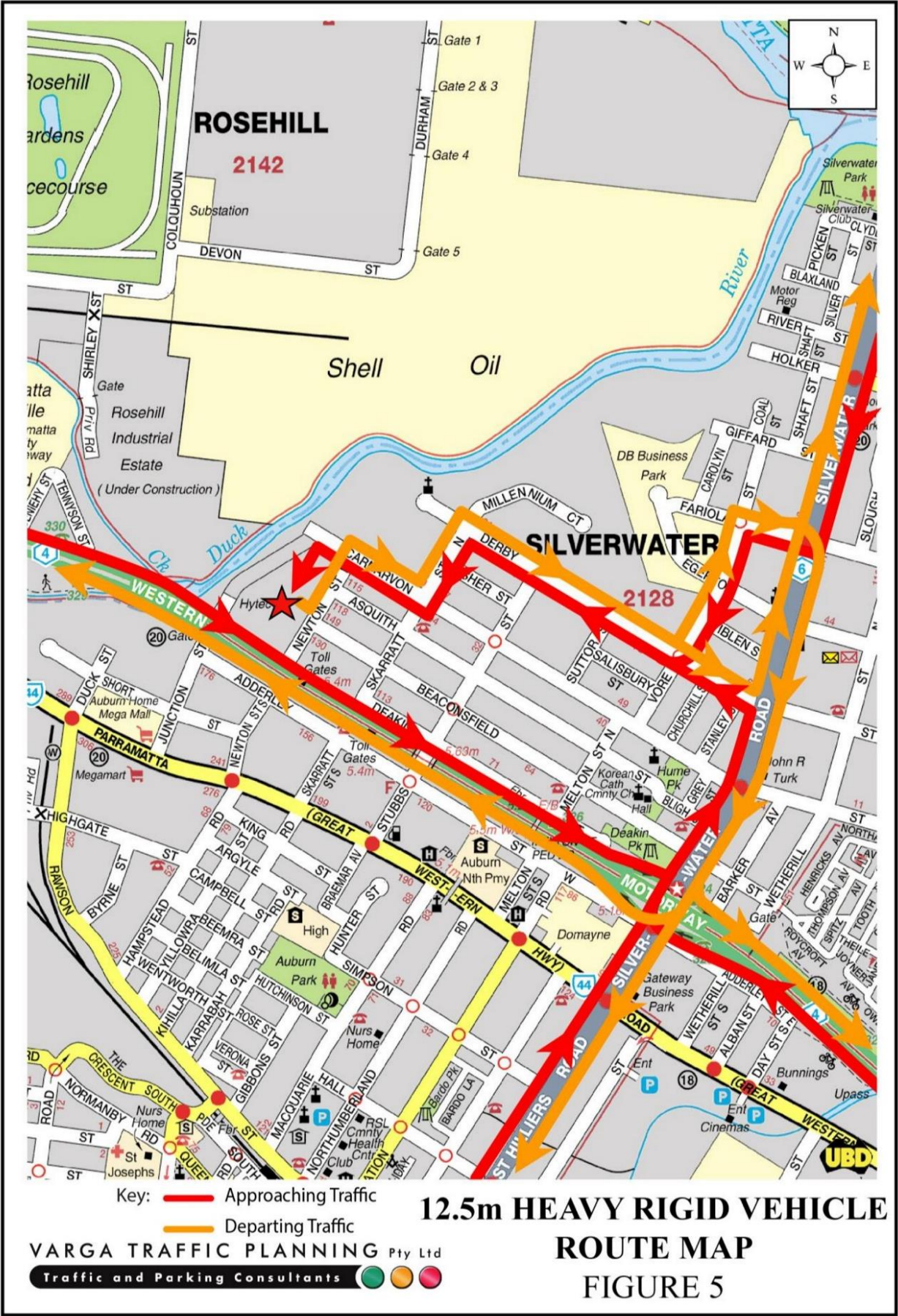


Figure 3.11. Proposed haulage route for 19m semi-trailers into and out of the Site.

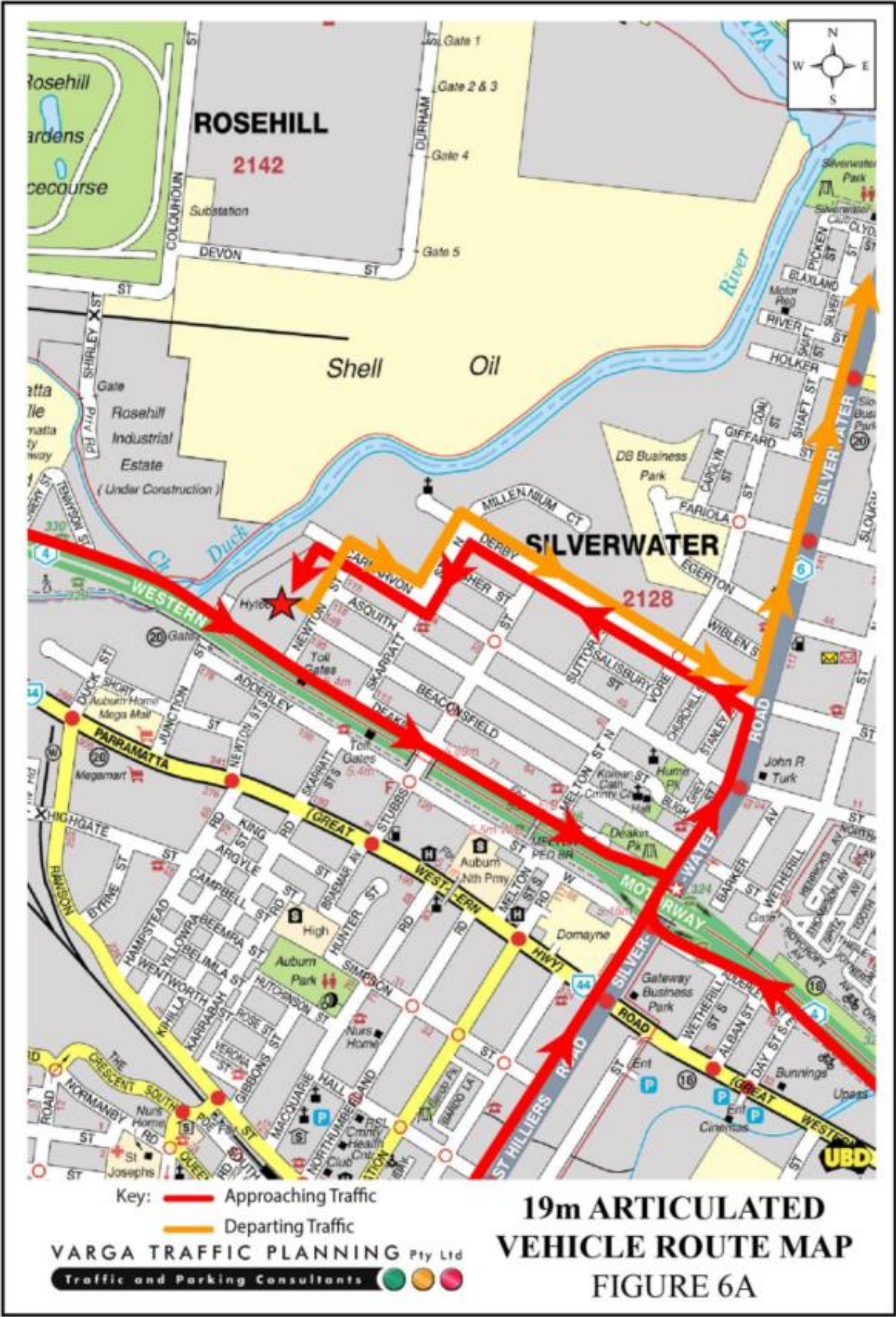


Figure 3.12. Proposed haulage route for 19m semi-trailers out of the Site (regional context).



3.7 Sustainability Measures

Several sustainability measures and targets have been included in the facility design, including:

- Overall target to have nil air quality impacts in the local area from the operation, helping to protect local air quality at all times;
- Negative air pressure system maintained in the warehouse, to avoid the release of any dust or odour external to the building;
- Advanced wet scrubbing of all process air within the building, with treatment through two high capacity activated carbon scrubber systems (with redundant capacity) prior to discharge of air;
- Objective of net-zero greenhouse gas emissions, through the installation of a 2.3MW solar array and battery energy storage system;
- Electric plant and equipment, to avoid the need for fossil fuels, with charging facilities provided for all mobile plant on site;
- Advanced thermal detection and fire suppression systems, to quickly detect and extinguish any fires within the building;
- Minimal waste disposal, with an aim for 85% recovery of all waste received; and
- A full rainwater harvesting and reuse system, to reduce net water requirements.

3.8 Environmental Management and Monitoring

Treated air from the building will be monitored continuously, with data made available to the NSW EPA and the community in accordance with the agreed licence conditions and statutory approvals.

Additional environmental monitoring will be proposed in concert with environmental management and mitigation measures developed for the Proposal during the EIS phase.

4. Statutory Context

4.1 Project Approval Pathway

MET Waste Management Pty Ltd are seeking approval to construct and operate a PEF Production Facility at their existing site located at 134 Carnarvon Street and corner of Newton Street North, Silverwater NSW. The Site is located in the Silverwater Industrial Estate and is zoned E4 General Industrial under the *Parramatta Local Environmental Plan 2023*. The Site currently operates under DA384/87 for waste management operations including receiving, sorting and processing of building, civil and related construction materials. Current site operations are licensed under NSW Environment Protection Authority EPL 20948.

Under Division 4.7, Clause 4.36(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), 'a SEPP may declare any development, or any class or description of development to be State Significant Development'. Under Schedule 1 Clause 23(3) of the *State Environmental Planning Policy (Planning Systems) 2021*, the Proposal triggers SSD as the Proposal will 'handle more than 100,000 tonnes per year of waste'.

Under Division 4.8, clause 4.47 of EP&A Act the facility will also be considered an Integrated Development as it will require approvals under *Protection of the Environment Operations Act 1997* (POEO Act) and the *Roads Act 1993*.

The operations of the current facility will require a licence variation from the NSW EPA under Schedule 1 of the POEO Act to remove the PEF Production Facility operational area from the Premises definition of the existing facility. The following scheduled activities will be maintained in the existing licence to enable ongoing business operations:

- Resource Recovery (Clause 34); and
- Waste storage (Clause 42).

The PEF Production Facility operational area will be the subject of a new, separate EPL following approval for the Proposal.

The Proposal is a State Significant Development. The consent authority for the development will be the NSW Minister for Planning. Table 4.1 summarises the Power to grant consent, permissibility and approvals.

Table 4.1. Power to grant consent, permissibility and approvals.

Considerations	Summary of Considerations
Power to grant consent	The proposed development will trigger the requirement for State Significant Development under Clause 23(3) of Schedule 1 of the <i>State Environmental Planning Policy (Planning Systems) 2021</i>. The Minister for Planning is declared to be the consent authority for this development application per Section 4.5(a) of the <i>Environmental Planning and Assessment Act 1979</i>: 4.5 Designation of consent authority <i>For the purposes of this Act, the consent authority is as follows—</i> (a) <i>in the case of State significant development—the Independent Planning Commission (if the development is of a kind for which the Commission is declared the consent authority by an environmental planning instrument) or the Minister (if the development is not of that kind).</i>
Permissibility	The proposed development of waste or resource management facilities is not prohibited under the <i>Parramatta Local Environmental Plan 2023</i> and are considered permissible with consent (as a form of any other development permitted under the LEP).
Integrated approvals (under Section 4.46 of the EP&A Act)	<i>Protection of the Environment Operations Act 1997</i> The existing facility operates under the Environment Protection Licence (EPL) 20948 as set out in Schedule 1, Part 1 of the <i>Protection of the Environment Operations Act 1997</i> for the following scheduled activities: • Resource Recovery (Clause 34); and • Waste storage (Clause 42). The current EPL 20948 will be varied to remove the PEF Production Facility operational area following approval. The PEF Production Facility operational area will be the subject of a new, separate EPL application.

4.2 Statutory context

The Proposal is required to fulfil the legislative requirements and its environmental planning instruments, as listed and briefly described in Table 4.2.

Table 4.2. Commonwealth legislation and NSW Acts, Regulations and Environmental Planning Instruments.

Legislations/ EPI	Applicable section / requirements	Relevance to the Proposal
Commonwealth Environment Protection and Biodiversity Conservation Act 1999	Under the EPBC Act a development will require approval from the minister if the action has, will have, or is likely to have, a significant impact on a matter of national environmental significance.	There are no known matters that the Proposal would impact to trigger actions under the <i>EPBC Act 1999</i> .
Hazardous Waste (Regulation of Exports and Imports) Act 1996	The <i>Hazardous Waste (Regulation of Exports and Imports) Act 1996</i> is a Commonwealth statute enacted to regulate the transboundary movement of hazardous waste, specifically its export, import, and transit to ensure such waste is managed in an environmentally sound manner. The Act aims to protect human health and the environment, both within Australia and internationally. Key provisions of the Act are: 1. Environmental Protection: 2. Permit System: 3. Basel Convention Compliance: 4. Scope Expansion: Initially limited to waste destined for final disposal, the Hazardous Waste (Regulation of Exports and Imports) Act 1996 to include waste with financial value intended for recycling or recovery, broadening its regulatory scope. The Act is administered by the Department of Climate Change, Energy, the Environment and Water, and its implementation is monitored through annual reporting and regulatory oversight.	The proponent will seek to export a proportion of the PEF, depending on overseas demand in dedicated and purpose built facilities that can use the material in sustainable energy generation (as a coal replacement) or potentially for chemical production. The export of PEF containing plastics triggers the Basel Convention, and an export permit will be required. The PEF exported is classified as Processed Engineered Feedstock (Basel Code: Y48) and is regulated by Article 11 - The Bilateral, Multilateral, and Regional Agreements of the Basel Convention. An application for an Export Permit will be made as part of the post-approval process.
Environmental Planning and Assessment Act 1979	• Relevant objects of the Act • Relevant environmental planning instruments • Development control plans	The EIS to accompany the development application will be prepared in accordance with the regulations.
Environmental Planning and Assessment Regulation 2021	Section 4.12(8) The Proposal is considered a state significant development under the <i>State Environmental Planning Policy (Planning Systems) 2021</i>. Therefore, the Proposal requires assessment under Part 4 of the <i>Environmental Planning and Assessment Act 1979</i>.	
Fisheries Management Act 1994	Division 4, (205) Protection of mangroves and other marine vegetation	Duck River to the northwestern boundary of the Site contains mangroves and significant seagrasses, a stormwater management plan will address protective measures to ensure that any stormwater runoff does not affect mangrove integrity.
Biodiversity Conservation Act 2016	A Biodiversity Development Assessment Report (BDAR) will be required to accompany a development application if the proposed development is likely to 'significantly affect threatened species' and the Biodiversity Offset Scheme (BOS) will apply.	The development footprint does not intersect with Biodiversity Values mapping. Vegetation clearing will be limited to a small number of trees within the existing landscaping for the construction of new driveways. The clearing is below the Area Clearing Threshold of 1ha; therefore, the Proposal does not trigger the Biodiversity Offset Scheme.

Legislations/ EPI	Applicable section / requirements	Relevance to the Proposal
<i>Protection of the Environment Operations Act 1997</i>	Part 3.3, Clause 53 – Application for Issue of Licence	A new EPL will be required for the Proposal for the following scheduled activities: - Resource Recovery (Clause 34); and - Waste storage (Clause 42).
<i>Protection of the Environment Operations (Waste) Regulation 2014</i>	Part 3, Recordkeeping	Quantities of all received and exiting waste must be recorded and a register provided to NSW EPA each month. This data will be collected by entry and exit weighbridges and reported to NSW EPA via the Waste and Resource Reporting Portal (WARRP).
<i>State Environmental Planning Policy (Biodiversity & Conservation) 2021</i>	Part 2.2. Clearing vegetation in non-rural areas Part 6.3(28) Foreshores and waterways areas Part 6.3(32) Rocky foreshores and significant seagrasses	Consent must be granted for the clearing of vegetation for the construction of driveways required for the Proposal. Part 6.3(28) applies to land that abuts the area mapped as Foreshores and Waterways (including the Site due to proximity to Duck River). Impact assessment is required to determine if the proposed development will have an adverse impact on the Area, including commercial and recreational uses. Part 6.3(32) applies to land that abuts the area mapped as rocky foreshore or significant seagrasses (including the Site due to its proximity to Duck River). The consent authority must be satisfied that development will not cause damage to aquatic ecology.
<i>State Environmental Planning Policy (Industry & Employment) 2021</i>	Chapter 3 Advertising and signage A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied— (a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and that the signage of the application satisfies the assessment criteria specified in Schedule 5	The Proposal will only display business identification signs and building identification signs, no further assessment required.
<i>State Environmental Planning Policy (Planning Systems) 2021</i>	Schedule 1, Clause 23: Waste and resource management facilities – are deemed State Significant if development 'has a capacity to handle more than 100,000 tonnes per year of waste' in metropolitan Sydney.	The Proposal is seeking approval to process up to 450,000 tonnes per year of waste, thus being designated as a State Significant Development.
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Section 3.7 Consideration of Departmental guidelines in determining whether a development is— (a) a hazardous storage establishment, hazardous industry or other potentially hazardous industry, or (b) an offensive storage establishment, offensive industry or other potentially offensive industry, consideration must be given to current circulars or guidelines published by the Department of Planning relating to hazardous or offensive development.	A preliminary hazard analysis (PHA) will be prepared for the environmental assessment stage. Though not expected to be, the Proposal will be assessed as whether it is hazardous and/or offensive. Potential impacts for air quality, noise, and vibration will be assessed at the environmental assessment stage.
	Section 3.12 Potentially hazardous development: Whether any public authority should be consulted.	A PHA will be prepared for the EIS stage.

Legislations/ EPI	Applicable section / requirements	Relevance to the Proposal
	• A preliminary hazard analysis. • Any feasible alternatives. Any likely future land use of surrounding land.	
	Section 4.6 A consent authority must not consent to the carrying out of any development on land unless— (a) it has considered whether the land is contaminated, and (b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and (c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.	A preliminary site investigation (PSI) will be prepared for the environmental assessment stage.
State Environmental Planning Policy (Sustainable Buildings) 2021	Section 3.2 Development consent for non-residential development (1) In deciding whether to grant development consent to non-residential development, the consent authority must consider whether the development is designed to enable the following— (a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials, (b) a reduction in peak demand for electricity, including through the use of energy efficient technology, (c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design, (d) the generation and storage of renewable energy, (e) the metering and monitoring of energy consumption, (f) the minimisation of the consumption of potable water. (2) Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.	The Proposal will include solar panel installation, battery for energy storage, rainwater retention and reuse as part of the design. A “Section J” report will be developed to establish a record of the sustainability elements of the project.

Legislations/ EPI	Applicable section / requirements	Relevance to the Proposal
State Environmental Planning Policy (Transport & Infrastructure) 2021	Schedule 3 – Traffic generating development. The Proposal is an Industry with a site area size over the threshold.	The development application will be referred to TfNSW for comment. A traffic and parking impact assessment will be prepared.
Parramatta Local Environmental Plan 2023	Part 2, General Industrial (E4) zone: - Objectives; and - Land use permissibility. Part 4, Development standards: - Height of buildings; and - Floor space ratio. Part 6, Local provisions: - Acid Sulfate Soil.	Development of waste and resource management facilities is permissible with consent. Maximum building height for the Site is 20m, Proposal is compliant at a maximum height of 18.5m. FSR is 1:1 for the Site, the Proposal is compliant. Site is built on fill, so an Acid Sulfate Soil Management Plan will not be required.
Parramatta Development Control Plan 2023	2.4. Building form and massing 2.6. Fences 2.14 Signage 4.1.1. Adjoining uses 4.1.2. Noise amenity 4.3.1. Industrial development 5.1.1. Flooding 5.1.2. Water sensitive urban design 5.1.3. Stormwater 5.2.1. Control of soil erosion and sedimentation 5.2.2. Acid sulfate soils 5.2.5. Land contamination 5.2.6. Air quality 5.3.3. Land adjoining W1 Natural Waterway zoning 5.3.4. Tree and vegetation preservation 5.4.8. Waste management 6.2. Parking and vehicle access 6.4. Loading and servicing	The Proposal will be assessed against the objectives and requirements of the DCP for general industrial development.

5. Stakeholder and Community Engagement

A program of early stakeholder and community engagement has been developed to gather feedback on the Proposal and gain an understanding of the community's perspectives, ideas, and concerns regarding the proposed development.

The program has been developed and undertaken in accordance with the Department of Planning, Housing and Infrastructure's *Undertaking Engagement Guidelines for State Significant Projects* (March 2024). The community engagement program is being delivered by JEP Environment & Planning.

A summary of the engagement to be undertaken, including the results of this early engagement and identification of potential social impacts that will likely require detailed assessment are included in this section.

5.1 Summary of Consultation Strategy

To inform the preparation of the Scoping Report and to help in identifying key issues for assessment, consultation has been undertaken with neighbouring businesses, nearby residents in Silverwater, community groups, City of Parramatta Council and NSW Government agencies in May 2026.

The following resources were developed to support the community engagement process:

- A letter introducing the Proposal;
- A fact sheet on the Proposal;
- A website for the Proposal to provide information for the community;
- Hosting of the draft Scoping Report on the website for members of the community seeking more information about the Proposal;
- A presentation to support an online webinar for residents, businesses and community groups; and
- A presentation to support a public meeting with nearby residents and businesses.

These resources and communication activities are outlined in Table 5.1 below.

Table 5.1. Communication tools to be prepared and consultation activities to be conducted.

Communication tools	Description
Factsheet	The factsheet provides a summary of the Proposal and informs where more information can be obtained. This was delivered to all businesses and residents within the consultation area, including community groups.
Letters	Letters were delivered with the fact sheet to all businesses and residents within the consultation area to provide a summary of the Proposal, and where more information could be obtained, including how to provide feedback. The letters contain a link to the Scoping Report, to be posted online, as additional information. Letters were delivered to community groups with the fact sheets. The letters contain a link to the Scoping Report, which is posted online, as additional information.
Webpage	The Proposal webpage was made live on the JEP Environment & Planning website (www.jacksonenvironment.com.au), providing a central location for information about the Proposal. The webpage hosts all information in relation to the consultation, including dates and timelines of the consultation period, the SEARs scoping report, factsheet, letters, a recording of the webinar.
Webinar	A webinar was held on 25 May 2026 to inform businesses and residents further on the Proposal. Maps and other visual aids such as diagrams, photographs and illustrations were made available to show the Proposal location and impacts of the proposed activity.
Public meeting	A public meeting was held on 26 May 2026 for businesses and residents to learn more about the Proposal, and to provide feedback on key issues. Maps and other visual aids such as diagrams, photographs and illustrations were made available to show the Proposal location and impacts of the proposed activity.
Feedback	Feedback is accepted via: 1. Email: admin@jacksonenvironment.com.au or elania@metrecycling.com.au 2. Post: Suite 102, Level 1, 25-29 Berry Street, NORTH SYDNEY NSW 2060 3. Phone: (02) 8056 1849.

5.2 Consultation Area

Given that the principal matters for assessment relate to air quality and traffic, the consultation program has focussed on neighbouring businesses located on the south western corner of the Silverwater Industrial Estate, and the R3 medium density residential area to the east of the Proposal site, including streets bound by Carnarvon St to the north, to Deakin St to the south and Silverwater Rd to the east.

A map of the proposed area for consultation is shown in Figure 5.1. In total, 38 businesses, 3 community organisations and 589 residents have been included in the community engagement program.

5.3 Consultation Results

Following the implementation of the consultation program, feedback has been received from members of the community and is summarised in Table 5.2 below along with the response from the Proponent. A total of 8 letters from the total 627 delivered notifications were returned to JEP Environment & Planning. There was one (1) attendee for the online webinar held on 25 May at 5:30pm, and nil people attended the in-person community meeting on 26 May at 6pm. Despite receiving less than the expected number of RSVPs, both events were held as scheduled by JEP Environment & Planning and the Proponent in case of any late registrations of interest in the Proposal from members of the community.

Table 5.2. Summary of questions from the community relating to the Proposal.

Issue	Question from community members	Response from Proponent
Air Quality (dust)	- Contribution of Proposal towards local dust; and - Availability of real-time environmental monitoring to the public.	- Ongoing dust monitoring is undertaken and the site employs a dedicated environmental manager to address all environmental concerns. - Air quality will be continually monitored, with monitoring data available to NSW EPA and the community to ensure transparency surrounding operations.
Air Quality (odour)	- Efficacy of odour scrubbing technology for building to manage impacts; and - How summer temperatures will be addressed with regard to odour.	- Odour control measures have been designed with industry best practice methods and will be further investigated with a detailed Air Quality and Odour Impact Assessment as part of the EIS stage. Renewable energy generation and storage has been included in the design of the facility to ensure that in the event of a power outage, the air filtration and odour control features will remain in continuous operation to prevent any odour impacts to the local area. - All design features and modelling have been conducted with worst-case summer conditions in mind. Further detailed assessment of odour impacts will be performed as part of the EIS.
Air Quality (pollutants)	- The management of risks from bioaerosols and pathogens from red bin waste to nearby areas and facility workers; and - Emissions from traffic.	- All operations will be conducted in a fully enclosed building with advanced air filtration and fully sealed hardstand mitigate the risk of bioaerosols and pathogens escaping the building. All incoming waste will be inspected for hazardous and non-compliant wastes prior to processing. Community and worker health has been included in the existing design features of the building, with a Preliminary Hazard Analysis report to be conducted during the EIS.

Issue	Question from community members	Response from Proponent
		- An updated Air Quality and Odour Impact Assessment will be conducted as part of the EIS to examine the impacts of traffic emissions, with mitigation measures to protect the environment and local air quality to be recommended.
Noise	- Noise from nearby traffic; - Noise from operations; and - Potential for sleep disturbance.	- All haulage routes have been designed to avoid residential areas. - All operations will be conducted indoors with noise insulation installed to the whole structure to prevent noise impacts to neighbouring businesses and nearby residents. A detailed Noise and Vibration Impact Assessment will be conducted as part of the EIS. - The results of the Noise Assessment will determine further noise mitigation strategies that will be implemented and monitored by NSW EPA to ensure minimal disturbance to nearby businesses and residential areas.
Traffic	- Verification that only the approved haulage route is being used; and - Safety of additional heavy vehicle traffic on local streets.	- All heavy vehicles will be fitted with GPS units to allow for regular audits on route data. - The completed Traffic Impact Assessment shows the local road network can accept the proposed additional traffic without any significant change to the levels of service for other road users, and will be updated for the EIS. All heavy vehicle traffic will avoid residential areas and only travel along approved haul routes in compliance with all road safety requirements.
Property value impacts	- Impacts to housing value with the establishment of the Proposal in Silverwater.	- The site of the Proposal is already being utilised for an industrial facility in line with the E4 General Industrial zoning. The wider Silverwater Industrial Estate is historically well established and provides key infrastructure to Western Sydney and the heart of Parramatta. As the Proposal is a completely enclosed large warehouse structure, local character has the potential to be impacted. A Visual Impact Assessment will be conducted as part of the EIS to determine how the Proposal can mitigate its visual impact on the area. Other perceived impacts of a waste processing facility in Silverwater Industrial Estate will be addressed in the Social Impact Assessment for the EIS.
Total number of queries received	4	

5.4 Agency Consultation

Letters to agencies were issued in May 2026, with a request for feedback on the Proposal and a request for meeting. Agencies consulted include:

- City of Parramatta Council (through a pre-lodgement meeting); and
- NSW Environment Protection Authority.

City of Parramatta Council was broadly supportive of the Proposal and its objectives during the pre-lodgement meeting held on 27 May 2026, with key points raised including:

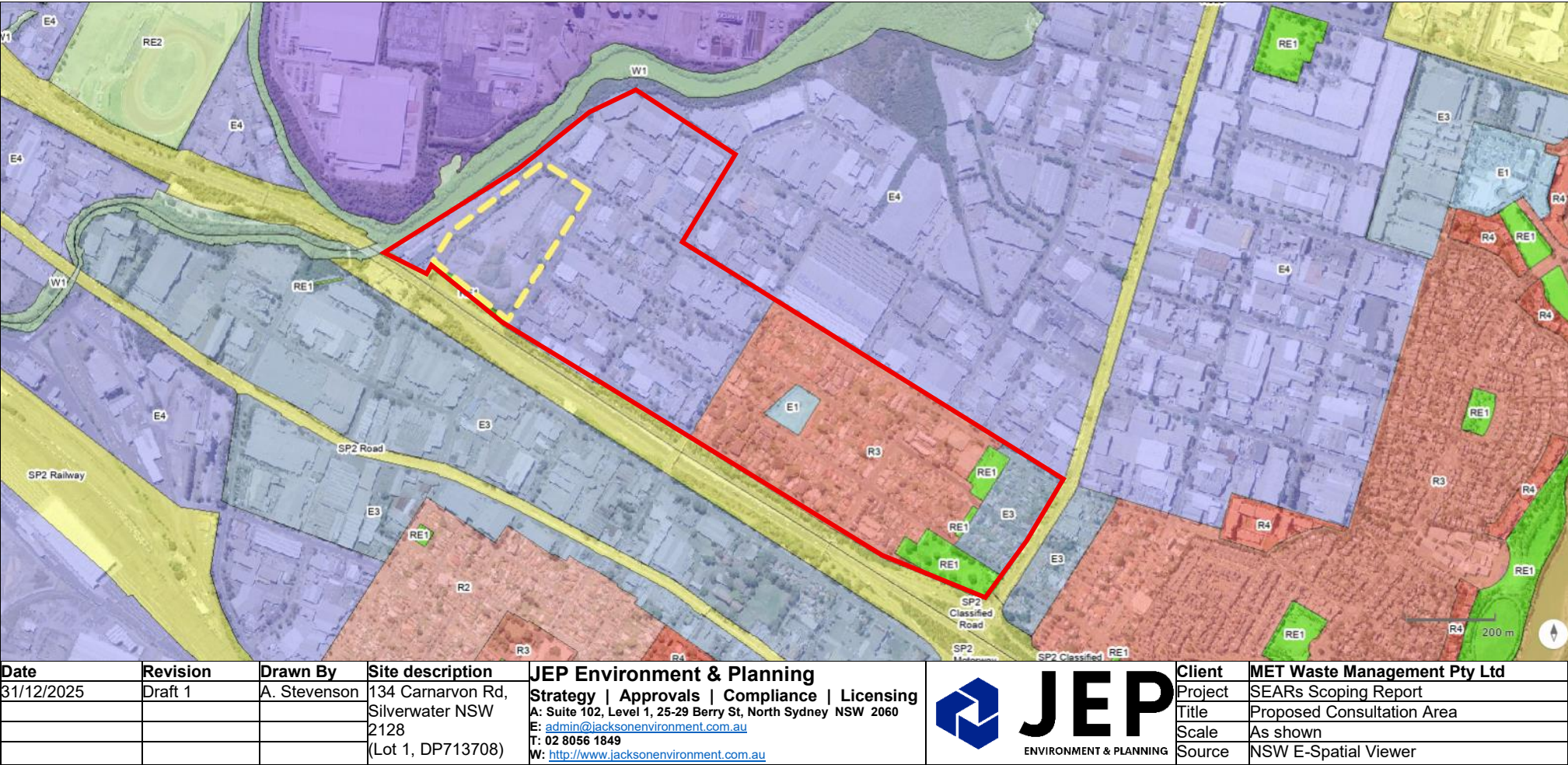
- A future Acoustic Assessment to be performed to address potential concerns surrounding the movement of materials along the proposed haulage route;
- Updates to be made to the entry and exit turning paths in the existing Traffic Impact Assessment to mitigate the loss of on-street parking;
- The preparation of a Flood Emergency Response Plan to address flooding concerns, as the northwestern boundary of the site is flood prone land;
- Further investigation surrounding the use of on-site detention for stormwaters; and
- Preparation of a Waste Management Plan for the Proposal.

Agency consultation with NSW EPA occurred in May 2026 and at the time of writing this report, no feedback had been received from NSW EPA.

5.5 Proposed Future Consultation

As part of the EIS investigations, detailed stakeholder and community consultation will be carried out to ensure that the proposed development is done in a manner that protects the environment, human health and adds value in the shape of an important resource recovery facility for the region. Key stakeholders identified include adjoining businesses and residents covered in the initial round of community consultation that has informed this scoping report, including community groups and agencies.

Figure 5.1. Map showing the consultation area that was included in the consultation program to inform this Scoping Report. The consultation area boundary is shown in red. The Proposal location is shown in yellow hatch.



5.6 Stakeholder Consultation Strategy

MET Waste Management Pty Ltd will proactively engage, inform and involve stakeholders and the community about the Proposal and provided opportunities for feedback. Issues raised during the engagement process will be used to inform project development, environmental assessment and the preparation of the EIS.

A range of communication and engagement activities will occur during preparation of the EIS. Community and stakeholder engagement will include:

- Maintenance of the website to enable the community and stakeholders to contact the project team;
- Briefings/meetings;
- Project updates in the form of flyers; and
- Notification letters.

The EIS will be placed on public exhibition for 28 days, for stakeholders, neighbouring businesses and interested parties to provide feedback. This feedback will be appropriately addressed, and all written responses will be attached to the EIS.

A project update letter will be issued to all those previously engaged during the preparation of the EIS to provide details of where the EIS can be viewed and information about other consultation activities during the exhibition period.

During the exhibition period any stakeholder can make a formal submission on the Proposal. Submissions will be collated into a report and will be considered in the assessment of the EIS and further development of the Proposal. Following the exhibition period, the Proponent will respond to submissions received during the exhibition of the EIS.

If the Proposal receives planning approval, JEP Environment & Planning and the Proponent will continue to engage with the stakeholders and the community during the construction phase. The Proponent will develop and lead a construction community engagement program.

The construction program will respond to community and stakeholder expectations on ongoing involvement, the details of the approved Proposal and the terms of its approval.

JEP Environment & Planning will be the single point of contact about the Proposal for all stages of the development.

6. Assessment of Impacts

A scoping summary table of areas for assessment under the EIS is provided in Appendix A.

6.1 Traffic and Access

The proposed access for trucks entering the site is via a widened entry from Carnarvon Street, and trucks exiting the Site is via a new proposed driveway crossover onto Newton Street North. The haulage route for incoming and outgoing trucks from the Proposal has been carefully considered to avoid impacts on residential areas located to the east of Stubbs Street and south of Carnarvon Street in the vicinity of the Site. To avoid any loss in amenity, all trucks will use a defined haul route through the Silverwater Industrial Estate.

The route has been investigated by our traffic engineer, Varga Traffic Planning Pty Ltd. A copy of their report is provided in Appendix E. The proposed haul route is shown in Figures 3.10 to 3.12 and is described in Section 3.6.

A detailed Traffic and Parking Impact Assessment has been undertaken to inform this Scoping Report, given the potential impacts of the Proposal on the local road network in the locality. The study has reviewed:

- Details of the road transport (haulage) routes and access to the Site;
- Plans of any proposed changes to access or roads required, if any, for the development;
- Road traffic predictions for the development during operations;
- Swept path diagrams depicting largest vehicles entering, exiting and manoeuvring throughout the Site;
- A quantitative assessment of impacts to the safety and function of the road network and the details of (if any) road upgrades required for the development; and
- Plans demonstrating how all vehicles associated with operations awaiting loading, unloading or servicing can be accommodated on the Site to avoid queuing in the road network.

Findings from the traffic and parking impact assessment include:

- There will not be any queueing of trucks outside the site on nearby roads;
- The proposed off-street car parking will comfortably satisfy all parking demands expected to be generated;
- Swept path turn modelling supports the proposed truck drive-through arrangements, and can accommodate up to six (6) 12.5m long heavy HRV trucks and four (4) 19m semi-trailer trucks within the building should the need arise.; and
- Traffic surveys and modelling confirm that the surrounding road network will continue to operate at current Levels of Service under the projected additional traffic flows, and the Proposal will not have any unacceptable traffic implications in terms of the road network capacity.

In summary, the study found that the Proposal is unlikely to affect roads, pedestrian movements or the performance of intersections in the Silverwater Industrial Estate.

As part of the EIS, this detailed Traffic and Parking Impact Assessment will be updated to include any final changes to the site design and loading / unloading arrangements. The study will include updates as required to:

- Details of the road transport routes and access to the Site;
- Road traffic predictions for the Proposal during construction and operation;
- Swept path diagrams depicting vehicles entering, exiting and manoeuvring throughout the Site;
- A quantitative assessment of impacts to the safety and function of the road network and the details of any road upgrades required for the development. including consideration of cumulative traffic impacts and any other potentially impacted local roads; and
- Plans demonstrating how all vehicles associated with construction and operation awaiting loading, unloading or servicing can be accommodated on the Site to avoid queuing in the public street network.

6.2 Air Quality and Odour

A detailed Air Quality Impact Assessment (AQIA) has been prepared by RWDI for the Proposal at this early stage to inform design and mitigation strategies in this key area of concern to the Proposal. A copy of the report is provided in Appendix D.

The AQIA provided as assessment of the following matters to understand the significance of potential air quality impacts of the Proposal, particularly relating to dust and odour that could be generated during construction and operations:

- The existing environment;
- The land zoning of the Site and neighbouring area;
- The closest existing residential and industrial receivers;
- Relevant air quality criteria;
- Construction and operational air quality predictions for the Proposal and assumptions used in the assessment; and
- Recommendations to minimise air quality impacts on affected receivers, if required.

A key focus of the AQIA was to test the adequacy of the proposed mitigation measures to avoid dust or odour impacts on the locality, including:

- Full enclosure of the operation in a warehouse building;
- The effectiveness of fast acting roller doors and air curtains for avoiding odour release from building openings (roller doors);
- Negative air pressure system to avoid the fugitive release of dust or odour from the building; and
- The performance of two wet scrubbers and activated carbon filtration systems for odour scrubbing prior to the discharge of treated air through two stacked mounted on the roofline of the building.

The findings from the assessment in terms of dust and odour impacts are summarised in the following sections.

6.2.1 Potential sources of air emissions

An assessment of the main sources of potential air emissions which could impact air quality has been completed by RWDI. The air emissions will be different between the construction and the operational phase of the development.

During construction, the principal source of air emission will be dust in the form of Total Suspended Particulates (TSP), fine dust (PM_{2.5}), coarse dust (PM₁₀) and Deposited Dust.

Dust could be generated during:

- Construction of the warehouse building for receipt, processing and storage of MSW and C&I Waste;
- Installation of Waste Processing plant machinery and associated air quality control measures; and
- Construction of staff car parking, stormwater and drainage systems.

RWDI found that as minimal construction works (earthworks and civil works) are proposed, minor dust emissions (nonsignificant quantities) are expected from all construction.

During operations, as assessment of potential air emissions found that dust/particulate emissions, nitrous dioxide (NO₂) and odour associated with the operation of the Proposal are identified as:

- Truck movements on the paved road;
- Loading/unloading waste material;
- Screening/transferring and processing of waste materials;
- Wind erosion emissions from stockpiles;
- Vehicle exhaust.
- Due to its organic composition of MSW, putrescible waste is typically odorous, whereas non-putrescible waste generates significantly less odour, though it may contribute to dust emissions. The potential for odour generation is primarily associated with the municipal solid waste (MSW) stream. The sources of odour associated with the operation of the Proposal are identified from the fugitive (uncontrolled release through doors) as well as stack emissions.

6.2.2 Modelling methodology

To understand the amount and impacts of dust and odour that could be generated during construction and operations, RWDI undertook modelling to understand their impacts on air quality in the locality using worst case scenario conditions when the plant is operating at full capacity and under adverse weather conditions.

Dust during construction was qualitatively assessed by using the assessment method as published in the *Guidance on the Assessment of Dust from Demolition and Construction* published by the Institute of Air Quality Management in the United Kingdom (IAQM, 2024).

During operations, dust and odour impacts were assessed in accordance with:

- NSW EPA (2022). *Approved Methods for the Modelling and Assessment of Air Pollutants in NSW*; and
- NSW EPA (2006). *Technical Notes - Assessment and management of odour from stationary sources in NSW*.

The approach taken for the operational air quality impact assessment included meteorological modelling using TAPM and AERMET models. An estimate of annual dust and odour emissions of each activity associated with worst-case operations of the Proposal was then done, followed by an assessment of emissions and meteorological information to generate the computer-based dispersion model to predict dust concentrations in the region and at the nearest sensitive receptors. Following this, a comparison of predicted concentrations of air pollutants with relevant air quality criteria (or limits) was done in accordance with NSW EPA requirements.

6.2.3 Air quality benchmarks / assessment criteria

Dust and nitrous oxide

To assess the potential for the Proposal to affect local air quality, benchmarks (or limits) have been selected by RWDI to protect the general health and amenity of the community. The criteria chosen for dust, nitrous dioxide and odour are based on benchmarks published by NSW EPA in the *Approved Methods for the Modelling and Assessment of Air Pollutants in NSW* (NSW EPA, 2022). It is noted that the benchmarks consider background levels of air pollutants, not just that emitted by the Proposal.

The benchmarks for dust adopted for the assessment for dust and nitrous oxide are as follows (see also Table 3.1 of the AQIA in Appendix D):

- Total suspended particles: 90 $\mu\text{g}/\text{m}^3$ (annual average);
- Particulate matter less than 10 μm (PM_{10}): 50 $\mu\text{g}/\text{m}^3$ (24 hour average) and 25 $\mu\text{g}/\text{m}^3$ (annual average);
- Particulate matter less than 2.5 μm ($\text{PM}_{2.5}$): 25 $\mu\text{g}/\text{m}^3$ (24 hour average) and 8 $\mu\text{g}/\text{m}^3$ (annual average);
- Nitrous dioxide: 164 $\mu\text{g}/\text{m}^3$ (1 hour average) and 31 $\mu\text{g}/\text{m}^3$ (annual average);
- Deposited dust: 4 $\text{g}/\text{m}^2/\text{month}$ (total) and 2 $\text{g}/\text{m}^2/\text{month}$ (incremental).

Odour

Odours from the Proposal have the potential to cause nuisance. In NSW, odour needs to be considered in two ways, depending on the situation. NSW legislation prohibits emissions that cause offensive odour to occur at any off-site receptor. Offensive odour is evaluated in the field by authorised officers, who are obliged to consider the odour in the context of its receiving environment, frequency, duration, character and so on and to determine whether the odour would unreasonably interfere with the comfort and repose of the normal person. In this context, the concept of offensive odour is applied to operational facilities and relates to actual emissions in the air.

In the planning process for proposed new operations, no actual odour exists, and it is necessary to consider hypothetical odour. To do this, odour strength is defined in odour units. The number of odour units represents the number of times that the odour would need to be diluted to reach a level that is just detectable to the human nose. By definition, odour less than one odour unit (1 OU), would not be detectable to most people. The range of a person's ability to detect odour varies greatly in the population, as does their sensitivity to the type of odour.

For developments with potential for odour it may be necessary to predict the likely odour impact that may arise. This is done by using air dispersion modelling which can calculate the level of dilution of odours emitted from the source at the point that it reaches surrounding receptors. This approach allows the air dispersion model to produce results in terms of odour units. The NSW criteria for acceptable levels of odour range from 2 to 7 OU,

with the more stringent 2 OU criteria applicable to densely populated urban areas and the 7 OU criteria applicable to sparsely populated rural areas. For this assessment, the strictest odour benchmark of 2 OU has been chosen to assess the adequacy of the mitigation measures and the suitability of the Proposal for this location in Silverwater.

6.2.4 Assessment findings

During the construction phase, levels of dust generated are expected to be very low, given the minimal amount of civil works needed to support construction. The AQIA has however recommended a series of best practice dust control measures be used during construction to ensure that impacts on local air quality during the building are avoided.

Dust control measures during construction shall include: a) ensure an adequate water supply on the Site for effective dust/PM suppression/mitigation, using non-potable water where possible and appropriate; and b) ensure equipment is readily available on the Site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

During operations, the dust in form of Total Suspended Particles (TSP) and Deposited Dust is predicted to be very low, with incremental impacts and cumulative impacts well below the EPA's benchmark criteria.

For dust in the form of PM₁₀ (coarse dust), levels again are predicted to be low, though it is noted that PM₁₀ for the 24-hour averaging period are expected to exceed the criterion at all sensitive receptors. This is a result of the elevated background concentration of 84.4 µg/m³ which exceeds the criterion without any contribution from the facility. Modelled increases in PM₁₀ from the facility is 7.2 µg/m³ (14.4% of the criterion of 50 µg/m³) on the nearby sensitive receptors. The study found that the Proposal is not expected to significantly exacerbate existing elevated background levels.

For fine dust (PM_{2.5}), the Proposal contributes 7% of the benchmark criterion. Again, it is noted that the PM_{2.5} for the 24-hour averaging period are expected to exceed the criterion at all receptors. This is a result of the elevated background concentration of 45 µg/m³ which exceeds the criterion without any contribution from the facility. Again, operation of the Proposal is not anticipated to significantly exacerbate existing elevated background concentrations.

Nitrous dioxide emissions were also modelled, with emissions from the Proposal being very low. As a result, cumulative levels at all receptors were below the assessment criterion.

Importantly, for odour, modelling indicated that odour emissions from the Proposal are expected to be very low, and not predicted to result in exceedances of the impact assessment criterion for odour concentration. Odour emissions from the Proposal are expected to have a low impact on the nearest industrial and other sensitive receptors.

The findings suggest that the Proposal can be operated successfully under worst case scenario modelling conditions, with minimal impacts on air quality in the locality.

As part of the EIS, this detailed Air Quality Impact Assessment will be updated to include any final changes to the site design in accordance with EPA requirements.

6.3 Waste Management

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

The Proposal will provide additional recycling infrastructure for household and business "red bin" residual waste, which is critical to assist Sydney to avoid a landfill crisis by as early as 2030. The Proposal will also help 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 prepared to support the EIS. The plan will outline estimated waste generated during construction and received during operation and 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), technologies proposed, resource outputs, and quality control measures to be implemented;
- Details of waste storage (including the maximum daily waste storage capacity of the site), receipt, handling, and transport, including non-conforming waste procedures;
- Details of the waste tracking system for incoming and outgoing waste;
- Details of the waste management strategy for construction and ongoing operational waste generated;
- Measures to be implemented to ensure consistency with the aims, objectives and guidance in the *Waste and Sustainable Materials Strategy 2041*;
- Compliance with the NSW Energy from Waste Policy Statement.

The EIS will also list any requirements for Specific Resource Recovery Orders and Exemptions applicable to the Proposal. The NSW EPA will be consulted for the Specific RROEs that are expected to be required for Processed Engineered Feedstock (PEF) should that be used for chemical manufacturing or sustainable energy generation in the future.

6.4 Social and Economic

A detailed Social Impact Assessment (scoping and initial assessment) shall be 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 Proposal. A summary of results shall be presented in the EIS to identify the principal areas of concern and determine the significance of each impact, with mitigation and management measures to be implemented.

An initial scoping assessment of the main social considerations that will need to be taken into account is provided in Appendix G.

The capital investment required for the Proposal is yet to be determined, though it is expected to be more than \$38 million.

6.5 Wastewater Management

A wastewater management plan will be prepared outlining measures that will be used in the building for the collection, temporary storage, pump out and off-site recycling or disposal of leachate or wastewater that is intercepted, pumped and stored in holding tanks within the warehouse building.

Water quality from the outbound wheel wash will also be assessed for suitability for discharge to sewer via a Sydney Water trade waste agreement. This matter will be investigated with Sydney Water.

Note that the kitchen and staff amenities will be plumbed into the sewer connection that currently services the Site.

A wastewater management plan will detail the physical and procedural measures to be implemented on-site to manage wastewaters in a sustainable manner.

6.6 Soils and Surface Water Management

All waste materials will be received and processed entirely within the proposed warehouse structure, with expected impacts to stormwater related to the runoff from sealed driveways. Given that the building will help seal a large part of the Site, it is expected that stormwater runoff quality will be improved.

Rainwater collection tanks will be provided to reduce potable water consumption on the Site and reduce the volume of peak flows of stormwater discharged from the premises and received at the nearest waterway, being Duck Creek.

A Soil and Water Management Plan (if required) will be prepared to ensure that any runoff generated from the Proposal is appropriately collected, stored, reused and transferred off-site, with the aim of minimising the discharge of water from the premises into the Council stormwater system. This plan will also consider soil erosion controls during construction.

Whilst the Site is a capped former landfill, the method of construction of the Proposal will need to carefully consider on site capping integrity, to ensure the clay cap is not compromised which could result in the increased infiltration of surface water into the waste cells beneath, thereby increasing the production of leachate that will require management. Ongoing or modified arrangements for the management of leachate from the Site will also need to be considered in the assessment.

The Soil and Water Impact Assessment will be performed to determine the potential impacts and mitigation strategies relating to the construction and operation of the Proposal, and include:

- A description of local soils, topography, drainage and landscapes;
- An assessment of potential impacts on stormwater management and any impact to flooding in the catchment;
- Details of sediment and erosion controls;
- A detailed site water balance;
- An assessment of potential impacts on the quality and quantity of surface water resources;
- Details of the proposed stormwater and wastewater management systems (including sewage), water monitoring program and other measures to mitigate surface water impacts;
- Geotechnical limitations that are present on the site and appropriate design considerations to address this;
- Characterisation of the nature and extent of any contamination on the Site and surrounding area; and
- A description and appraisal of impact mitigation and monitoring measures.

6.7 Contamination

The Site is currently listed on the EPA's Site Contamination Register as per the *Contaminated Land Management Act 1997* (CLM Act). The former Silverwater Landfill was previously declared a 'Significantly Contaminated Site', though through the completion of a Voluntary Management Plan between 2019 and 2022, the EPA is satisfied that the site has been suitably remediated for ongoing use.

Despite this, a Preliminary Site Assessment of the proposal area will still be conducted, given the current use of the Site as a recycling facility. This assessment will confirm that the footprint for the Proposal is not contaminated and is suitable for development.

6.8 Noise and Vibration

The Proposal has the potential to generate noise during construction and operational activities. The nearest residential receptor is located to the 110m east and has the potential to be affected by noise generated on site during operations. The proposed haulage route will avoid any residential areas, so the impact of traffic noise should be minimal. However, the adjoining industrial sites could potentially be affected by noise.

A detailed Noise and Vibration Impact Assessment (NVIA) will be required for the Proposal and include:

- A quantitative assessment of potential construction, operational and transport noise and vibration impacts in accordance with relevant Environment Protection Authority guidelines. This is to include the identification of existing and potential future sensitive receivers and consideration of approved and/or proposed developments in the vicinity;
- Details and justification of the proposed noise mitigation and monitoring measures; and
- Specified times of operation for all phases of the development and for all noise producing activities.

The NVIA will be conducted to assess best practice noise mitigation approaches to avoid noise impacts on neighbouring businesses.

6.9 Visual impacts and Landscaping

The Site is located at the corner of Carnarvon Street and Newton Street North, and all site activities will be performed inside the existing site fence line. Gates will be installed at entry and exit points to minimise visual impacts from the street. A visual impact assessment will be carried out to demonstrate the Proposal will have minimal impact on the locality.

Furthermore, a Landscape Concept Plan will be prepared to support the Proposal, and will assist in improving visual aesthetics of the locality.

6.10 Hazards and Risks

Part of the existing landfill gas collection network will require relocation as part of the Proposal, and safety measures during relocation works will need to be considered to avoid the release of landfill gas. An amended landfill gas management plan will be required to support the Proposal.

The Site is not mapped as bushfire prone land. A fire compliance assessment for the development will be prepared for the safe storage and processing of waste in accordance with the *Fire Safety Guideline – Fire Safety in Waste Facilities* (Fire and Rescue NSW 2020) and the *Hazardous Industry Planning Advisory Paper (HIPAP) No. 2 – Fire Safety Guidelines*.

A preliminary risk screening assessment 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).

6.11 Estimated Development Cost

An Estimated Development Cost (EDC) report will be prepared by an accredited quantity surveyor in accordance with the DPHI Planning Circular PS 24-002, under either the Australian Institute of Quantity Surveyors (AIQS) or the Royal Institution of Chartered Surveyors (RICS). The report will provide a detailed calculation of the EDC including details of all assumptions and components from which the calculation is derived. The full EDC report will be supplied as an Appendix with the EIS and a summary of results presented in the EIS.

The EDC calculations will include the design works, demolition works, construction works and installation requirements of infrastructure and equipment associated with managing, sorting and processing of household and business waste.

6.12 Matters Not Requiring Detailed Assessment

6.12.1 Biodiversity

The Site is already cleared. The nearest mapped Biodiversity Values (BV) area is located at Duck River, on the northwest boundary of the Site. The Proposal is highly unlikely to impact these biodiversity values given where the Proposal is to be constructed on the site, being a former landfill.

6.12.2 Heritage

Given the previous site history as a brick quarry, use as Auburn Landfill (1976 to 1986), then followed by its use as a waste recovery facility, there are no expected impacts on heritage from the Proposal. A search of the Heritage NSW Aboriginal Heritage Information Management System shows that no Aboriginal sites or places at the Site, with the closest Aboriginal site located northwest of the site across Duck River towards Parramatta.

6.12.3 Bushfire

The Site is not mapped as Bushfire Prone Land. No further assessment is warranted.

6.12.4 Acid Sulfate Soils

The Site is mapped as being within a Class 5 (low risk) acid sulfate soil area. As the Proposal will be located on a filled former landfill site, with potential acid sulfate soils located at significant depth from the surface, an acid sulfate soil management plan is not considered warranted.

7. Conclusion

This Scoping Report has been prepared for MET Waste Management Pty Ltd (the Proponent) for the proposed development of a Processed Engineered Feedstock (PEF) Production Facility at its existing site at 134 Carnarvon St, Silverwater NSW 2128 (Lot 1 DP 713708). The report has been prepared in accordance with the NSW Department of Planning, Industry and Environment's *State significant Development Guidelines – Preparing a Scoping Report* (2022).

The Site is located in the Silverwater Industrial Estate and is zoned E4 General Industrial under the *Parramatta Local Environmental Plan 2023*. The Site currently operates under development consent DA384/87 permitting waste management operations including receiving, sorting and processing of building, civil and related construction materials. Current site operations are licensed under NSW Environment Protection Authority licence 20948.

In an Australian first, the high-tech PEF Production Facility will receive, sort and process up to 450,000 tonnes per annum of residual Municipal Solid Waste (MSW) and Commercial and Industrial (C&I) waste in a ratio of approximately 40% to 60% by weight respectively and provide new critical infrastructure to address the projected shortfall in Sydney's waste disposal needs by 2030 (the Proposal).

A key objective of the Proposal is to provide a sustainable end-of-life solution for residual wastes that have no other option apart from landfill. In a European style approach, residual (red bin) waste from households and businesses will undergo advanced and automated processing with a fully enclosed building with advanced environmental control systems. Waste materials received will be decontaminated to remove hazardous waste items (e.g. batteries, gas bottles, smoke detectors, chemical containers and asbestos). Additional recoverable materials such as paper, cardboard, plastics, PVC, ferrous and non-ferrous materials will be removed and sent off-site for recycling.

The high calorific material remaining will be refined, dried, shredded, baled, sampled and tested for compliance with end user requirements. The PEF will be transported to markets via road or rail for use in sustainable chemical production (e.g. methanol) or for sustainable energy generation in Australia or overseas. PEF will be placed in forty cubic foot shipping containers within the warehouse building. The PEF containers will be transported via semi-trailers (19m long). These shipping containers will be transported to Port Botany using the State road network, or transported intra or interstate via rail by delivering the shipping containers to either the Enfield or Moorebank intermodal facilities. All trucks entering and leaving the Proposal will be via a defined haul route within the Silverwater Industrial Estate onto Silverwater Rd, to avoid the generation of any new truck traffic near residents along Carnarvon St (or any other local residential streets in the area).

Recyclables may be baled or left loose then transported from the Site in enclosed trucks ranging from HRV's to 19m semi-trailers. These recyclables will be transported to processing facilities for further processing. Residual or non-compliant wastes will be transported in appropriate sealed containers on trucks for lawful processing or disposal off-site.

The Proposal seeks to divert up to 85% of red bin residual waste from landfill from households and businesses, helping to preserve and extend the life of existing landfills and accelerating the transition to a Circular Economy in an advanced and highly controlled facility within the population centre of Sydney.

Several sustainability measures and targets have been included in the plant design, such as: overall target to have nil air quality impacts in the local area from the operation, helping to protect local air quality at all times; negative air pressure system maintained in the warehouse, to avoid the release of any dust or odour external to the building; advanced wet scrubbing of all process air within the building, with treatment through two high capacity activated carbon scrubber systems (with redundant capacity) prior to discharge of air; objective of net-zero greenhouse gas emissions, through the installation of a significant solar array and battery energy storage system; minimal solid electric plant and equipment, to avoid the need for fossil fuels, with charging facilities provided for all mobile plant on site; advanced thermal detection and fire suppression systems, to quickly detect and extinguish any fires within the building; waste disposal; and full rainwater harvesting and reuse, to reduce net water requirements.

The Proposal will principally involve the construction of a new large warehouse building on the eastern side of 134 Carnarvon St, Silverwater, with supporting offices, staff amenities, car parking and separate access arrangements for trucks and passenger vehicles to and from the Site. The conceptual layout of the facility is summarised as follows and will involve the following works and operations:

- Relocation of part of the existing landfill gas extraction system around the footprint of the proposed

- warehouse building and reconnection to the existing landfill gas collection and treatment system;
- The construction of an 18.5m high, 11,792 m² warehouse building (193.5m long and 65m wide) for housing the entire PEF production operation;
- Warehouse to be constructed of Colorbond® with neutral and recessive colours, with potential for noise insulation to be provided within the building for enhanced noise control;
- Offices attached to the northern side of the warehouse building, with a floor area of 275m², located on a mezzanine level with car parking below;
- Specialised raft concrete slab construction with below slab hazardous ground gas protection system, and either a passive or active sub-floor ventilation system to avoid the build-up of ground gases beneath the slab and to ensure that the ground gases do not have any adverse impact on humans or the environment;
- Provision of a separate staff and contractor entrance from Carnarvon St, with off-street parking for up to 23 passenger vehicles under the mezzanine office and on the north-east side of the Site;
- Provision of a separate truck access from Carnarvon St into the PEF Production Facility, with a new concrete crossover to connect with existing concrete crossover providing vehicular access to the MET Recycling site located on the western side of the premises;
- Truck crossover to be sufficiently wide for a 19m semi-trailer to enter the PEF Production Facility in the forward direction;
- Fast acting roller door with an air curtain for truck entry from Carnarvon St, to avoid the fugitive release of odour from the building;
- Advanced environmental controls within the building to avoid odour release. This will involve high-capacity extraction fans (with battery backup systems) to keep the building under negative pressure, with all exhaust air treated through two high-capacity wet scrubbers with activated carbon filtration of air prior to discharge through two separate stacks mounted to the roofline of the warehouse building;
- A separate inbound 26m pit style weighbridge for weighing of incoming trucks;
- A separate outbound 26m pit style weighbridge for weighing of outgoing trucks;
- A leachate collection and drainage system within the waste receipt, inspection, decontamination and storage areas, with 2 x 10,000L pump out tanks with carbon scrubbers on vents. Leachate to be pumped out and transported to off-site liquid waste treatment facilities as required;
- A designated waste receipt, inspection, decontamination area on the northern side of the warehouse building, bound on three sides with 5m high concrete panel walls for waste containment;
- A dedicated waste storage area (awaiting processing) on the north-east corner of the warehouse building, bound on three sides with 5m high concrete panel walls for waste containment;
- An advanced PEF Production plant, comprising a series of purpose designed systems for recovery of recyclables and production of PEF, including slow speed shredder and bag opener; conveyor systems; magnets for ferrous metal recovery; long part separator; optical sorters for removal of PVC, cardboard, paper, PET plastic and plastic film recovery; eddy current separators for non-ferrous metal recovery; PEF shredding and baling line and bale wrapping;
- Concrete panel storage bays for recovered materials for recycling beneath the PEF production plant;
- Storage area within the warehouse building for temporary storage of at least ninety-six (96) full sized fully sealable shipping containers (40 cubic feet by volume) for storage of PEF prior to transport to market;
- Two dedicated truck loading bays for side loading of trucks with recyclable materials or shipping containers of PEF for transport to markets;
- Advanced fire detection systems, including full fire sprinklers throughout the warehouse building and firewater containment bunding in accordance with best practice;
- Wheel wash for all trucks installed prior to the exit weighbridge;
- Fast acting roller door with air curtain to the southern side of the warehouse for exiting trucks from the warehouse;
- Concrete exit driveway from the warehouse, with a new crossover constructed to Newton St North, to provide safe one-way flow of heavy vehicles through the facility;
- A large solar array across the roofline of the warehouse building, with a production capacity of 2.3 MW;
- A large battery energy storage system to provide backup power for the plant and to supply the operations with renewable off-grid electricity; and
- Water tanks for rainwater collection and reuse.

Two key issues identified as part of the scoping report process have been assessed in detail. This includes traffic and air quality / odour. It was identified early that the Proposal will need to carefully consider the impacts

of additional truck trip generation, particularly on residential areas to the east of the Site. Air quality and odour is the second principal issue, which could affect the overall viability of the Proposal, given the location of industrial and residential receptors near the Site.

The traffic and parking impact assessment recommended that the haulage route within the Silverwater Industrial Estate be used for all incoming and outgoing trucks from the development to avoid impacts on residential areas located to the east of Stubbs Street and south of Carnarvon Street in the vicinity of the Site. The study also found that the Proposal will have negligible impact on the road network in the vicinity of the Site.

The air quality impact assessment found that during construction, dust (in the form of Total Suspended Particles, Deposited Dust, fine dust (PM_{2.5}) and coarse dust (PM₁₀)) is the main air pollutant that needs to be considered. The study found that as minimal construction works (earthworks and civil works) are proposed, minor dust emissions (nonsignificant quantities) are expected from all construction.

During operations, the air quality impact assessment found that the contribution to air pollutants from the Proposal in the locality, being dust (in the form of Total Suspended Particles, Deposited Dust, fine dust (PM_{2.5}) and coarse dust (PM₁₀)), nitrous oxide and odour will all be very low. Although background levels of PM_{2.5} and PM₁₀ are above EPA benchmark criteria for good air quality, the contribution from the Proposal to these pollutants will be minimal, meaning that the Proposal is unlikely to impact local air quality. The study found that the Proposal can be operated successfully in the locality without having a detrimental impact on local air quality.

A Community Consultation Program was undertaken in April and May 2026, with 38 businesses, 3 community organisations, 589 residents, the City of Parramatta Council and the NSW Environmental Protection Authority included in the Program. There was a total of 4 responses from the community resulting from the Consultation Program, with the main questions asked relating to air quality, dust and odour impacts, noise of the operation, the movement of trucks and the potential impacts to property value in the local area. A detailed outline of the results of the Community Consultation Program is provided.

The Proposal will operate on a 24/7 basis. During construction, approximately fifty (50) jobs will be created over a twelve (12) month construction period. A total of ten (10) staff will be required to support operations during each shift. To support operations, three (3) shifts will be established. The Proposal will therefore create 30 direct jobs during operations. The construction cost for the Proposal is expected to be approximately \$38 million.

The proposed PEF Production Facility will support NSW in the transition to the circular economy as waste landfills in Greater Sydney reach capacity, with a predicted shortfall of 1.1 million tonnes in the region by 2030. This would represent an increase in household and business cost pressures for the disposal of waste outside the Sydney region and generate a greater risk of illegal dumping and environmental harm.

The proposed development triggers the requirement for State Significant Development under Schedule 1, Clause 23(3) of the *State Environmental Planning Policy (Planning Systems) 2021* as the facility will accept more than 100,000 tonnes per year of waste. The consent authority will be the NSW Minister for Planning.

As the proposed project is considered a State Significant Development, an Environmental Impact Statement is 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 (DPHI) under Section 5.16 of the *Environmental Planning and Assessment Act 1979*.

This Scoping Report provides an overview of the proposed development, likely environmental and social issues that may impact surrounding land uses and will assist DPHI to specify the precise requirements for the Environmental Impact Statement.

8. References

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Appendix A: Summary Table of Environmental Matter and Impacts

The table below outlines the matters and impacts relevant to the proposed development along with the type of assessment to be undertaken to support the development application.

Level of Assessment	Matter	Type	Description of Impact	Type of assessment required	Scoping report reference
Detailed	Traffic and access	Traffic and Access	The Proposal will result in an increase of heavy vehicle and staff vehicular traffic in the local area. Assessment will be required to minimise impacts on the local road network and businesses and households located in the areas. An assessment of new access and egress arrangements to support the Proposal needs to be performed.	Traffic Impact Assessment	Section 6.1
Detailed	Air quality and odour	Dust and odour	Dust will be generated by construction, and can be minimised with dust suppression strategies. Odour will be generated during waste receipt and sorting in the building. Assessment is required to develop strategies to minimise dust and odour impacts in the locality.	Air Quality Impact Assessment	Section 6.2
Detailed	Waste management	Construction and operational waste	Construction activities will generate waste and be managed appropriately via a Construction Management Plan for the Site. Operational activities will involve the processing of waste into PEF and require a Waste Management Plan to outline waste received and processed during operations to ensure that best practice management systems are implemented.	Waste Management Plan.	Section 6.3
Detailed	Social and economic	Social and economic impacts	An assessment of how the Proposal will be delivered to ensure that social benefits to the community are maximised is required. The economic benefits of the Proposal will also assist in understanding the net contribution the project will have on the local economy.	Social Impact Assessment Economic Impact Assessment	Section 6.4
Detailed	Wastewater Management	Leachate management	Management of wastewater (leachate collection system) within the building will also require assessment to ensure that impacts on the environment are avoided.	Wastewater Management Plan	Sections 6.5
Detailed	Soil erosion and stormwater	Soil erosion and stormwater	During construction, soil erosion measures will need to be implemented, and management arrangements for stormwater will need to be considered. Collection, reuse, treatment and discharge of stormwater from roofs and handstand areas will also need to be considered.	Soil and Water Impact Assessment	Section 6.6

Level of Assessment	Matter	Type	Description of Impact	Type of assessment required	Scoping report reference
Detailed	Site contamination	Site contamination	An assessment of contamination within the proposed building envelope will need to be done, to ensure that the Site is suitable for development, or if any further works are required to make the area suitable for development.	Site contamination assessment	Section 6.7
Detailed	Noise and vibration	Noise and vibration	The generation of noise and vibration during both the construction phase and the operations phase need to be considered in order to develop best practice mitigation strategies.	Noise and Vibration Impact Assessment	Section 6.8
Standard	Visual amenity	Visual	The Proposal site is at the end of Carnarvon Street and all operations planned to take place inside a building with perimeter landscaping. Visual impacts are likely to be low, though this will require assessment.	Visual Impact Assessment	Section 6.9
Detailed	Hazards and Risks	Hazards and risks including fire	Safety measures during the relocation of the landfill gas collection system will require consideration. An amended landfill gas management plan will be required. Compliance with relevant fire safety guidelines for the safe storage and processing of waste (<i>Fire Safety Guideline – Fire Safety in Waste Facilities</i> (Fire and Rescue NSW 2020) and the <i>Hazardous Industry Planning Advisory Paper (HIPAP) No. 2 – Fire Safety Guidelines</i>). A risk screening assessment or a preliminary hazard assessment will also be required to determine the class, quantity and location of hazardous materials associated with the proposed development and controls required.	Landfill Gas Management Plan. Fire Compliance Assessment. Preliminary Risk Screening Assessment or Preliminary Hazard Assessment.	Section 6.10
Detailed	Estimated Development Cost	Opportunity cost	Cost to include design, demolition, construction, installation and sorting and processing of wastes generated from the Proposal. The economic contributions of the Proposal will be calculated.	Estimated Development Cost Assessment	Section 6.11
Matters not requiring further assessment	Biodiversity	Flora & Fauna	Minimal impacts due to site history and current use, footprint is already cleared.	A Biodiversity Development Assessment Report is not required.	Section 6.12.1
Matters not requiring further assessment	Heritage	Natural, cultural, and Aboriginal	No areas of natural, cultural or Aboriginal heritage occur within or near the Site.	No assessment required, unexpected finds protocol to be implemented during construction.	Section 6.12.2
Matters not requiring	Bushfire	Bushfire	The Site is not mapped as Bushfire Prone Land.	Not required.	Section 6.12.3

Level of Assessment	Matter	Type	Description of Impact	Type of assessment required	Scoping report reference
further assessment					

Appendix B: Architectural Plans

Appendix C: Planning Certificates

Appendix D: Air Quality and Odour Impact Assessment of RWDI

Appendix E: Traffic Impact Assessment of Varga Traffic Planners Pty Ltd

Appendix F: Community Consultation Resources

Appendix G: Social Assessment Scoping Tool