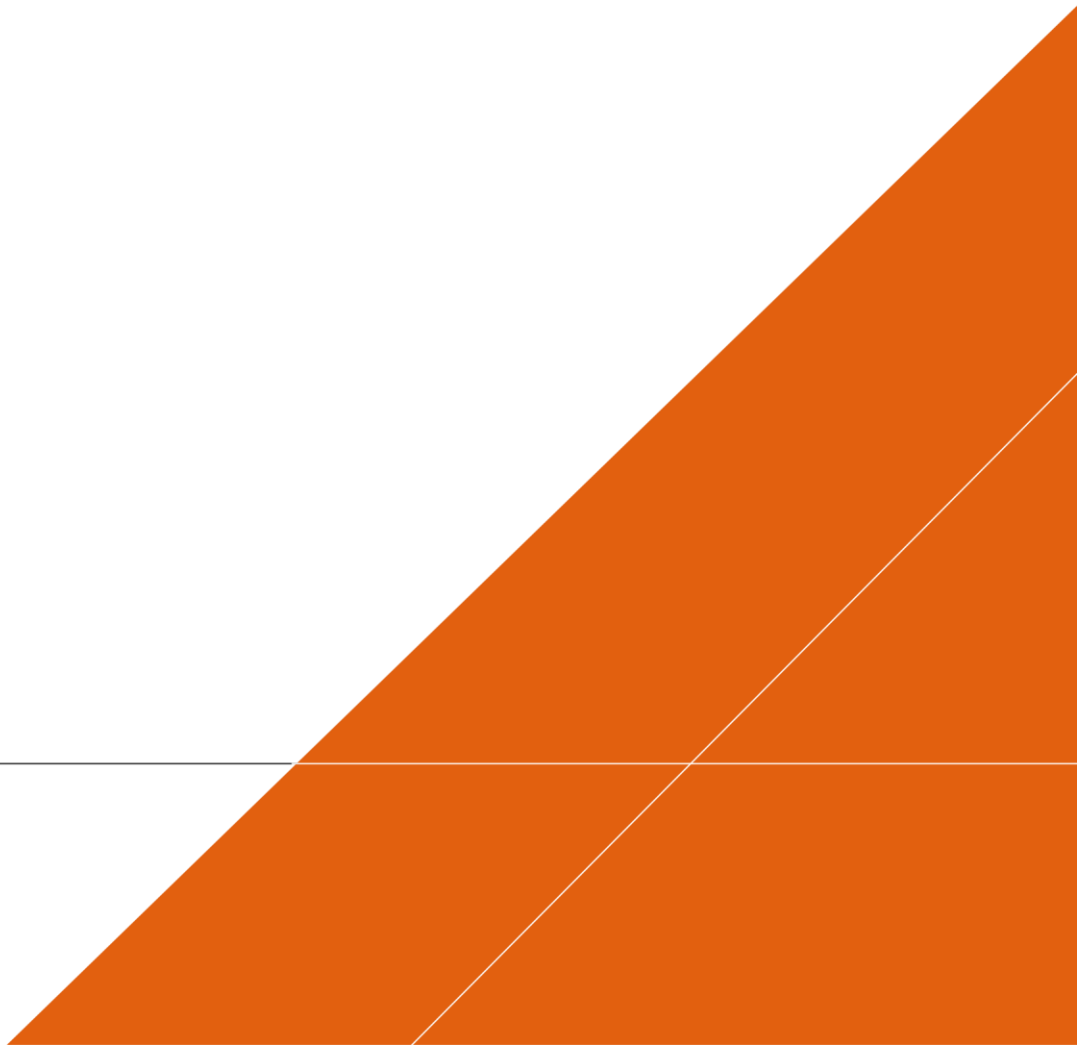
ARCADIS Design & Consultancy for natural and built assets

SSD APPLICATION

37-67 Violet Street, Revesby

13 FEBRUARY 2018



Incorporating Hyder

CONTACT

BRAD SEARLE
Business Leader Environment

T 02 8907 9059
M 0408 204 054
E brad.searle@arcadis.com

Arcadis
Level 16/580 George Street
Sydney, NSW 2060

Copyright © 2015 Arcadis. All rights reserved. arcadis.com

BINGO INDUSTRIES LIMITED
SSD APPLICATION

37-67 VIOLET STREET, REVESBY

SSD Application Report

Author	Danielle Haynes, Lauren Clear, Brad Searle
Checker	Claire Hodgson
Approver	Brad Searle

Report No	1
Date	13/02/2018
Revision Text	B

This report has been prepared for Bingo Industries Pty Ltd in accordance with the terms and conditions of appointment for the Revesby SSD Application report dated 17th August 2017. Arcadis Australia Pacific Pty Limited (ABN 76 104 485 289) cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

REVISIONS

Revision	Date	Description	Prepared by	Approved by
A	13/11/2017	First Draft	D Haynes	B Searle
B	29/01/2018	Final Draft	L Clear	D Taylor

CONTENTS

APPENDICES

Glossary

Term	Definition
The Applicant	Revesby Recycling Pty Ltd
AQIA	Air Quality Impact Assessment
ARI	Average Recurrence Interval
CEMP	Construction Environmental Management Plan
CLM Act	*Contaminated Land Management Act 1977*
Council	Canterbury-Bankstown Council
DP&E	Department of Planning and Environment
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
GHG	Greenhouse Gas
EPL	Environmental Protection Licence
ISEPP	*State Environmental Planning Policy (Infrastructure) 2007*
LEP	Local Environment Plan
OEMP	Operational Environmental Management Plan
PHA	Preliminary Hazard Analysis
PMF	Probable Maximum Flood
POEO Act	*Protection of the Environment Operations Act 1997*
RRF	Resource Recovery Facility
SEARs	Secretary's Environmental Assessment Requirements
SEPPs	State Environmental Planning Policies
SSD	State Significant Development
The Proposal	The project for which approval is being sought
tpa	Tonnes per annum
WARR Act	*Waste Avoidance and Resource Recovery Act 2001*
WHS	Work health and safety
WSUD	Water Sensitive Urban Design

1 INTRODUCTION

1.1 Overview

Revesby Recycling Pty Ltd (the Applicant), a 100 per cent wholly-owned subsidiary of Bingo Industries Limited currently operates an existing Resource Recovery Facility (RRF) at 37-51 Violet Street, Revesby (the site). The existing RRF operates under development consents (DA-1029/2014) and (DA-61/2015/1) issued by Bankstown City Council for 51 Violet Street and 57 Violet Street, as well as Environmental Protection Licences; EPL 11950 and EPL 20607. The existing facility has been operational at 51 Violet Street since June 2015.

The Applicant has determined that operations at the existing RRF could be further optimised by extending operations onto the adjoining lot, 57-67 Violet Street, to construct a new RRF facility on 37-67 Violet Street (the Proposal site).

The Proposal would expand the existing RRF located at 37-51 Violet Street to include 57-67 Violet Street by removing existing plant and constructing a new, expanded facility at 37-67 Violet Street, Revesby). The expanded facility would include a fully enclosed processing shed incorporating best practice processing equipment and stockpile, storage and handling areas, an updated site office and updated vehicular access and parking.

The Applicant is seeking approval for up to 500,000 tonnes per annum (tpa) of waste to be processed at the expanded facility (the Proposal). The waste would primarily comprise construction and demolition (C&D) waste, commercial and industrial (C&I) waste, green waste, soils and timber waste. Material would be brought to the Proposal site and processed into recyclables and then sold to the end user or further processing. The residual, non-reusable materials would be transferred to a licensed landfill site.

1.2 Introduction to Bingo Industries

Bingo Industries Limited is an Australian Securities Exchange listed company which employs over 700 staff that manage and operate a fleet of over 200 modern collections and operations vehicles, carrying out thousands of services a day to a diverse set of customers.

The Company's operations include a network of strategically located resource recovery and recycling facilities in NSW and Victoria.

1.3 Site Location

The Proposal site is approximately 1.8 hectares (ha) in size, and is located within an established industrial precinct located in Revesby, NSW, approximately 20 kilometres (km) southwest of the Sydney CBD.

The Proposal site comprises two adjoining industrial sites as follows:

- 37-51 Violet Street, currently the site of an existing RRF operated by the Applicant
- 57-67 Violet Street, currently used as an industrial storage area and registered to the Bells Hire Pty Ltd

The Proposal site is surrounded by other industrial land uses, including auto manufacturing, conversion and spare part businesses, construction and materials businesses and equipment sale and rental businesses. The closest residential receivers to the Proposal site are located approximately 200 metres (m) south of the Proposal site on Carrington Street, Greenway Parade and Alliance Avenue (Figure 1). These residential receivers are on the southern side of the Western Motorway and are sheltered by the motorway noise bund walls.

Revesby Recycling Facility

LEGEND

- Proposal site
- Cadastre

ARCADIS

1:5,000 at A4

Aerial imagery supplied by nearmap, August 2017

Coordinate System: GDA 1994 MGA Zone 56
Date issued: October 27, 2017

ARCADIS AUSTRALIA PACIFIC PTY LTD
ABN 76 104 485 289
Level 5, 141 Walker St | North Sydney NSW 2060
P: +61 (0) 2 8907 9000 | F: +61 (0) 2 8907 9001

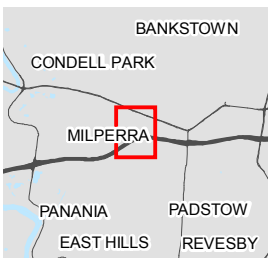


Figure 1 - Regional Context

1.4 Existing Approvals and Environmental Protection Licenses

A summary of the key development approvals and Environmental Protection Licences (EPLs) that are associated with the Proposal site is presented in Table 1.

Table 1 Summary of existing key development approvals and EPLs

Approval number	Premises	Activity summary	Date of approval
DA-1029/2014	37-51 Violet St, Revesby	Materials recycling facility	12 March 2015
DA-1029/2014/1	37-51 Violet St, Revesby	Modification of condition nos 2, 24, 36 & 39	5 June 2015
DA-1029/2014/2	37-51 Violet St, Revesby	Modification of condition nos 2 & 36	8 April 2016
DA-61/2015/1	57-67 Violet St, Revesby	Materials recycling facility	20 August 2015
DA-332/2016	51 & 57 Violet St, Revesby	Site Preparation - Demolition of Existing Buildings and Construction of Boundary Fencing	31 May 2016
EPL 11950	37-67 Violet Street, Revesby	Waste storage and processing	21 August 2003
EPL 20607	37-51 Violet Street, Revesby	Resource recovery and waste storage	13 August 2015

1.5 Purpose of this Report

The Proposal is deemed State Significant Development on the basis that it satisfies Clause 23(3) in Schedule 1 of the *State Environmental Planning Policy (State and Regional Development) 2011*.

This report has been prepared to support a State Significant Development (SSD) application and provide documentation in support of a request for Secretary's Environmental Assessment Requirements (SEARs) for the Proposal, which would inform the preparation of an Environmental Impact Statement (EIS) under Part 4 of the *Environmental Planning and Assessment Act 1979*.

This report provides an outline of the existing site operations, statutory approvals and a description of the proposed development as well as the identification of key potential environmental issues that may be associated with the Proposal.

2 PROPOSAL NEED AND OBJECTIVES

The *Waste Avoidance and Resource Recovery Act 2001* (WARR Act) and the *Protection of the Environment Operation Act 1997* (POEO Act) provide the legislative basis for regulating waste in NSW.

The WARR Act establishes the waste hierarchy that prioritises avoidance, followed by recycling, recovery and finally disposal. The key waste policy tool under this framework is the NSW Waste and Resource Recovery Strategy 2014-21, which sets goals that include:

- Avoiding and reducing waste generation
- Increasing recycling – with target recycling rates by 2021-22 of 80 per cent for construction and demolition (C&D) waste and 70 per cent for commercial and industrial (C&I) waste
- Diverting more waste from landfill to alternative uses, such as recycling and energy recovery.

The state-wide NSW 2021 plan re-commits the government to achieving the WARR Strategy recycling targets, setting this as a key priority (Goal 23). The POEO Act establishes the waste levy as a financial incentive for recycling over disposal, while the subordinate *Protection of the Environment Operations (Waste) Regulation 2015* establishes a number of instruments that influence the flow and fate of C&D waste.

2.1 Need for Proposal

Together with the regulatory mechanisms, the Proposal is underpinned by strong market drivers for both C&D and C&I waste recovery. Construction activity in residential, non-residential and infrastructure sectors has expanded rapidly in the Sydney basin in recent years and is forecast to continue. The June 2017 *Australian Industry Group/Australian Constructors Association Construction Outlook survey* (AI Group, 2017) forecast ongoing growth in major construction work, with turnover growing 6.4% in 2018.

In housing construction, the November 2016 forecast by the NSW Department of Planning and Environment (DP&E) was for record levels of housing construction in Sydney over the coming five years (DP&E, 2017). Forecast construction of over 180,000 new homes in the next five years is a 59 per cent increase on the previous five years. The Proposal site is strategically located to service high levels of housing growth across southern and central Sydney (Figure 2).

Booming engineering construction for public infrastructure projects scheduled over the next decade will combine with this housing growth and forecast stable non-residential construction to underpin strong demand for C&D waste recycling capacity. Key public projects, which the Proposal site is well placed to service include WestConnex, Sydney Metro and CBD and Parramatta light rail lines, the package of works under the Western Sydney Infrastructure Plan and the Western Sydney Airport (Table 2).

It is also noted that some of these major infrastructure projects are approved to undertake 24 hour construction activities due to their strategic importance. Recycling capacity and licence conditions are needed to meet this demand.

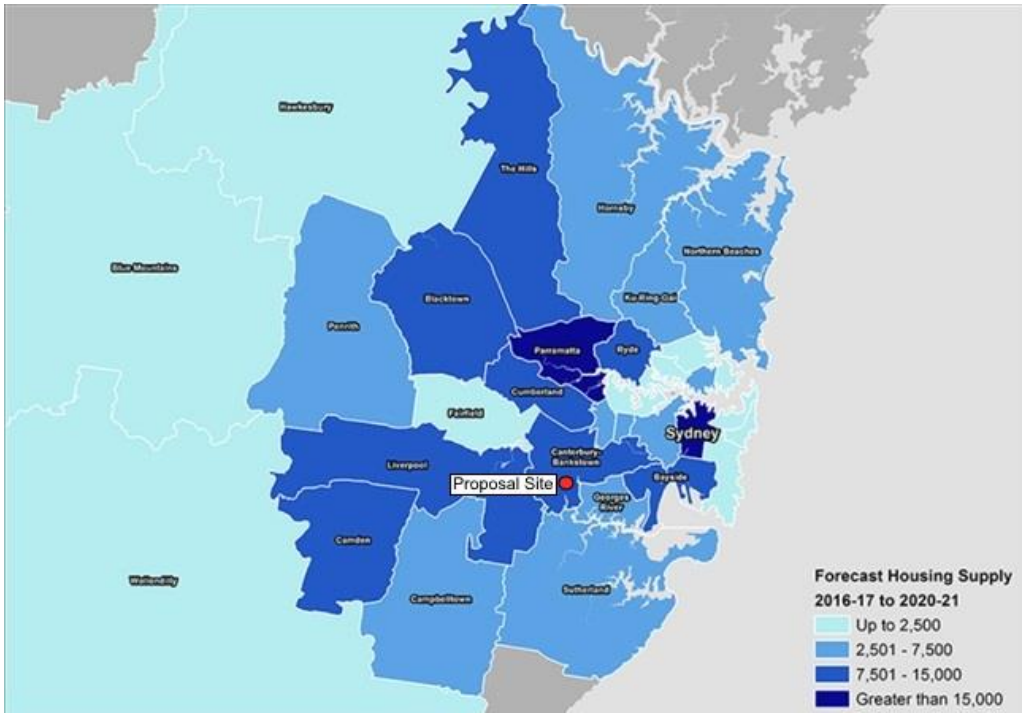


Figure 2 Indicative Proposal site and new housing forecast (NSW Department of Planning

Table 2 Pipeline of major Sydney infrastructure projects

Project	Estimated project size	Estimated Completion
Northwest Rapid Transit	$3.7bn	2019
NorthConnex	$2.6bn	2019
Sydney Metro / Northwest	$1.2bn	2019
M1 Pacific Highway Widening	$400m	2019
Sydney Light Rail	$1.0bn	2019
Sydney Trains	$1.3bn	2020
Westmead Hospital Redevelopment	$900m	2020
Opera House	$400m	2020
Randwick Hospital Campus redevelopment	$720m	2022
WestConnex	$16.8bn	2023
Parramatta Light Rail	$1.0bn	2023
Western Sydney Infrastructure Park	$3.6bn	2025
Western Sydney Airport (Badgery's Creek)	$5.3bn	2025

Project	Estimated project size	Estimated Completion
Campbelltown Hospital upgrade (Stage 2)	$632m	Not stated
Rebuilding the Major Stadia Network package	$1.6b	Not stated

It is estimated that in the Sydney metropolitan area the quantity of C&D waste required to be recycle each year will grow by 850,000 tonnes between 2017-2018 and 2021-2022[1] (Figure 3).

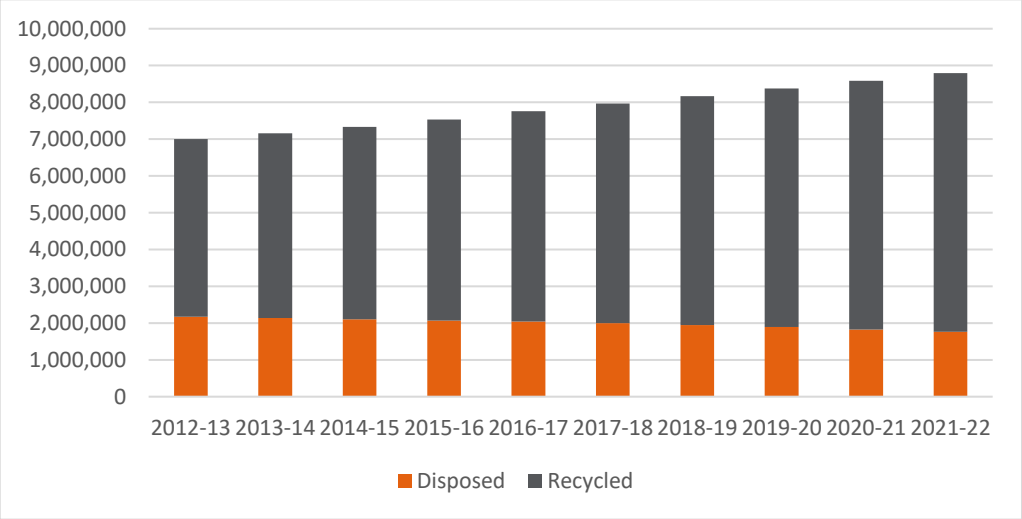


Figure 3 Forecast C&D waste recycling and disposal capacity requirements for Sydney

2.2 Consistency with Strategic Planning

The Proposal is strongly aligned with a number of strategic government imperatives, providing support for:

- The Greater Sydney Commission's 2056 vision for the metropolitan area
- The WARR strategy's 2021 recycling targets
- Environment Protection Authority's (EPA's) proposed C&D minimum standards
- Secure provision of construction materials in a booming construction market.

The Proposal site is situated in close proximity to the M5 South Western Motorway, a key regional transport link across southern Sydney. In particular, it is one of the only C&D recycling facilities located to serve the south-eastern suburbs, which currently have constrained capacity for processing C&D waste (see Section 2.3).

[1] This estimation has been based on waste generation modelling completed in line with Gross State Product forecasts for NSW (as per the Budget Paper No.1 - Budget Statement Chapter 3: The Economy). Recycling capacity requirements have been determined by straight line improvement in annual recycling rates from 69% in 2010-11 (as per the NSW State of the Environment Report, 2015) to the 80% target rate. It therefore estimates an additional 1.07 million tpa of C&D recycling capacity statewide by 2021-22, of which 80% is expected to arise in Sydney (based on population).

The Greater Sydney Commission is coordinating long-term planning for metropolitan Sydney on behalf of the NSW Government and has developed a vision of three cities (Eastern, Central and Western) (Greater Sydney Commission, 2017). This includes an ambition to reduce the number of east-west trips across Greater Sydney and optimise self-sufficiency within each city. This vision, together with the expected growth in traffic that is driving, among other things, development of the Future Transport 2056 Strategy, implies the need to develop greater localised waste processing capacity. The location of the Proposal site and its access to the M5 South Western Motorway makes it a strategic resource recovery asset that would play a key role in achieving this vision.

There is limited recent, granular data on C&D waste generation and recovery, but the available data suggests there has been no clear, sustained improving trend in recycling in this sector since 2006-07. The *National Waste Report 2016 (*Department of the Environment and Energy, 2016) indicates that 6.1 million tonnes of C&D waste was generated across NSW in 2014-15, of which an estimated 4.4 million tonnes was recycled. This is a recycling rate of 72 per cent, while the NSW EPA's *2015 State of Environment Report* (NSW EPA, 2015) indicates the C&D recycling rate from 2006-07 to 2012-13 fluctuated between 67 per cent and 75 per cent. There is no clear progress towards the WARR strategy's C&D recycling target of 80 per cent by 2021. The Proposal site would deliver a significant increase in recycling capacity that will narrow the gap to the 2021 target.

Further, a critical reform that will shape the C&D waste market in the future is the minimum standards for C&D operations proposed by the EPA in an October 2016 discussion paper and updated in November 2017 via the draft *Protection of the Environment Operations Legislation Amendment (Waste) Regulation 2017 (NSW EPA, 2017)*. The explanatory paper underpinning the reforms notes:

> *"There has been an increase of infrastructure and construction projects within Sydney, Wollongong, Newcastle and surrounds. This should result in increased recovery of materials from the C&D waste sector. However, increases are not being seen and a number of operators in this sector have minimal environmental controls and poor processes."*

One key aspect of the draft amended Waste Regulation is introduction of mandatory performance standards for licensed facilities covering inspection, sorting and storage, which aim to:

- Increase the quality and quantity of recovered construction waste in NSW
- Minimise and control the risk of asbestos waste and other contaminants entering C&D facilities
- Divert valuable resources from landfill back into the productive economy
- Ensure waste-derived products being re-introduced into the economy are compliant with resource recovery orders and exemptions
- Ensure the safe re-use of quality waste derived products.

The proposed standards, as drafted, represent business as usual for the Applicant but will likely impact the many C&D operators with smaller sites, unenclosed facilities and mobile plant. The EPA acknowledges in its *Consultation report on the changes to the regulation of waste in NSW* summarising feedback on the draft amendment that "facilities may need to adjust their business model and/or waste types to ensure they have sufficient storage space for waste types". The amended regulation is likely to remove some capacity from the waste system as less sophisticated and/or space constrained C&D facilities close rather than incur the expense of complying with the new requirements.

The market impact may be heightened by the proposed requirement for intermodal (road-to-rail) facilities to secure an EPL, which is anticipated to reduce the flow of waste by rail to Queensland for cheap disposal and basic recovery. This will place a higher demand for C&D recycling services within NSW, in line with the EPA policy preference.

As noted in the objectives of the draft Waste Regulation above, provision of recovered construction materials back into the productive economy is a strategic objective, particularly in response to the booming Sydney construction market. The challenges of supplying construction materials has been recognised by governments and the construction sector. In 2014, Austroads, which consists of the three tiers of Australian government including Roads and Maritime Services NSW, released a report into the need for recycled construction materials. It noted:

> *"The costs of sourcing traditional pavement materials are increasing as sources are being exhausted, haulage distances are increasing, and access to traditional sources is increasingly restricted. As a result, jurisdictions are seeking alternative solutions, one of which is the use of recycled materials."*

The Proposal site will help meet a growing need for high quality construction materials including roadbase products, aggregates and sand. Its location and access to the M5 South Western Motorway provides ready access to the growth areas across southern and western Sydney.

2.3 Alternatives

The Applicant has previously undertaken a comprehensive investigation of sites across the Sydney metropolitan area to find a suitable site for the Proposal. The Proposal site was identified as the most suitable site for a number of reasons, including good road access for heavy vehicles, appropriate industrial zoning as evidence by current resource recovery operations and proximity to waste generation sources.

The C&D waste sector is highly fragmented, ranging from small transfer stations with basic mobile plant through to large processing facilities with automated sorting lines. There are relatively few competitor facilities in Sydney that have the advanced processing capability planned for the Proposal site and that are likely to meet the proposed minimum standards. In particular, only the Bingo Banksmeadow and Kurnell Landfill facilities are located in reasonable proximity to Sydney's south-eastern suburbs.

While there are multiple inert landfills in Sydney, the difficulty in securing approval for new landfills suggests landfill constraints will emerge and gate fees will increase in the medium term. This timeframe is likely to become more acute if EPA achieves its stated aim to stop the transportation of waste from the Sydney basin to Queensland. The *Recycling and Waste in Queensland 2016* report (Queensland Government, 2016) estimates 566,000 tonnes of waste was transported across state borders to Queensland landfills in 2015-16, a 60.5% increase year-on-year. Of this, 494,000 tonnes was C&D waste, with the majority of it likely to be from the metropolitan area given the high Metropolitan Levy ($138.70 in 2017/18) and significant volume of construction activity.

Based on the above factors, the Proposal site has been considered the most suitable location for the Proposal.

3 PROJECT DESCRIPTION

This section provides a description of the Proposal. It is noted that the description provided below presents only an indicative and conceptual description of the Proposal, and that the final design of the Proposal may be altered from this description.

3.1 Proposal Description

The Applicant is seeking approval for the construction and operation of a new, expanded RRF at the Proposal site that would process up to 500,000 tpa of non-putrescible waste. An overview of the proposed waste streams to be processed at the proposed facility are provided in Appendix A.

A plan for the Proposal is provided in Figure 4. The Proposal would expand the existing RRF located at 37-51 Violet Street to include 57 Violet Street by removing existing plant and constructing a new, state of the art expanded C&D recycling facility at 37-51 and 57-67 Violet Street. The development would utilise existing road infrastructure, other utility installations and stormwater discharge points. Processing of waste would be undertaken within the enclosed building utilising front-end loaders, excavators, rock crushing plant, timber chippers, finger screens and balers.

The Proposal aims to recover, reuse and/or recycle up to approximately 90 per cent of material suitable for reuse in secondary markets, including concrete, plastic, paper, wood and metal

The key construction components of the Proposal would include:

- Demolition of all structures except for utility installations on the Proposal site
- Construction of an enclosed processing shed incorporating processing facilities and stockpile, storage and handling areas
- Installation of updated processing equipment, including:
  - Finger screens
  - Balers
  - Rock crushing plant
  - Timber chippers
  - Magnets
  - Picking stations
  - De-stoners
- Construction of an in-ground wheel wash unit prior to exit weighbridge
- Construction of an entry and exit weighbridges
- Construction of a sprinkler pump room and underground stormwater detention tanks
- Provision of dust suppression systems including misting systems
- Construction of a bunded undercover fuel storage area
- Construction of site office and associated facilities
- Provision of vehicular access and parking.
- Installation of landscaping to the street frontage

The key operational components of the Amended Proposal would include:

- Processing of up to 500,000 tpa of non-putrescible waste
- Waste storage of up to 40,000 tonnes of non-putrescible waste at any given time.
- Increasing operational hours (including processing and waste delivery and collection) to 24 hours per day, seven days per week (no works on public holidays would be undertaken).

A summary of the proposed amendments to the existing RRF are provided in Table 3.

Table 3: Summary of proposed amendments to existing development approval

Aspect	Approved Development (under DA 1029/2014/1)	Proposal
Site area and processing shed	The total site area is approximately 18,000 m^2. Of this, approximately 4,700 m^2 is currently enclosed. The remaining site area constitutes hardstand areas, parking spaces and traffic movement areas.	The site constitutes two addresses as follows: • 37-51 Violet St: approx. 10,000 m^2 • 57-61 Violet St: approx. 8,000m^2 The total site area remains approximately 18,000 m^2. Of this, approximately 12,900 m^2 will be enclosed in a new processing shed. The remaining site area ill constitute landscaping, parking spaces, traffic movement areas and assorted external storage and stormwater components.
Handling	Approx. 11,200 m^2	Up to 500,000 tonnes per annum. All processing to be undertaken within enclosed facility.
Hours of Operation	7am to 6pm on weekdays	24 hours per day, 7 days per week
	7am to 2pm on Saturdays	
	No activity on Sundays or public holidays	No activity on public holidays
Car parking	23	Approximately 40 car parking spaces
Truck stacking spaces	Currently no dedicated truck stacking spaces.	Minimum of five truck stacking spaces, with additional stacking to be determined during the detailed design stage and incorporating the traffic assessment to be undertaken.
Number of employees	Not specified	50 in total, 20-25 each shift

Revesby Recycling Facility

LEGEND

- Proposal site
- Processing flow
- Traffic flow
- 30,000 Lt Fuel Tank
- Storage
- B/Weigh Office
- Processing
- Carpark
- Chemical Store
- Excess Bale Storage
- Landscaped Area
- OSD Tank
- Pavement
- Pump Room
- Sprinkler Tank
- Tip Floor
- Weigh Bridge
- Wheelwash
- Work Shop
- Cadastre

ARCADIS

1:1,000 at A4

Aerial imagery supplied by nearmap, January 2018

Coordinate System: GDA 1994 MGA Zone 56
Date issued: February 13, 2018

ARCADIS AUSTRALIA PACIFIC PTY LTD
ABN 76 104 485 289
Level 16, 580 George St | Sydney NSW 2000
P: +61 (0) 2 8907 9000 | F: +61 (0) 2 8907 9001

Figure 4: Proposed site layout

3.2 Equipment

The equipment to be utilised at the Proposal site would include the following:

- Loaders and excavators
- Industrial street sweeper
- Forklifts
- State of the art in line processing/separating plant incorporating:
  - Finger screen
  - Magnet
  - Picking station
  - De Stoner
  - Balers
  - Hopper feeder – timber and rock
  - Rock crusher
  - Timber chipper

3.3 Construction Activities

Construction activities would include the following:

- Demolition of all structures except for utility installations on the Proposal site
- Filling, compacting and re-grading of the Proposal site
- Construction of hardstand area at the Proposal site
- Construction of a new processing shed and resource recovery operations
- Installation of ancillary infrastructure.

4 PLANNING CONSIDERATIONS

The following section provides an overview of the key legislation and planning instruments applicable to the Proposal. A detailed assessment of all the relevant legislation would be undertaken as part of the EIS.

4.1 Commonwealth Legislation

An initial assessment of the Proposal against Matters of National Environmental Significance under the *Environment Protection and Biodiversity Conservation Act 1999*, suggests that the Proposal would not have a significant impact upon these matters and therefore referral to the Commonwealth Minister for the Environment is not considered warranted. Further detail to support this finding is provided in Section 5 of this report.

4.2 NSW Legislation

4.2.1 Environmental Planning and Assessment Act 1979

The EP&A Act and EP&A Regulation provide the regulatory framework for planning approval and environmental assessment in NSW. Part 4 of the EP&A Act provides for control of 'development' that requires development consent from the relevant consent authority. Division 4.1 of Part 4 provides for control of SSD where the Minister for Planning (or delegate) is the consent authority.

The Proposal would be considered State Significant Development (SSD) under Clause 23 (waste and resource management facilities) of Schedule 1 of the *State Environmental Planning Policy (State and Regional Development) 2011,* which refers to:

> *(3) Development for the purpose of resource recovery or recycling activities that handle more than 100,000 tonnes per year of waste*

4.2.2 Other Legislation

The EIS would provide a review of the Proposal against relevant legislation. Legislation that may be applicable to the Proposal includes, but may not be limited to:

- *Protection of the Environment Operations Act 1977 (POEO Act):* The Proposal would be a Scheduled Activity as per Schedule 1 of the POEO Act, and would consequently require an EPL under Section 48 of the POEO Act. The current EPLs for the Proposal site, as presented in Table 1, would require amendment to include proposed operations described in Section 3.
- *Contaminated Land Management Act 1977* (CLM Act): The CLM Act establishes a process for investigating and (where appropriate) remediating land that the Environment Protection Agency (EPA) considers to be contaminated significantly enough to require regulation. The EIS would consider the likelihood of contaminated areas being disturbed as a result of the Proposal. It is noted that the Proposal site is not listed on the Contaminated Lands Register, maintained by the EPA.
- The *Waste Avoidance and Resource Recovery Act 2001* (WARR Act): The WARR Act aims to encourage the most efficient use of resources to reduce environmental harm and ensure that resource management is undertaken in a logical, sustainable and organised manner. The Proposal would promote resource recovery and diversion of waste to landfill.
- *Roads Act 1993*. Roads and Maritime and Canterbury-Bankstown Council would be consulted during the preparation of the EIS.

4.3 State Environmental Planning Policies

The following State Environmental Planning Policies (SEPPs) may be applicable to the Proposal, and would be considered within preparation of the EIS if required:

- *State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55): SEPP 55 aims to promote the remediation of contaminated land with the objective of reducing the risk of harm to human health or other aspects of the environment. Clause 7 of SEPP 55 imposes an obligation on the approval authority to have regard to certain matters before granting approval.
- *State Environmental Planning Policy No. 33 - Hazardous and Offensive Development* (SEPP 33): SEPP 33 links the permissibility of an industrial development proposal to its safety and environmental performance. The Proposal falls within the definition of a "potentially hazardous industry" or "potentially offensive industry" under the SEPP 33. A screening assessment to determine the need for a preliminary hazard analysis would be undertaken by the Applicant, the findings of which would be presented in the EIS.
- *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP): Section 121 of the ISEPP facilitates the development for the purposes of waste or resource management facilities to be undertaken, with development consent within a 'prescribed zone' being IN1 General Industrial. The subject site is zoned IN1 General Industrial under the *Bankstown Local Environmental Plan 2015* (Bankstown LEP). Therefore, development of waste or resource management facilities would be permissible on the Proposal site with development consent.

  In addition, the ISEPP identifies development that is considered to be Traffic Generating Development. As per Schedule 3 of the ISEPP, a recycling facility or transfer station of any size or capacity is considered to be a Traffic Generating Development. The EIS will assess traffic impacts in accordance with ISEPP.

4.4 Local Planning Instruments

The relevant local planning instrument is the Bankstown LEP. The Proposal site is zoned IN1 General Industrial under the Bankstown LEP (Figure 5). A "resource recovery facility" is not prohibited under the Bankstown LEP. As discussed in 4.3, Division 23 of *the ISEPP* permits the establishment and operation of a resource management facility with development consent.

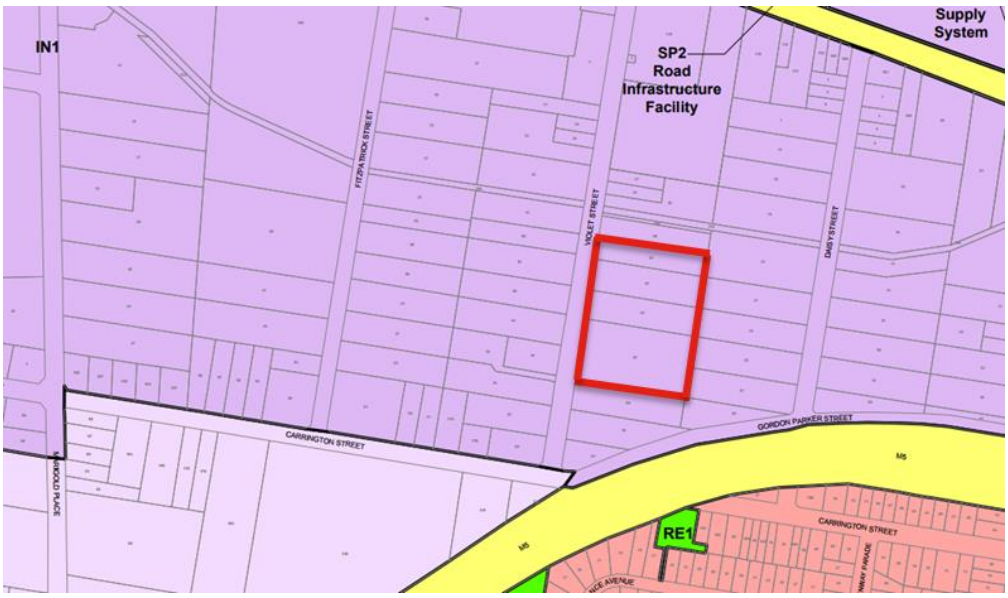


Figure 5 Proposal site (shown in red) zoning land use under the Bankstown LEP

5 KEY ENVIRONMENTAL ISSUES

5.1 Overview

A preliminary assessment has been undertaken to identify key environmental issues associated with the establishment of the Proposal. Table 4 provides a list of key environmental aspects that are likely to arise from the Proposal, and a reference to relevant sections in this background document where further context is provided. Issues requiring further assessment have been separated into 'key' and 'other' issues. Key and other issues have been further assessed throughout Section 5.

Table 4: Preliminary assessment of environmental issues associated with the Proposal

Environmental Aspect	Preliminary Screening	Relevant Sections
Key issues		
Traffic, Access and Car Parking	The Proposal has been identified as a Traffic Generating Development, as per Schedule 3 of the ISEPP. Truck movements may result in impacts on surrounding intersections and roads.	Section 5.2
Noise and Vibration	Noise from traffic and resource recovery operations could result in impacts to surrounding receivers.	Section 5.3
Stormwater Runoff, Contamination and Flooding	Management of waste has the potential to impact upon stormwater runoff if not appropriately managed. Potential contamination at the Proposal site as a result of historic land uses. Surface water management during construction and operation has the potential to trigger local flooding or off site water quality impacts.	Section 5.4
Hazards and Dangerous Goods	Storage and handling of hazardous and dangerous goods on site may result in impacts to the surrounding environment.	Section 5.5
Air Quality, including dust and greenhouse gas	Construction and operation including processing of waste, have the potential to generate dust and vehicle emission which may impact on sensitive receivers and the surrounding environment.	Section 5.6
Waste Management	Construction of the Proposal site would result in the generation of construction waste. During operation, the Proposal would handle and generate waste which may result in environmental impacts if not appropriately managed.	Section 5.7
Landscape and visual amenity	Changes in the visual landscape from construction and operation of the Proposal may result in moderate visual impacts to views.	Section 5.8
Socio-Economic	The business operation would operate in a similar manner to the current RRF and would result in socio-economic benefits to the local economy by employing local labour.	Section 5.9

Environmental Aspect	Preliminary Screening	Relevant Sections
Issues not requiring further assessment		
Biodiversity	The Proposal is located within an industrial area with limited ecological values and is unlikely to have a significant impact on biodiversity.	-
Heritage	A search of relevant publicly available databases conducted on 12 October 2017 did not identify any items or areas of Aboriginal heritage or non-Aboriginal heritage significance within or in close proximity to the Proposal site. As a result of disturbance at the Proposal site there is limited potential for the discovery of unexpected items of heritage value.	-

All potential environmental impacts will be considered further as part of the EIS, including a detailed assessment of the key issues.

Potential environmental impacts associated with the Proposal will be considered and if required, managed through the implementation of appropriate mitigation and control measures.

5.2 Traffic, Access and Car Parking

5.2.1 Overview

The Proposal would be located at the 37-51 Violet Street, Revesby. The Proposal site is approximately 1.8 km from the entry ramp onto to South Western Motorway as shown in Figure 6. The Proposal site would be accessed via an existing driveway to the waste management centre off Violet Street.

The existing road network in the vicinity of the Proposal site is summarised as follows:

- Violet Street – a single unmarked carriageway which runs in a north south direction from Milperra Road to Gordon Parker Street. Violet Street is 10 to 12 m wide and is suitable for trucks, trailers and semi-trailers. The street has a posted speed limit of 50 km/hr
- Milperra Road – is a major arterial road and in the vicinity of the Proposal site. The road is 3 lanes in each direction and has a posted speed limit of 70 km/hr. There is a public bus route which travels along this road
- South Western Motorway (M5 Motorway) – six lane motorway which runs from Prestons to Beverly Hills
- Queen Street – runs in a north south direction from Milperra Road to Gordon Parker Street. The road has two lanes in each direction and has a posted speed limit of 60km/hr
- Marigold Street - a single unmarked carriageway providing access to industrial premises. The street has a posted speed limit of 60 km/hr.

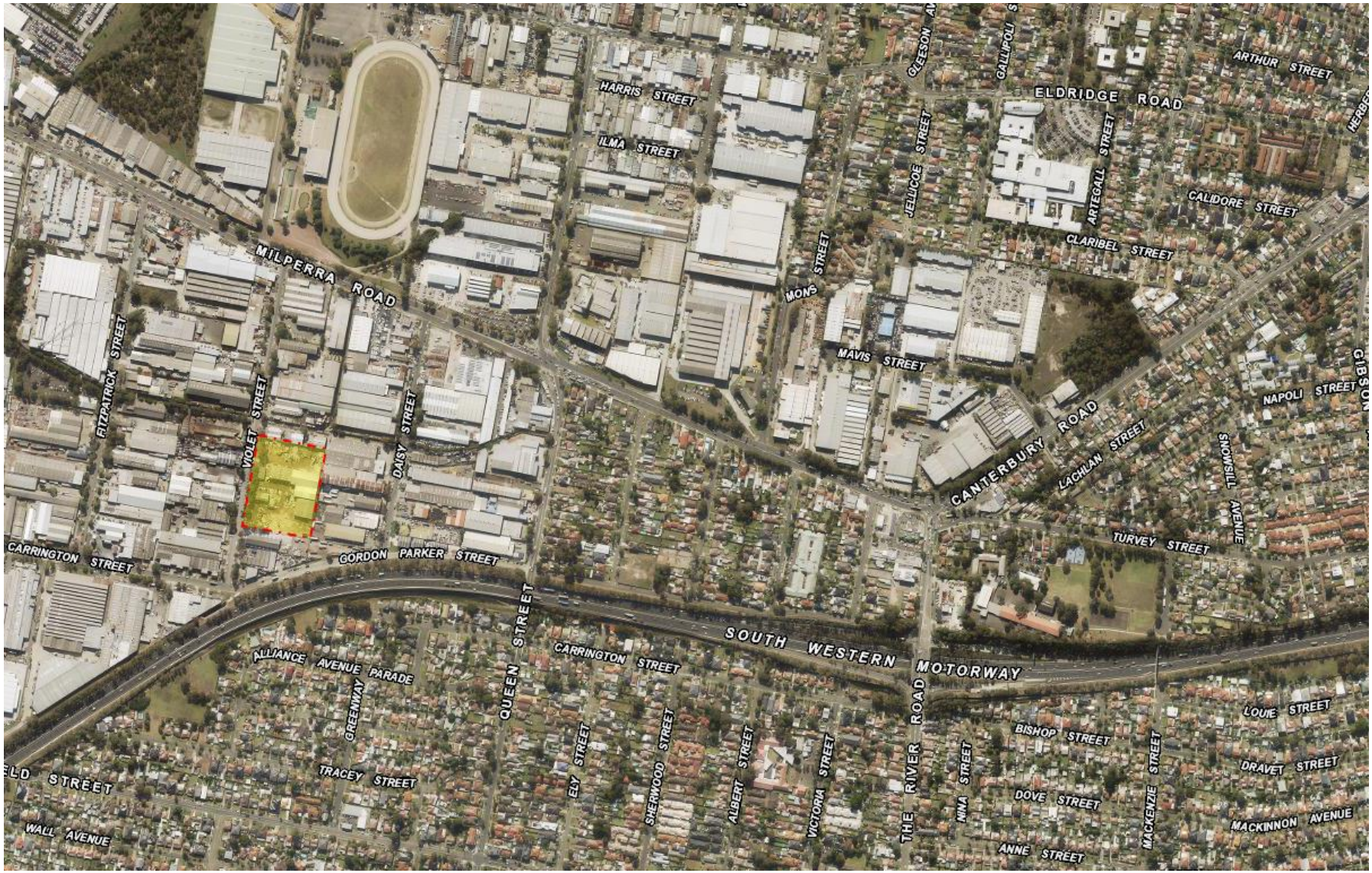


Figure 6: Site context in road network (Proposal site shown in yellow)

The Proposal has been identified as a Traffic Generating Development, as per Schedule 3 of the ISEPP. It is noted that recycling facilities and waste transfer stations of any size or capacity are classified as a Traffic Generating Development.

The existing RRF generates approximately 75 vehicles per day (150 movements). Trucks currently enter the existing facility from 37-51 Violet Street and are directed to a receiving or tipping area via the weighbridge where the waste is checked for any 'non-conforming' waste as shown in Figure 4. Any trucks containing 'non-conforming' waste are directed off-site. Authorised trucks then proceed to deposit waste within the existing processing facility. The Proposal site would likely receive more heavy vehicle movements than the existing RRF.

The distribution, or directional split of traffic generated, is such that all waste is carried into the Proposal site (inbound) on a truck that leaves empty. Recovered (or processed) waste is transported out of the site (outbound) by vehicles that arrive at the Proposal site empty.

On-site light and heavy vehicle car parking would be established under the Proposal as shown in Figure 4.

5.2.2 Summary of Issues

5.2.2.1 Construction

Construction of the Proposal would require the use of heavy vehicles to deliver construction plant, equipment and materials as well as remove waste from the Proposal site. The construction period would also result in increased use of light vehicles on the surrounding road network associated with the construction workforce.

It is anticipated that traffic impacts during the construction phase of the Proposal are likely to be minimal. The key impacts would be a slight increase in the number of heavy vehicles, construction equipment and construction personnel accessing the Proposal site from the Southern Motorway.

5.2.2.2 Operation

The Proposal would result in an increase in truck movements associated with transportation of waste to the Proposal site.

The potential impacts of the additional operational traffic from the proposed development on the surrounding road network may include:

- Increased heavy and light vehicle traffic may impact traffic movement
- Alterations to local intersection performance
- Potential for limited queuing traffic outside the site access point
- Alterations to road safety.

Further details would be considered regarding potential peak periods and volumes from traffic movements associated with the Proposal.

5.2.3 Proposed Further Assessment

The EIS will be accompanied by a comprehensive Traffic Impact Assessment that will determine the impacts associated with the Proposal for both construction and operational phases. It will also provide consideration of the following aspects:

- The current and future capability of local and regional road infrastructure
- The type and frequency of heavy vehicles proposed to utilise the Proposal site

- The suitability of the proposed site layout to accommodate the predicted heavy vehicle movements from the site
- Details of the internal road layout network and parking in accordance with Australian Standards.

The EIS will include recommendations to mitigate the likely impacts of the development on the road network including manoeuvring arrangements, operational management plans and the suitability of the existing road network to accommodate the Proposal. Appropriate consultation with NSW Roads and Maritime will be undertaken to satisfy the requirements of ISEPP.

5.3 Noise and Vibration

5.3.1 Overview

The noise environment at the Proposal site is typical of an industrial area. The background noise levels are largely influenced by the surrounding industries, Bankstown Airport and traffic on the Western Motorway and Milperra Road.

The closest residential receivers to the Proposal site are located approximately 200 m south of the Proposal site on Carrington Street, Greenway Parade and Alliance Avenue. However, these residential receivers are on the southern side of the Western Motorway and sheltered by the motorway noise bund walls.

5.3.2 Summary of Issues

5.3.2.1 Construction

During the construction of the Proposal, noise emissions would vary depending on the construction activities being undertaken. The construction of the Proposal would be likely to have the following impact:

- A number of noise-sensitive receivers may be impacted by construction traffic and the operation of plant and equipment. The extent of impact would vary according to the relationship of the construction works to the receiver location, intervening structures and the nature of construction work at various stages of the construction process.
- There would be potential for construction vibration impacts on nearby buildings and other structures. The level of impact would depend on the construction techniques used and the offset distances between the vibration source and the sensitive receiver.

5.3.2.2 Operation

Operational noise would be generated by plant and equipment as well as truck movements. However, given the background noise and intervening structures, noise impacts to sensitive receivers are expected to be low.

The Proposal would include all processing operations within an enclosed environment constructed from pre-cast concrete walls.

With regards to sleep disturbance, the intervening structures would reduce the operational noise however the background noise would decrease in the evening. As such further assessment will be required to determine the impact the Proposal would have on the amenity or sleep disturbance levels at these locations. Daytime operational noise impacts associated with the Proposal are considered to be low however night-time impacts will require further assessment to determine the extent of impact.

5.3.3 Proposed Further Assessment

A noise and vibration assessment will be undertaken as part of the EIS to determine the potential impacts of the Proposal, both during construction and operation. The assessment will:

- Establish existing ambient and background noise levels at the potentially most affected off-site receiver locations
- Identify nearby sensitive receptors, land use and terrain
- Identify sound power levels for each piece of equipment or process
- Assess operational and construction noise impacts in accordance with the Noise Policy for Industry (2017) and the Interim Construction Noise Guideline respectively
- Assess traffic noise consistent with EPA's Road Noise Policy
- Identify feasible and reasonable noise mitigation measures to address noise exceedances at sensitive receivers.

The EIS will include recommendations to mitigate any noise and vibration impacts of the development on sensitive receivers.

5.4 Stormwater Runoff, Contamination and Flooding

5.4.1 Overview

5.4.1.1 Stormwater runoff

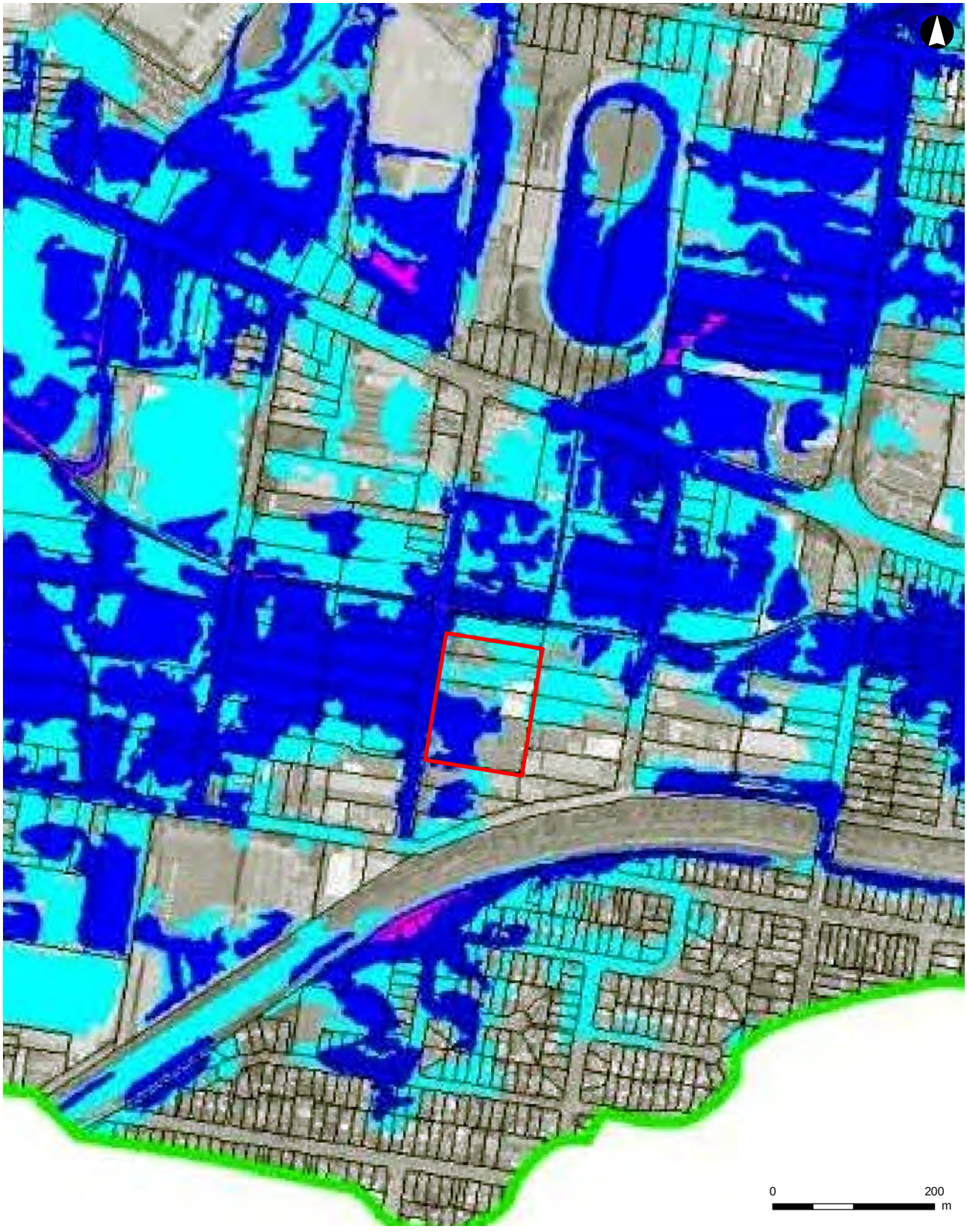
The Proposal site is located in the Milperra drainage catchment which drains to the Georges River via a piped drainage network, open channels and overland flow routes. The Georges River continues to flow south west and eventually discharges into Botany Bay. The Proposal site is located in close proximity to Milperra Drain, which runs to the north of the Proposal site in an east to north-west direction.

The Proposal site is relatively flat, sloping gently from east to west towards Violet Street which is located along the western boundary of the Proposal site. The Proposal site is almost all sealed with concrete hardstand apart from the landscaping buffer zone along Violet Street. Stormwater from the study area is conveyed into Council's stormwater system.

The existing stormwater drainage system for the Proposal site would be supplemented, where required, to accommodate the proposed waste facility and to ensure discharges are within generally agreed expectations of Council.

Flood risk mapping for Proposal site is presented in Figure 7. The northern area of the Proposal site has a provisional flood risk precinct rating of low while the south western corner of the Proposal site has a risk rating of medium. However, this does not appear to be attributable to overland flow along an active flow path but rather due to ponding in a low-lying area. Therefore, flooding appears to be a low risk issue for the Proposal site.

Revesby Recycling Facility



LEGEND

Site Boundary

Provisional Flood Risk Precincts

Low Flood Risk Precinct

Medium Flood Risk Precinct

High Flood Risk Precinct

Milperra Catchment Boundary

Cadastral Boundary

Note: Provided Flood Risk Precinct data recreated from BMT WBM - Milperra Catchment Draft Flood Study Update 2013

ARCADIS AUSTRALIA PACIFIC PTY LTD
ABN 76 104 485 289
Level 16, 580 George St | Sydney NSW 2000
P: +61 (0) 2 8907 9000 | F: +61 (0) 2 8907 9001

Coordinate System: GDA 1994 MGA Zone 56

1:7,000 at A4

ARCADIS

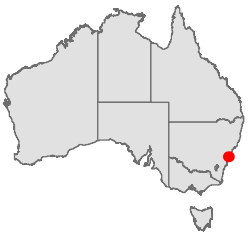


Figure 7 Bankstown City Council Flood Risk Mapping (BMT WBM, 2013)

5.4.1.2 Contamination

The site is classified as containing Class 4 and Class 5 acid sulphate soils within the Bankstown LEP. Clause 6.1 of the Bankstown LEP provides that development consent is required for the carrying out of works when the following conditions are met:

- Class 4 - works more than 2 metres below the natural ground surface. Works by which the water table is likely to be lowered more than 2 metres below the natural ground surface; and
- Class 5 - works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the water table is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

The proposed works would not involve any disturbance of the ground surface at the site during construction or operation and the presence of potential acid sulphate soils are therefore not anticipated to have any impact.

A search of the List of NSW Contaminated Sites Notified to the EPA on the 22nd of November 2017 identified 4 sites reported to the EPA within the suburb of Revesby. One Site, Bituminous Products located at 33-35 Violet Street (35 metres north of the Site) is considered sufficiently close to the Site to constitute a potential risk as a source of off-site contamination.

A phase 1 contamination assessment for the site completed by Cardno (2016) identified a number of aspects that may constitute a potential source of contamination on the Site including:

- presence of fill across the Site;
- historical agricultural activities in the southern portion of the Site
- Storage of fuels, oils and greases, solvents, and other chemicals primarily in the central portion (workshop area) of the Site
- Presence of two decommissioned and sealed Underground Storage Tanks (USTs) near the existing site office
- Maintenance activities associated with the recycling plant/equipment at the Site
- Stockpiling and processing / sorting of materials and soils onsite
- Spills and leaks from the Site and surrounding properties.

Groundwater monitoring data for the site indicates that depth to groundwater is 12m (Cardno 2016). As such, there is a low risk of groundwater interception as a result of construction or operation of the Proposal.

The Site is currently is largely sealed by an existing used as an industrial premises and the SSD application proposes that the Site continues to be used as industrial premises.

5.4.2 Summary of Issues

5.4.2.1 Construction

The Proposal may have a potential to have the following impacts:

- Erosion and sedimentation transport through exposed soils and stockpiled materials
- Water contamination resulting from an increase in sediment loads entering the stormwater system and entering nearby receiving waterways
- Change in overland flows impacting downstream flooding
- Disturbance of previously contaminated soil.

5.4.2.2 Operation

Once the Proposal is operational, it could have the following impacts:

- C&D waste may generate small volumes of leachate which, if not contained, has the potential to contaminate the surrounding soils, groundwater and surface water bodies.
- Change in overland flow impacting downstream flooding regime
- Spills and leaks from operating machinery resulting in contamination of soil, groundwater and surface water.

5.4.3 Proposed Further Assessment

Further assessment of soil and water as part of the EIS for the Proposal is proposed to include the following:

- Assessment of potential impacts of the Proposal on soil and water resources, including potential soil contamination, salinity, acid sulfate soils and flooding
- Preparation of a site water balance to support sustainable water use at the Proposal site
- Details of stormwater/wastewater/leachate management systems, including capacity of onsite detention systems and measures to treat, reuse or dispose of stormwater
- Review and update (as required) of Cardno (2016) phase 1 contamination assessment report
- Provide recommendations for erosion and sediment control measures during construction and operation of the Proposal. Recommendations will be consistent with the Managing Urban Stormwater: Soils and Construction volume 1 and volume 2 series published by the former NSW Department of Environment and Climate Change (DECC) in 2008.

5.5 Hazards and Dangerous Goods

5.5.1 Overview

The existing and proposed operations involve the use and storage of hazardous and dangerous goods, namely Diesel, LPG, oils, greases and hydraulic fluids, oxyacetylene, solvents for maintenance, and waste oil. Based on these The Proposal falls within the definition of a “potentially hazardous industry” or “potentially offensive industry” under the SEPP 33. A screening assessment to determine the need for a preliminary hazard analysis would be undertaken by the Applicant, the findings of which would be presented in the EIS.

In addition to the dangerous goods, there is the potential for a number of hazards and risks that are discussed below.

5.5.2 Summary of Issues

5.5.2.1 Construction

Hazards and risks associated with construction of the Proposal including but not limited to collisions, spills, disturbance of contamination and health impacts associated with dust, will be managed as part of a Construction Environmental Management Plan (CEMP), which will be prepared prior to construction commencing. Work health and

safety (WHS) risks will be identified with the CEMP and managed in accordance with the WHS Act 2011.

5.5.2.2 Operation

Hazards associated with operation of the Proposal including but not limited to collisions and spills, will be managed as part of an Operational Environmental Management Plan (OEMP), which will be prepared prior to operation commencing.

5.5.3 Proposed Further Assessment

The EIS will confirm the types, quantities, storage locations and storage conditions of any dangerous goods proposed to be stored on site. The EIS will also confirm the proposed frequency transport movements relating to dangerous goods. Where any exceedances to thresholds are identified, the EIS will be supported by a comprehensive Preliminary Hazard Analysis (PHA) to determine the cumulative risks associated with the Proposal.

In addition to dangerous goods, a hazards and risk assessment will be conducted to assess the hazards and risks associated with the operation of the Proposal including the identification of management measures to be implemented.

5.6 Air Quality

5.6.1 Overview

A search of the Bureau of Meteorology (BOM) Climate Database was undertaken on 8 November 2017 to determine the temperature, rainfall and wind criteria for the area. The closest BOM weather station is the Bankstown Airport (approximately 2.8 km northwest of the Proposal site). The results indicate the following:

- Temperature data indicates that January is the warmest month, with a mean maximum annual temperature of 28.3 degrees Celsius (°C) and July is the coldest, with a mean maximum annual temperature of 17.3°C.
- Rainfall data indicates that the wettest period for the area is between January to April with the highest mean monthly rainfall recorded in February (103.1 millimetres).
- Wind data indicates that mean wind speeds are greater in the afternoon (3pm) than in the morning (9am). Afternoon mean wind speeds tend to be greater in the spring and summer months (<19.9 km/h).

A search of the EPA Air Quality Data for the closest monitoring station, Liverpool, indicates exceedances within the region of the standard for suspended fine particles, PM_{10} and $PM_{2.5.}$

A search of the National Pollutant Inventory Database was conducted to ascertain the historical and current pollutants being emitted from nearby industries in the vicinity of the Proposal. There were 17 facilities within the Bankstown Local Government area (LGA) listed on the National Pollutant Register, five of which were located in Revesby. These industries were found to emit 36 and transfer 27 different substances. The existing facility is not listed on the National Pollutant Register.

5.6.2 Summary of Issues

5.6.2.1 Construction

During construction, air quality impacts are likely to be caused by dust generation and emissions from demolition, earthworks, spoil storage and transport, vehicles, and plant and equipment.

5.6.2.2 Operation

Due to the physical nature of the operational activities, there is the potential for air pollution due to suspended dust particles. The dust which would emanate from the Proposal site would generally be caused by either wind or traffic entering and exiting the site. The emission sources and major pollutants identified at the Proposal site are as follows:

- Particulate emissions from loading/unloading of waste material
- Particulate emissions from waste material handling/sorting/processing activities
- Particulate emissions from onsite vehicle movements
- Particulate emissions from wind erosion from onsite stockpiles and exposed areas.

Notwithstanding the above, the Proposal site is situated in an industrial area therefore it is likely the contribution of pollutants and the extent of impact on air quality associated with the operation of the Proposal will be minimal.

5.6.3 Proposed Further Assessment

An air quality investigation will be conducted as part of the EIS to evaluate the impact of emissions of key pollutants to inform mitigation and management measures for the design and operation. The assessment will:

- Generate a site-representative meteorological dataset. Observational data from the nearest Bureau of Meteorology will be assimilated into the model as required by the NSW EPA.
- Predict air quality impacts from the operation of the facility. In addition, cumulative particulate matter impacts will be assessed.
- Identify feasible and reasonable management measures (particularly dust suppression management measures) to be implemented as a core design parameter.

5.7 Waste Management

5.7.1 Overview

The existing RRF holds an EPL which authorises a number of scheduled activities including resource recovery (recovery of general waste) and waste storage. The existing EPL limits the tonnage of building and demolition waste to 30,000 tonnes on site at any one time. The Applicant proposes to increase this to 40,000 tonnes based on the updated site layout presented in this report. Waste management employed throughout the operation of the Proposal would facilitate the maximisation of reuse and resource recovery opportunities, and minimise impact on the surrounding community and environment.

Once fully operational, the facility would retain capacity to handle a number of general solid waste streams (non-putrescible). A detailed list and description of the waste streams is provided in Appendix A.

5.7.2 Summary of Issues

5.7.2.1 Construction

During the construction phase, the potential waste streams that could be generated by the construction process include:

- Excess landscaping materials
- Excess drainage and piping materials
- Asphalt and bitumen waste
- Excess road construction materials (road base, stone etc)
- Concrete
- Formwork – use and offcuts
- Steel and steel reinforcement offcuts
- Fixings
- Timber
- Adhesive/resins/paints/fixings
- Batteries
- Miscellaneous construction chemicals
- Tool and equipment consumables
- Fuels/oils/grease
- Packaging – cardboard, plastic, crates, pallets and drums
- Putrescible waste from lunchrooms
- Plant and equipment maintenance waste (e.g. oily rags, oil filters, tyres etc).

These waste streams would need to be managed appropriately to ensure minimisation of waste generation and avoid, where possible, transportation to landfill.

Additionally, the construction phase of the Proposal would require the storage and handling of various types of hazardous materials including:

- Hydrocarbon based (e.g. fuels and lubricants)
- Alkaline products (e.g. cement)
- Minor quantities of paints, solvents and glues.

5.7.2.2 Operation

The facility would be unlikely to generate substantial quantities of waste. No potential operational impacts have been identified.

5.7.3 Proposed Further Assessment

The EIS will document how such waste streams are to be managed on site and in the context of regulatory obligations under the POEO Act and the *Waste Avoidance and Resource Recovery Act, 200*1.

A resource and waste management assessment will be undertaken as part of the EIS to determine the potential impacts of the Proposal, both during construction and operations. The assessment will:

- Identify waste streams generated during the construction stage of the Proposal

- Assess waste management impacts associated with construction activities
- Identify management and mitigation measures for resource use and waste across the project including disposal sites and transport impacts.
- Include the preparation of a Construction Waste Management Plan.

5.8 Landscape and Visual Amenity

5.8.1 Overview

The Proposal includes the demolition of existing buildings and structures and the construction of an enclosed processing shed, a site office and associated facilities, new weighbridges and associated infrastructure. The Proposal site is located within a broader industrial precinct. The visual nature of surrounding development is typified by a mix of industrial developments including warehouse buildings and a bus depot. Views to and from sensitive receivers are generally shielded by surrounding developments and a row of mature trees on the western edge of the site along Violet Street.

The Proposal is generally consistent with the existing character of the broader area however includes the construction of a 14-metre (Bingo to confirm) high enclosed processing shed, which will be taller than the existing site structures.

5.8.2 Summary of Issues

5.8.2.1 Construction

The construction of the Proposal has the potential to result in visual impacts associated with construction activities (sites/compounds, relatively high and/or bulky temporary structures and equipment, etc.) that may increase the visibility of the Proposal site beyond its current levels and impact users of surrounding roads, neighbouring developments, and Revesby residential properties.

5.8.2.2 Operation

The operational Proposal would be generally consistent with the existing character of the area however the final design of the processing shed could potentially increase the visibility of the Proposal site beyond its current levels, resulting in visual impacts to the surrounding roads, neighbouring developments and Revesby residential properties.

The operation of the Proposal is unlikely to result in amenity impacts as views to and from sensitive receivers are generally shielded by surrounding developments as well as a row of mature trees on the western edge of the site along Violet Street.

5.8.3 Proposed Further Assessment

Further assessment of the potential for visual and landscape character impacts will be undertaken within an EIS and will include:

- Identification of the visual qualities present, including the existing landscape character of the region, sensitive locations, catchments and key viewpoints
- A visual impact assessment of the Proposal in the whole and parts on the landscape and urban character of the area, views to and from the Proposal, magnitude of change to existing views and the visual sensitivity of the viewers

The identification of feasible and reasonable measures to mitigate impacts. Identified mitigation measures will be incorporated in the Proposal design.

5.9 Socio-economic

5.9.1 Overview

The Proposal would be constructed and operated within the State Suburb of Revesby, which recorded a population of 14,176 people during the 2016 Census, an increase from the 12,925 people recorded during the 2011 Census (ABS, 2016a) (ABS, 2011). Population growth in the Canterbury-Bankstown area is anticipated to continue to increase in the near future (DP&E, 2016).

Labourers and machinery operators and drivers, collectively account for 19 per cent of employment within the Canterbury-Bankstown area as of 2016 (ABS, 2016b).

5.9.2 Summary of Issues

5.9.2.1 Construction

Proposed construction activities would take approximately 12 months. Construction impacts are anticipated be temporary and localised to the Proposal site and surrounding locality. As a result, it is anticipated that construction of the Proposal will have not result in significant socio-economic impacts to the surrounding area.

The Proposal is anticipated to provide positive impacts in the form of employment of approximately 75 people during construction, the payment of taxes and the purchasing of goods in the local area wherever practicable.

5.9.2.2 Operation

During operation of the Proposal it is expected that the Proposal will have a positive impact on the surrounding locality. This can be attributed to the creation of approximately 40 jobs, contribution of taxes and the purchasing of goods in the local area wherever practicable.

5.9.3 Proposed Further Assessment

Further assessment of the potential for socio-economic impacts will be undertaken within an EIS and will include:

- an assessment of the negative and positive construction and operational socio-economic impacts in relation to the demographic profile of the surrounding areas.
- The identification of feasible and reasonable measures to mitigate impacts.

6 CONSULTATION

The Applicant is committed to consulting with the local community and other stakeholders, including government agencies, regarding this proposed development. This will ensure that interested parties have the opportunity to understand the nature of the proposed development and can provide informed feedback.

During the preparation of the EIS the proponent will consult with the following:

- Canterbury Bankstown City Council
- Environment Protection Authority
- Department of Planning and Environment
- Department of Primary Industries
- Roads and Maritime Services
- Nearby land owners and occupiers that may be affected by the Proposal.

The EIS will describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, adequate explanation will be required in the EIS.

7 CONCLUSION

The Applicant is seeking approval for up to 500,000 tonnes per annum (tpa) of waste to be processed at the expanded facility (the Proposal). The waste would primarily comprise construction and demolition (C&D) waste, commercial and industrial (C&I) waste, green waste, soils and timber waste. Material would be brought to the site and processed into recyclables and then sold to the end user or further processing facility. The residual, non-reusable materials would be transferred to a licensed landfill site.

The key construction components of the Proposal would include:

- Demolition of all structures except for utility installations on the Proposal site
- Construction of an enclosed processing shed incorporating processing facilities and stockpile, storage and handling areas
- Installation of updated processing equipment, including: [Bingo to confirm]
  - Finger screens
  - Balers
  - Rock crushing plant
  - Timber chippers
  - Magnets
  - Picking stations
  - De-stoners
- Construction of an in-ground wheel wash unit prior to exit weighbridge
- Construction of an entry and exit weighbridges
- Construction of a sprinkler pump room and underground stormwater detention tanks
- Construction of a bunded undercover fuel storage area
- Construction of site office and associated facilities
- Provision of vehicular access and parking.

The key operational components of the Amended Proposal would include:

- Processing of up to 500,000 tpa of non-putrescible waste
- Waste storage of up to 40,000 tonnes of non-putrescible waste at any given time.
- Increasing operational (including processing and waste delivery and collection) hours to 24 hours per day, seven days per week (no works on public holidays would be undertaken)

The Proposal would be considered SSD under Clause 23 (waste and resource management facilities) of Schedule 1 of the *State Environmental Planning Policy (State and Regional Development) 2011* and therefore requires the preparation of an EIS and consent from the Minister for Planning.

The potential environmental impacts have been identified and assessed as part of this amended SSD application report. The assessment concluded that minimal environmental impacts have been identified as a result of the Proposal. The key environmental issues identified for the project include:

- Traffic, Access and Car Parking
- Noise and Vibration
- Stormwater Runoff, Contamination and Flooding
- Hazards and Dangerous Goods

- Air Quality and Greenhouse Gas
- Construction Waste Management
- Landscape and Visual Amenity

The EIS will include the following in accordance with Schedule 1 of the EP&A Regs:

- A detailed description of the Proposal including its components, construction activities and potential staging
- A comprehensive assessment of the potential impacts on the key issues including a description of the existing environment, assessment of potential direct and indirect and construction, operation and staging impacts
- Description of measures to be implemented to avoid, minimise, manage, mitigate, offset and/or monitor the potential impacts
- Identify and address issues raised by stakeholders.

8 REFERENCES

AI Group (2017), *Construction Outlook June 2017*, AI Group, accessed October 2017, https://www.aigroup.com.au/policy-and-research/economics/constructionoutlook

Australian Bureau of Statistics (ABS) (2011), *Census of Population and Housing: Census Quickstats (Revesby)*, Commonwealth of Australia, Canberra, accessed November 2017, http://www.censusdata.abs.gov.au/census_services/getproduct/census/2011/quickstat/SSC11966

Australian Bureau of Statistics (ABS) (2016a), *Census of Population and Housing: Census Quickstats (Revesby)*, Commonwealth of Australia, Canberra, accessed November 2017, http://www.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC13355

Australian Bureau of Statistics (ABS) (2016b), *Census of Population and Housing: Census Quickstats (Canterbury-Bankstown)*, Commonwealth of Australia, Canberra, accessed November 2017, http://www.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/LGA11570

Bureau of Meteorology (BOM) (2017), Climate Data Online: Bankstown Airport AWS, accessed November 2017 http://www.bom.gov.au/jsp/ncc/cdio/weatherData/av?p_nccObsCode=136&p_display_type=dailyDataFile&p_startYear=&p_c=&p_stn_num=66137

BMT WBM (2013), *Milperra Catchment Draft Flood Study* – Update 2013, Bankstown City Council

Cardno (2015), *Revesby Recycling Facility State Significant Development Application Report*, Cardno

Cardno (2016), *Waste Recycling Facility (Nos 37-51 & 57-67 Violet Street, Revesby) Environmental Impact Statement*, Cardno

Department of Environment and Climate Change (DECC) (2008a), *Managing Urban Stormwater, Volume 1,* DECC NSW

Department of Environment and Climate Change (DECC) (2008b), *Managing Urban Stormwater, Volume 2,* DECC NSW

Department of Environment and Climate Change (DECC) (2008c), *Waste Classification Guidelines Part 1: Classifying Waste*, DECC NSW

Department of the Environment and Energy (2016), *Australian National Waste Report 2016*, Australian Government

Department of Planning and Environment (2016*), 2016 NSW population and household projections*, NSW Government

Department of Planning and Environment (DP&E) (2017), *Forecast Overview*, State of New South Wales, accessed October 2017, http://www.planning.nsw.gov.au/Research-and-Demography/Sydney-housing-supply-forecast/Forecast-overview

Department of Premier and Cabinet (2011), *NSW 2021: A Plan to Make NSW Number One*, NSW Government

Greater Sydney Commission (201, *Draft Greater Sydney Region Plan*, State of New South Wales, accessed November 2017, https://www.greater.sydney/draft-greater-sydney-region-plan

NSW Environment Protection Authority (EPA) (2014), NSW Waste Avoidance and Resource Recovery Strategy 2014-21, NSW EPA, Goulburn Street, NSW

NSW Environment Protection Authority (EPA) (2015), *State of the Environment 2015*, NSW EPA, Goulburn Street, NSW

NSW Environment Protection Authority (EPA) (2017), *Reforms to the Construction Waste Recycling Sector – Explanatory Paper,* NSW EPA, Goulburn Street, NSW

Queensland Government (2016), *State of Waste and Recycling in Queensland 2015*, State of Queensland

APPENDIX A- PROPOSED WASTE STREAMS

Waste	Description	Activity*	Other Limits	Estimated volume (%)
General solid waste (non-putrescible)	General solid waste (non-putrescible) including but not limited to materials listed in this table	Waste Storage Resource Recovery Waste Processing		
General solid waste (non-putrescible)	Foundry sand waste that meets all conditions of a resource recovery order	Waste Storage Resource Recovery Waste Processing	-	0.1
General solid waste (non-putrescible)	Virgin excavated natural material	Waste Storage Resource Recovery Waste Processing	-	4
General solid waste (non-putrescible)	Building and demolition waste	Waste Storage Resource Recovery Waste Processing	-	0.1
General solid waste (non-putrescible)	Soils	Waste Storage Resource Recovery Waste Processing	-	10
General solid waste (non-putrescible)	Asphalt waste	Waste Storage Resource Recovery Waste Processing	-	1
General solid waste (non-putrescible)	Office and packaging waste (including paper, plastics, glass, metal, timber)	Waste Storage Resource Recovery Waste Processing	-	4
General solid waste (non-putrescible)	Non-chemical waste generated from manufacturing and services (including metal, timber, paper, ceramics, plastics, thermosets and composites)	Waste Storage Resource Recovery Waste Processing	-	2
General solid waste (non-putrescible)	Household waste from municipal clean up that does not contain food	Waste Storage Resource Recovery Waste Processing	-	1.5

Waste	Description	Activity*	Other Limits	Estimated volume (%)
General solid waste (non-putrescible)	Household waste from residential clean up that does not contain food	Waste Storage Resource Recovery Waste Processing	-	75
General solid waste (non-putrescible)	Municipal and Council clean up materials from public, community and open space.	Waste Storage Resource Recovery Waste Processing	-	0.5
General solid waste (non-putrescible)	Garden waste	Waste Storage Resource Recovery Waste Processing	-	0.2
General or Specific Exempted Waste	Waste that meets all conditions of a resource recovery order	Waste Storage Resource Recovery Waste Processing	As specified in each particular resource recovery order	10
General solid waste (non-putrescible)	Glass, plastic, rubber, plasterboard, ceramics, bricks, concrete, metal	Waste Storage Resource Recovery Waste Processing	-	0.4
General solid waste (non-putrescible)	Paper, cardboard	Waste Storage Resource Recovery Waste Processing	-	0.4
General solid waste (non-putrescible)	Wood waste	Waste Storage Resource Recovery Waste Processing	-	1
General solid waste (non-putrescible)	Any mixture of wastes referred to above	Waste Storage Resource Recovery Waste Processing	-	Mix
General Solid Waste (non-putrescible)	Bulky goods waste containing building de-fit fittings, fixtures and furniture	Waste Storage Resource Recovery Waste Processing	-	0.1
General solid waste (non-putrescible)	Waste collected by, or on behalf of local councils from street sweepings	Waste Storage Resource Recovery Waste Processing	-	2

Waste	Description	Activity*	Other Limits	Estimated volume (%)
General solid waste (non-putrescible)	Grit, sediment, litter, gross pollutants collected in and removed from stormwater treatment devices and or stormwater management systems that have been dewatered so that they do not contain free liquids	Waste Storage Resource Recovery Waste Processing	-	0.1
General solid waste (non-putrescible)	Grit and screenings from potable water and water reticulation plants that have been dewatered so that they do not contain free liquids	Waste Storage Resource Recovery Waste Processing	-	0.1
General solid waste (non-putrescible)	Non-putrescible vegetative waste from agriculture, silviculture or horticulture	Waste Storage Resource Recovery Waste Processing	-	2
General solid waste (non-putrescible)	Cured concrete waste from a batch plant	Waste Storage Resource Recovery Waste Processing	-	0.1
Unexpected finds	Unexpected finds of materials such as asbestos, tyres, batteries, gas bottles, fire extinguishers and food.	Waste Storage	Limited to waste identified during inspection and resource recovery operations being unexpected finds in tipped, unprocessed and processed material. Storage only for the purposes safe and lawful handling, storage and transport to a lawful facility.	0.1

ARCADIS Design & Consultancy for natural and built assets