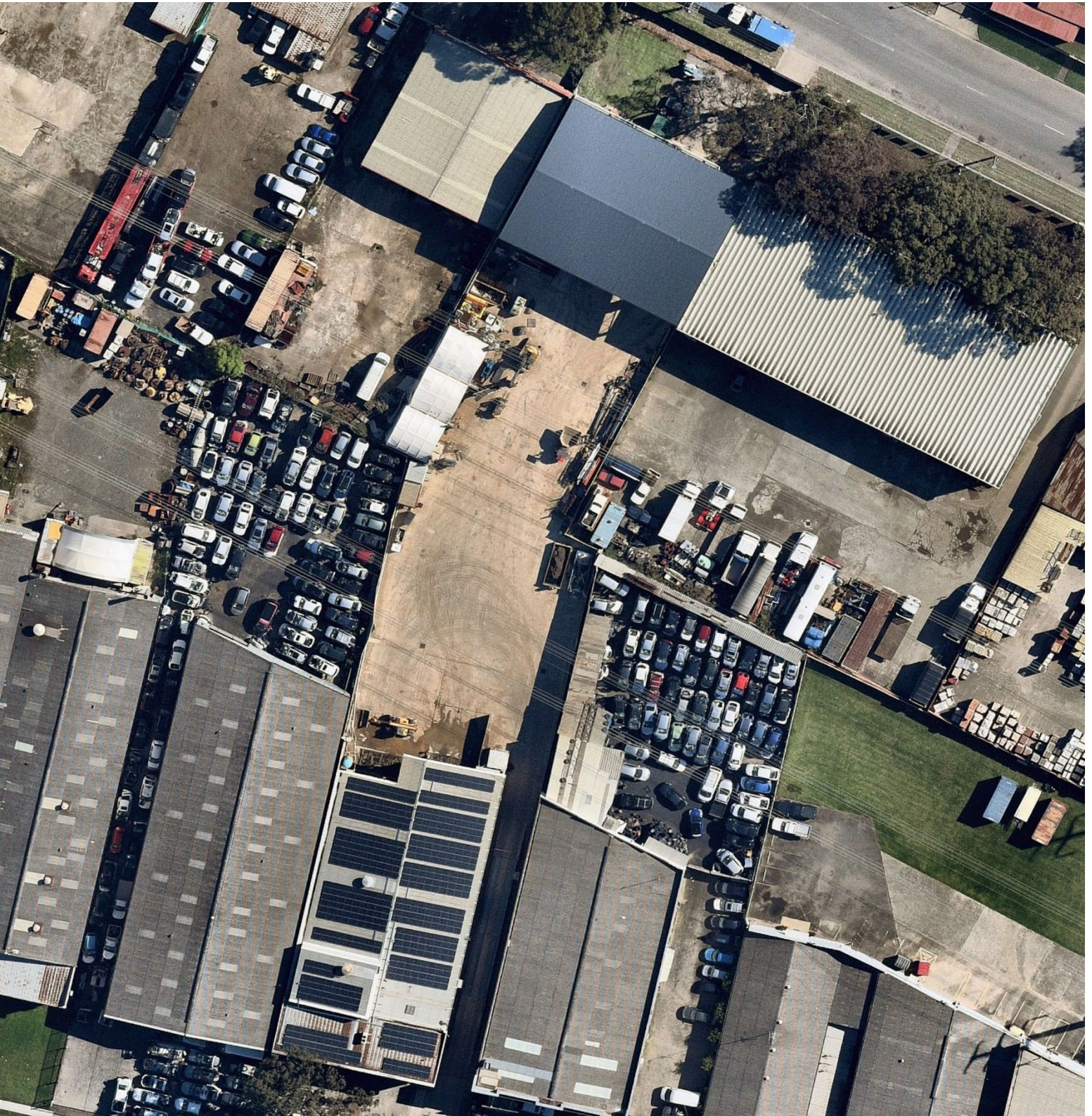


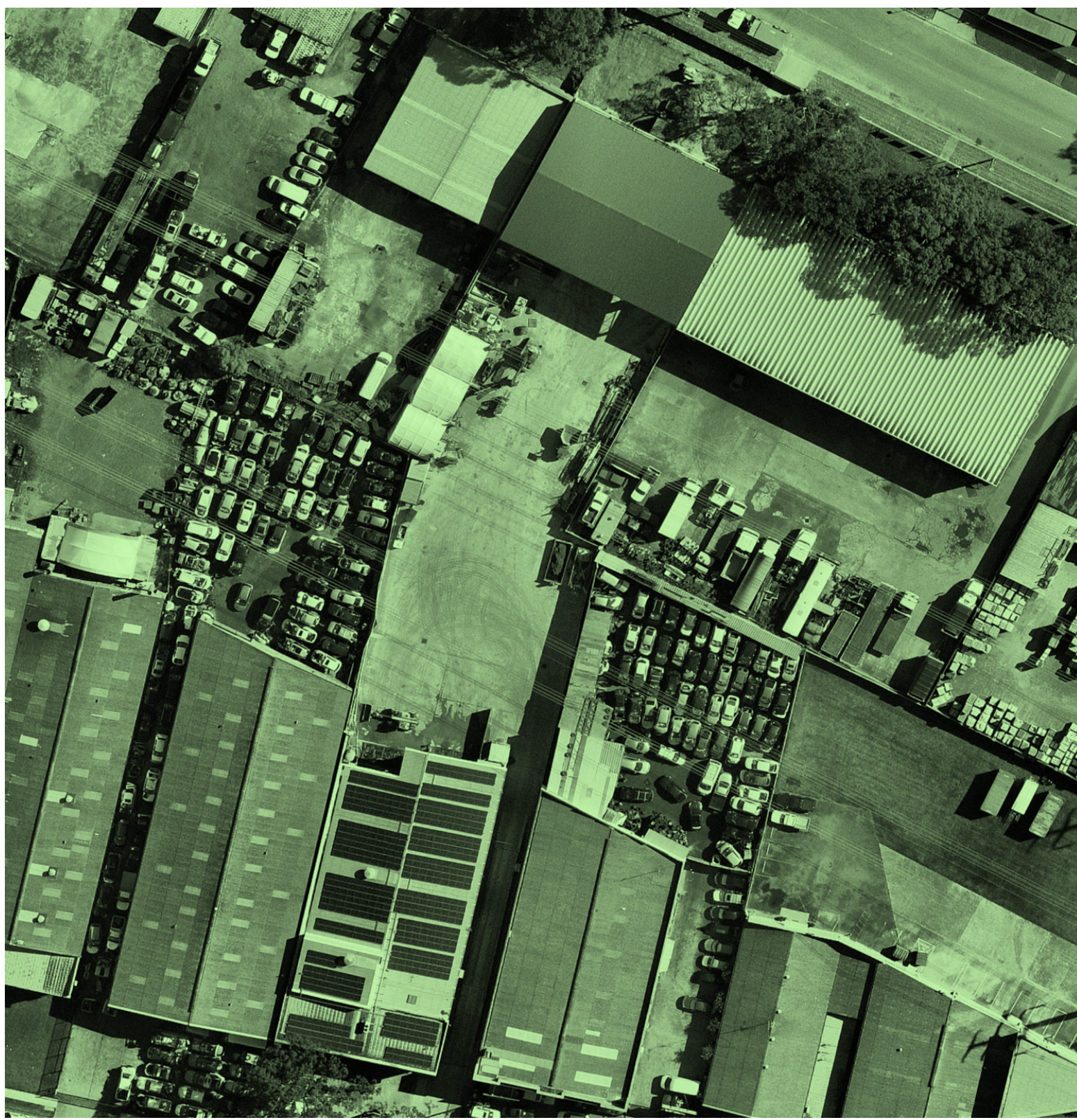


Sludge Dewatering Plant Upgrade | State Significant Development

SCOPING REPORT

Prepared for Demast Pty Ltd | 29 April 2024





Sludge Dewatering Plant Upgrade

STATE SIGNIFICANT DEVELOPMENT | SCOPING REPORT

Prepared for Demast Pty Ltd
29 April 2024

PR245

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Date	29 April 2024	29 April 2024	29 April 2024

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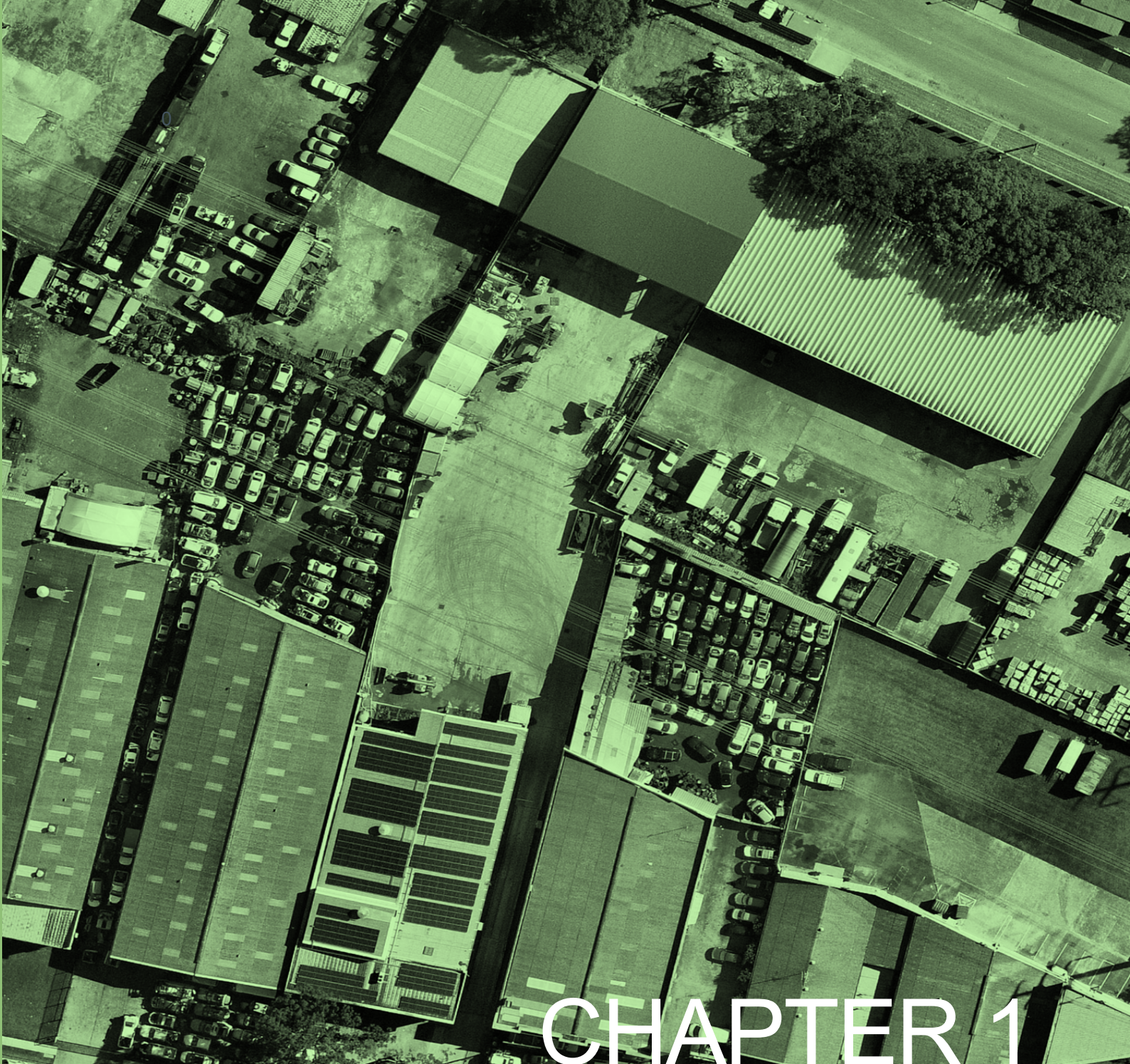
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CHAPTER 1

INTRODUCTION

1 INTRODUCTION

1.1 Overview

Demast Pty Ltd (Demast) own and operate a sludge dewatering plant (SDP) at 7 Long Street, Smithfield, New South Wales (NSW). The site is legally known as Lot 1 DP 1273012.

The SDP is located within the Cumberland City Council local government area (LGA) and covers an area of approximately 0.46 hectares. The site is approximately 24.5 kilometres (km) west of the Sydney Central Business District (CBD) and approximately 6.4 km south west of Parramatta CBD (refer to Figure 1.1).

The SDP is zoned as 'E4 General Industrial' under the Cumberland Local Environmental Plan 2021 (LEP). In line with the land use zoning, general industrial land uses surround the site, including A1 Budget Auto Dismantlers, Total Car Removals, Jones & Rickard Group and Kwikfix Mechanical Pty Ltd.

A sporting field (Tait Street Park) is located approximately 130m east of the site. The closest residential properties are approximately 360m south of the site on Low Street, Smithfield (refer Figure 1.2).

Existing Operations

The existing SDP was approved under development consent (DA 2015/529) by Sydney Central City Planning Panel on 4 October 2016, which permits the SDP to:

- Process no more than 46,720 tonnes per annum (tpa) of drilling mud
- Store up to 2,260 tonnes (t) of processed materials, including up to 640t of treated drill mud.

The site accommodates the following built assets:

- Sludge dewatering filtering presses contained within a building, along with vibrating screens, conveyors, centrifuges and pumps
- 2 x aboveground recycled water storage tanks within a bunded area inside the existing building, to store the water removed from the sludge, prior to discharge to a sewer
- 1 x slurry storage tank
- 1 x slurry settling tank
- 1 x sludge storage tank
- 2 x vehicle weighbridges
- 1 x wheel wash
- Offices and car parking
- Driveway and internal vehicle access
- Lighting, signage and perimeter fencing
- Wastewater and stormwater management infrastructure.

The site accommodates the following mobile and fixed plant equipment:

- 5t and 14t excavators
- 2 x dumpers
- 1 x front end loader
- 1 x telehandler
- 1 x forklift

The site also accommodates dedicated storage areas for aggregates, sand and clay fines.

The SDP is approved to operate 24 hours a day, seven days a week (MOD 2015/529/3). The following is a breakdown of the operating hours for each function of the plant (ie. importation, exportation and waste processing):

- Importation – 24 hours a day, seven days a week
- Exportation – 7am – 3pm, Monday to Friday
- Waste processing – 6am – 10pm, Monday to Friday and 7am – 5pm, Saturday.

Modification application (MOD 2022/0135) was approved by Cumberland Council in September 2022 to allow for vehicles to enter the site via Long Street and to exit via the existing driveway onto Tait Street. The modification also required the installation of a new weighbridge to weigh vehicles before they exit the facility onto Tait Street. This modification altered the existing internal vehicle movement and access arrangements made under DA 2015/925. The modified access arrangements will apply to the proposed upgrade to the SDP, which is the subject of this scoping report. The approved upgrade works have been completed on site with trucks now exiting via Tait Street.

The Proposal

Demast is now seeking consent to upgrade the SDP by increasing the approved processing limit of the plant to 300,000 tpa through a State Significant Development application under Part 4, Division 4.7 of the *NSW Environmental Planning & Assessment Act 1979* (EP&A Act). Additionally, Demast seeks to expand the waste streams processed at the SDP, to include ground water, soils, virgin excavated natural material (VENM) and excavated natural material (ENM). Groundwater is captured within the same waste classification approved under the existing EPL, however soils, VENM and ENM are captured by the general solid waste (GSW) (non-putrescible) waste classification. Demast does not propose to increase the current storage quantities of recovered material (including treated drilling mud) at the SDP.

Demast propose to:

- Process up to 300,000 tpa of liquid waste and GSW (non-putrescible) soils, including approximately 200,000 tpa sludge and groundwater and approximately 100,000 tpa GSW soils, VENM and ENM, and
- Store up to 2,260t of recovered material (including 640t of treated drill mud).

To facilitate the increased processing and storage capacities specified above, the following are required and/or proposed:

- Accommodation of turning space for vehicles up to 20 metres long
- Change in hours of operation for exportation to 7am – 6pm, Monday to Friday, with only one truck movement on Saturday.

No changes are proposed to the following matters already approved under DA 2015/529 and subsequent modifications:

- Operating methodology or site infrastructure associated with the processing of liquid waste.
- Plant and equipment.
- Building and infrastructure footprints.
- Vehicle parking.
- Employment.
- Land ownership.
- Landscaping.

The scope of the proposed State Significant Development (SSD) is hereafter referred to as 'the project'.

This scoping report has been prepared by Element Environment Pty Limited (Element) on behalf of Demast for submission to the NSW Department of Planning (Department) to gain Secretary's environmental assessment requirements (SEARs) for the project.

1.2 Proponent

Demast is the proponent for the project, with company and contact details in Table 1.

Table 1: Proponent details

Item	Detail
Project contact	Paddy Gavin, Director
Postal address	7 Long Street, Smithfield NSW 2164
ABN	65 168 661 514

Demast specialises in liquid waste disposal and reclamation. With many years of knowledge and experience within the liquid waste industry, Demast offers a superior waste management service and unmatched professionalism across the different client sectors of the NSW community.

1.3 Purpose of this report

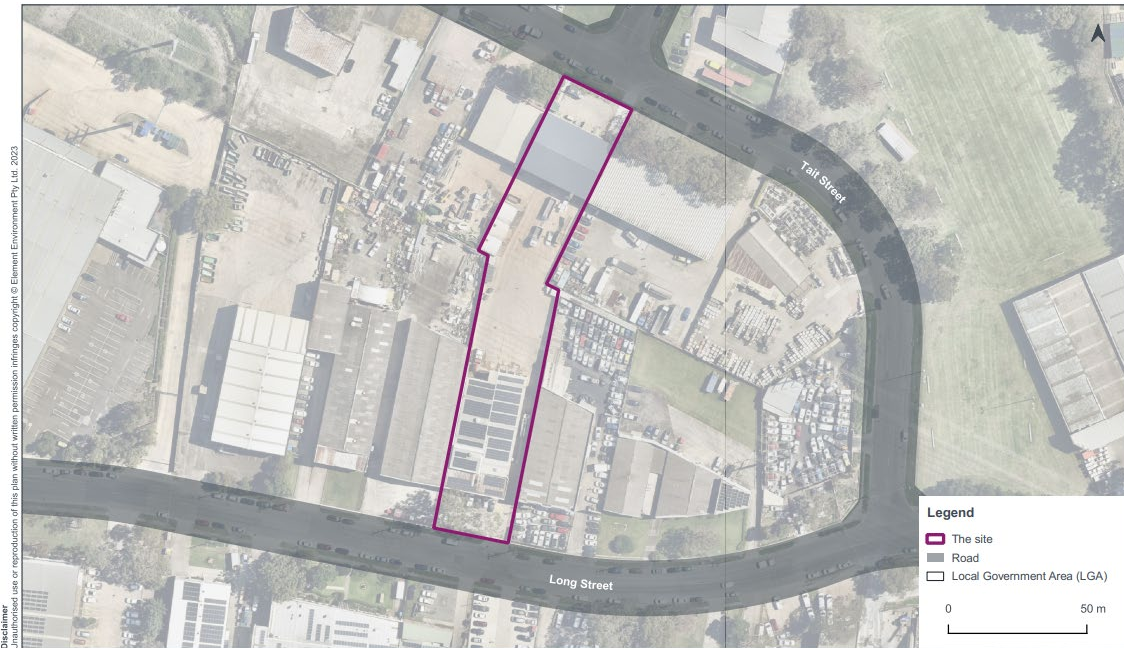
This report has been prepared to assist the Department to compile the SEARs for the environmental impact statement (EIS) to accompany the SSDA. The scoping report describes the:

- Nature, scale and extent of the project.
- Environmental context of the site.
- Planning, legislative and policy context of the project.
- Environmental matters likely requiring further assessment in the EIS.
- Community and stakeholder engagement for the scoping and EIS stages of the project.

Figure 1-1: Regional context



Figure 1-2: Local context





CHAPTER 2

STRATEGIC CONTEXT

2 STRATEGIC AND LOCAL CONTEXT

2.1 Need, justification and alternatives

2.1.1 Need and justification

The proposed SDP upgrade will further enhance the benefits of the existing SDP, which provides an environmental solution to the processing of slurry, a by-product associated with many construction projects in the Sydney area and converting this waste into inert products which can be reused.

The SDP provides a permanent site for the processing of waste material generated by non-destructive excavation activities associated with the infrastructure and construction sectors across the Greater Sydney region. Recent years have seen a dramatic increase in demand for such services. The processing plant and equipment at the SDP have suitable capacity to accommodate the processing of additional waste material and as such the proposed approval is sought to assist in providing resource recovery services to match the increased demand from the infrastructure and construction sectors.

An increased capacity to process slurry material and the introduction of soils processing at the SDP will result in:

- fewer heavy vehicle movements on the local and regional road network associated with taking the slurry material to landfill;
- less material requiring disposal to landfill;
- improvements in resource recovery and promotion of waste hierarchy objectives;
- water savings; and
- a reduction in waste disposal costs.

By its nature, the SDP inherently follows the principles of cleaner production and sustainability and has established the principles of ecologically sustainable development. In addition, the SDP assists with the promotion of one of the focus areas of the NSW Waste and Sustainable Materials Strategy 2041, being the NSW Government's investment in the circular economy.

Demast provides the infrastructure to enable treatment of waste slurry from the infrastructure and construction industry into by-products that can be reused or recycled in the construction industry and may be a supplier for future government developments. To further develop NSW's circular economy, the project would increase Demast's capacity to service this initiative.

2.1.2 Project alternatives

Do nothing

If the project is not approved, the production capacity of the SDP will be constrained, resulting in the inability to supply increased demand from the construction sector. The site and existing infrastructure have the capacity to accommodate the increased demand without the need to increase the land area, demonstrating an efficient use of existing infrastructure and land. Not increasing processing capacity in this location may limit the ability of Sydney based construction operations to dispose of liquid waste and general solid waste (non-putrescible) within proximity to where the waste is generated and increases the potential for liquid waste and general solid waste (non-putrescible) to be sent to landfill instead of recycled.

2.2 Strategic planning policies

Several regional strategies and plans have been prepared which set the economic goals for the LGA, particularly in view of generating future employment. These strategies include the site.

2.2.1 The Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan – A Metropolis of Three Cities (the ‘Plan’) was introduced by the Greater Sydney Commission (GSC) that outlines a 40-year vision to 2056 including innovative actions to effectively manage the expansion of Greater Sydney and enhancing its reputation as being considered a highly desirable and liveable global city. The vision is for Greater Sydney to comprise three interconnected and cohesive cities (Western Parkland City, Central River City and Eastern Harbour City), ensuring housing, jobs, infrastructure and services are more greatly accessible to residents, irrespective of their location.

The subject site is situated within the Central River City and has been identified within the well-established industrial corridor that runs between Villawood and Wetherill Park.

The Plan comprises objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The table below outlines how with the project is consistent with the relevant objectives.

Table 2: Project consistency with Plan Objectives

Objectives	Strategic relevance to the project
Objective 4: Planning for a city supported by infrastructure.	The plan aims to maximise the utility of existing infrastructure assets to support the projected growth for the region. The project is benefiting from the use of existing infrastructure assets which reduces the demand for new infrastructure. Additionally, despite the increased processing capacity planned for the site, this capacity of waste management can already be accommodated within the site and all importation/exportation of material will be utilising existing haulage routes.
Objective 23: Industrial and urban services land is planned, retained and managed	The plan aims to effectively retain and manage industrial and urban services land. The project is located within a well-established industrial precinct with considerable connectivity with core freight routes. The site’s advantageous location combined with the increase in processing capacity will result in the facility playing a greater core role in waste management for the region by improving accessibility and capacity to accommodate the relevant sectors that utilise or produce the material processed at the SDP.
Objective 35: More waste is re-used and recycled to support the development of a circular economy	The plan aims to encourage the re-use and recycling of waste to support the development of circular economy and thereby reducing waste going to landfill. The project is deemed to be a form of resource recovery as it is repurposing the imported waste, so a reusable by-product is available for various industries which results in a minimisation of waste going to landfill. The project supports sustainable management of waste.

2.2.2 Central City District Plan

The Central City District Plan (CCDP) was introduced in 2018 by the GSC which provides an overarching framework to guide the delivery of homes, jobs, infrastructure and services. The CCDP provides five key leading principles to support the development of the Central River City region to 2036, including infrastructure and collaboration, liveability, productivity, and sustainability.

The subject site is captured by the CCDP as it is located within the Smithfield North industrial precinct in the Cumberland LGA.

The Central River City accounts for the largest area of industrial and urban services land within Greater Sydney, comprising various sectors such as manufacturing, wholesale, transport, postage and warehousing, construction, education, waste management, fuel distribution and bulky goods retail. The Smithfield North industrial land specifically is identified as the second largest industrial precinct (by area) in the region with a strategic location between Greater Parramatta and existing and planned transport and freight routes.

Within the above five key principles, the GSC has identified several planning priorities and objectives to enhance the role of the industrial lands in the region in regard to productivity and sustainability. The table below outlines how the project is consistent with the relevant planning priorities and objectives in the CCDP.

Table 3: Project consistency with Plan planning priorities

Planning priority	Strategic relevance to the project
Planning priority C1: Planning for a city supported by infrastructure	The plan aims to maximise the utility of existing infrastructure assets to support the projected growth for the region. The project is benefiting from the use of existing infrastructure assets which reduces the demand for new infrastructure. Additionally, despite the increased processing capacity planned for the site, this capacity of waste management can already be accommodated within the site and all importation/exportation of material will be utilising existing haulage routes.
Planning Priority C11: Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land	The plan aims to effectively retain and manage industrial and urban services land. The project is located within a well-established industrial precinct with considerable connectivity with core freight routes. The site's advantageous location combined with the increase in processing capacity and an additional waste stream which will result in the facility playing a greater role in waste management for the region by being more accessible and available to the relevant sectors that utilise or produce the material processed at the SDP.
Planning Priority C19: Reducing carbon emissions and managing energy, water and waste efficiently	The plan aims to encourage the re-use and recycling of waste to support the development of circular economy and thereby reducing waste going to landfill. The project is deemed to be a form of resource recovery as it is repurposing the imported waste, so a reusable by-product is available for various industries which results in a minimisation of waste going to landfill. The project supports sustainable management of waste.

2.3 Site details

2.3.1 Site location

The site is located at 7 Long Street, Smithfield NSW. The site formerly comprised two industrial properties known as 7 Long Street (Lot 22 DP 238072) and 10 Tait Street (Lot 16 DP 238072) until they were consolidated into 7 Long Street (Lot 1 DP 1273012) via DA 2020/0256.

The SDP is within the Cumberland local government area (LGA) and covers an area of approximately 0.46 hectares. The site is approximately 24.5 kilometres (km) west of the Sydney CBD and approximately 6.4 km south west of Parramatta CBD (refer to Figures 1.1 and 1.2).

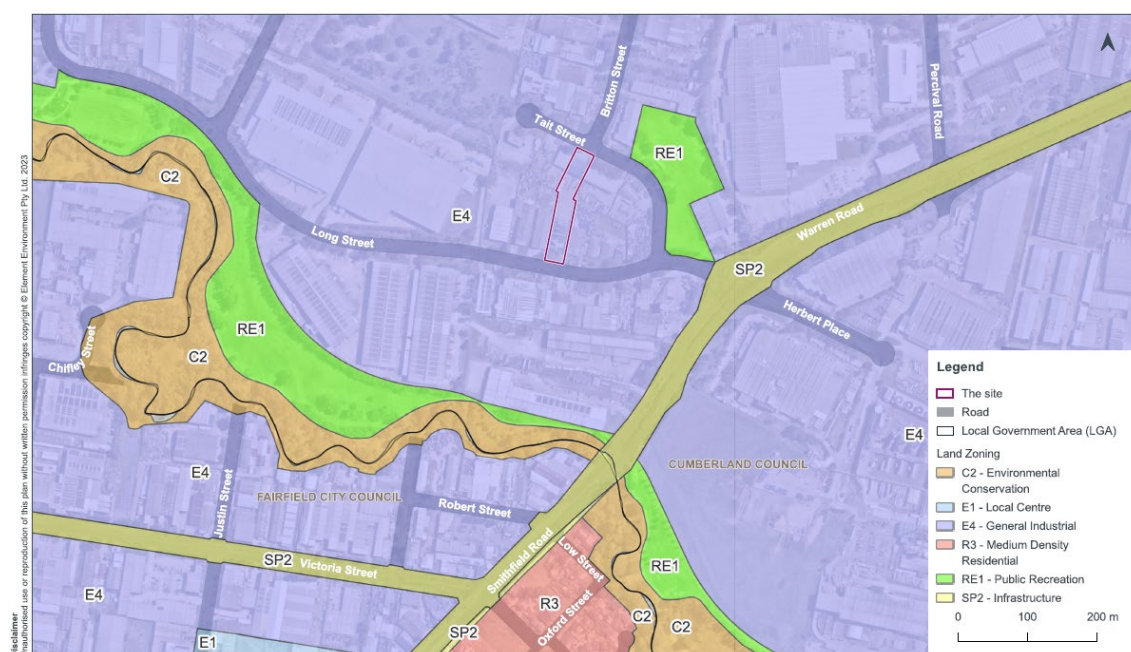
2.3.2 Land use, zoning and ownership

The site is owned and operated by Demast and is zoned as 'E4 General Industrial' under the Cumberland Local Environmental Plan 2021 (LEP).

The site is surrounded by land zoned E4. Approximately 130m to the east of the site is land zoned RE1 Public Recreation, known as Tait Street Park and approximately 245m south of the site is land zoned RE1 Public Recreation and C2 Environmental Conservation, known as Prospect Creek (refer to Figure 2.1).

In line with the land use zoning, general industrial land uses surround the site, including Smithfield Auto Spares, Jones & Rickard Group and Kwikfix Mechanical Pty Ltd. The closest residential properties are approximately 360 m south of the site on Low Street, Smithfield.

Figure 2-1: Land zoning



2.3.3 Sensitive receivers

The site is positioned close to the centre of the Smithfield industrial estate, which comprises a mix of industrial industries, including but not limited to auto wreckers, manufacturing and storage.

The closest urban centre to the site is Smithfield, approximately 360m to the south. The majority of the industrial area is segregated from the rest of the urban areas in Smithfield by Prospect

Creek and adjacent environmental conservation areas, Smithfield Road and Victoria Street. Smithfield B5 Enterprise Corridor and B2 Local Centre zones are located to the south of the site approximately 500m and 800m, respectively. These areas comprise Smithfield Square Shopping Centre and other various local shops, businesses, services and facilities that service the locality.

The closest residential properties are approximately 360m southeast of the site located in zone R3 Medium Density Residential, at Nos. 2, 4 & 6 Low Street, Smithfield.

2.3.4 Heritage

Non-Aboriginal heritage

A search of the National Heritage List, Australian Heritage Database, State Heritage Inventory and LEP did not identify the presence of any registered heritage listings within proximity to the site.

The Project Site has been previously heavily disturbed associated with original construction of the SDP and is unlikely to contain remaining items of historical heritage significance.

Aboriginal heritage

Aboriginal people have lived in and around the Cumberland LGA for many thousands of years. At the time of European settlement, the area was occupied by the Eora, Dharug First Nations peoples. The area is overseen by the Deerubbin Local Aboriginal Land Council (LALC), which remains active in the identification and management of Aboriginal heritage.

Four registered Aboriginal sites were identified within one kilometre of the site via a search of the Aboriginal Heritage Information Management System (AHIMS) on 31 January 2024. The registered sites were located south-west and west of the site, near Prospect Creek and surrounding environmental conservation reserve areas.

2.3.5 Biodiversity

The project site

Prior to construction of the SDP, vegetation was present across the Project Site. The Project Site is now void of any vegetation, except for two mature native trees at the Long Street frontage.

There are no recorded or listed threatened or endangered species at the site.

Surrounding vegetation

There is minimal presence of vegetation within proximity to the site as the area has largely been disturbed and developed for industrial purposes for a number of years. Notwithstanding, a significant portion of land to the south of the site following Prospect Creek that may comprise remnant bushland has been retained and protected and has been zoned environmental conservation land.

Prospect Creek and the adjacent conservation land has been identified in the Biodiversity Values Map as having high biodiversity value that may be sensitive to impacts from development and clearing. There is a buffer of approximately 230m between this area and the Project Site.

No targeted threatened flora species were recorded at the site.

2.3.6 Transport infrastructure

Access to the site is via Long Street and Tait Street.

The site adjoins Long Street to the south, which runs in an east-west direction and provides various connections through the industrial estate and Gipps Road (approximately 1.8km west of the site) with Warren Road (approximately 240m to the east of the site).

The site also adjoins Tait Street to the north which intersects with Long Street to connect to Warren Road to the east, and intersects with Britton Street to the north, directly opposite the subject site. Tait Street terminates in a cul-de-sac approximately 100m west of the site.

Warren Road forms part of the major arterial road between the M4 Western Motorway and M5 South-West Motorway, known as the Cumberland Highway, which spans approximately 15.3km.

The Liverpool-Parramatta Transitway runs parallel to Long Street and Tait Street approximately 480m to the north. The closest railway line is the Cumberland line with the closest train station being Fairfield Station, approximately 3km south-east of the site.

2.3.7 Hydrology, flooding and stormwater management

The Project Site is relatively flat with a gentle fall towards the north. The site is completely sealed with the existing on-site stormwater infrastructure capturing any rainwater.

Prospect Creek is the closest waterway to the subject site, approximately 230m south, which is an urban watercourse of the Georges River Catchment. Prospect Creek flows generally southeast by east, through the Cumberland, Fairfield, Liverpool and Canterbury-Bankstown local government areas, before converging with the Georges River, and spilling into Dhurawal Bay in the Chipping Norton Lakes. The catchment area of the creek is approximately 98 square kilometres and is largely urbanised with industrial land uses, residential and open space for recreation.

The site previously received a flood advice letter from Council, dated 5 August 2019, stating that a portion of the site (north-western corner) is subject to 'medium' flood risk. This level of flood risk means that surface water flow must not be impeded, and that development must allow the free movement of water.

Surface runoff across the site currently drains directly to the respective street frontages on Long Street and Tait Street. There is an emergency drainage stop valve in the event of a spillage in the yard of 7 Long Street. Surface runoff drains towards sump pits with first flush devices to ensure no contaminated water discharges from the site.

The site's stormwater infrastructure was previously upgraded during construction of the Tait Street building and associated weighbridge (MOD2022/0135). Rain which falls on the roof of the shed is collected via downpipes and transferred directly into the site's stormwater system. A first flush system is associated with the storage shed. The first flush system collects the first 10 millimetres (mm) of any rainfall event. This equates to a volume of just under 20 m³ in rainfall amounts amounting to or exceeding 10 mm. Other portions of the site not used for handling material drain to the Council stormwater network. Recycled water which is surplus to requirements is then discharged to the sewer network via the trade waste agreement with Sydney Water.

2.3.8 Geology and soils

Geology

A review of the Sydney Basin 1:500,000 Geological Map, Sydney the South Creek and Blacktown soil landscapes, confirms there is an underlain of Cainozoic Quaternary aged (Qa) gravel, sand, silt, clay, and Mesozoic Triassic aged Wianamatta Group (Rw) Sandstone and shale deposits.

Soils

The site is located on the border of the South Creek and Blacktown soil landscapes, as indicated on the NSW Planning, Industry and Environment eSpade v2 GIS tool.

The dominant soils within the South Creek soil landscape consist of “very deep layered sediments over bedrock or relict soils” while the dominant soils within the Blacktown soil landscape consist of “shallow to moderately deep (>100cm) hard setting mottled texture contrast soils, red and brown podzolic soils on crests grading to yellow podzolic soils on lower slopes and in drainage lines”.

Acid sulfate soils (ASS) generally occur in low lying areas in and around coastal swamps, estuaries, and other coastal water bodies. If these soils are disturbed or exposed to oxygen, they have the potential to oxidise over time, resulting in acidic water leaching from these soils and scalding vegetation or killing aquatic fauna. ASS can also react with concrete and steel infrastructure.

The ASS maps contained within the Cumberland LEP and the Atlas of Australian Acid Sulfate Soils database were reviewed and illustrates that there is an extremely low probability of finding potential ASS at the site or on surrounding land.

A review of the Salinity Potential in Western Sydney 2002 map indicates that there is a moderate salinity potential within the region.

2.3.9 Climate

The site is in Australia’s mild temperate climatic region, which is characterised by mild to cool winters with low humidity and hot to very hot summers with moderate humidity.

Rainfall data was obtained from Bureau of Meteorology (BoM) station 067019 (Prospect Reservoir), approximately 4.6 km north of the site. The BoM weather station shows an average annual rainfall of 879.7 millimetres (mm).

A review of historical rainfall data over 136 years indicates that rainfall is at its highest over the first three months of the year, with average rainfall ranging from 94.8 mm in January to 103.6 mm in March. The middle half of the year is typically drier, with average rainfall ranging from 57.8 mm in July to 46.3 mm in September (BoM, 2024). The autumn months have recorded an average rainfall ranging from 75.5 mm in April to 75.5 mm in June and the late spring to early summer months have recorded an average rainfall ranging from 59.9 mm in October to 75.7 mm in December.

A review of data recorded during 2023 indicated that the highest monthly mean rainfall was 130 mm, recorded in January 2023. For the 2023 period, the total rainfall of 674 mm was below the historical annual mean of 879.9 mm (BoM, 2024).

A review of the historical temperate data over 52 years was also obtained from BoM station 067019 (Prospect Reservoir) which indicates the temperature is at its highest in January. The mean maximum and minimum temperature in January are 28.5°C and 17.7°C, while the mean maximum and minimum temperature in July is 16.9°C and 6.1°C (BoM, 2024).

2.4 Hazards

2.4.1 Bushfire

The site is not mapped as bush fire prone land.

2.4.2 Hazardous substances and dangerous goods

The proposed project will not result in any new hazardous substances and dangerous goods stored on site associated with SDP operations, nor an increase to quantities stored at the site under approved operations. Refer to Table 4 below for a breakdown of the type of hazardous substances and dangerous goods stored at the site and their respective quantities.

Table 4: Hazardous substances and dangerous goods breakdown

Material	Dangerous goods classification	Storage quantity	Mode of Storage	Storage location	Estimated annual or peak weekly transportation movements
Flocculant		2000L			2 weeks
Coagulant		2000L			4-8 weeks
Sulphuric acid	8	1000L			4-8 weeks

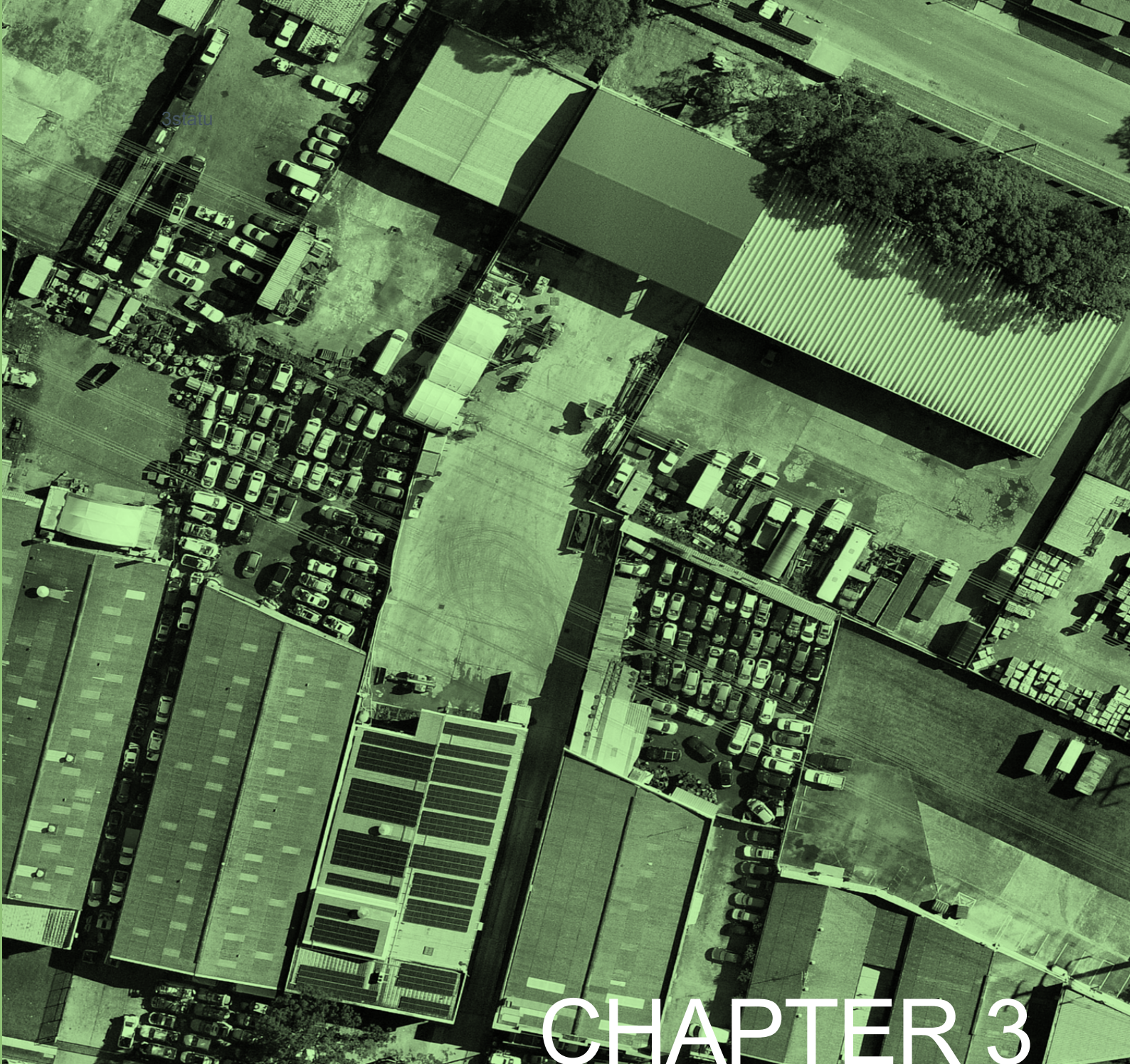
Potentially hazardous products such as fuels, oils, lubricants and grease required during operations will be stored offsite. Refuelling and vehicular maintenance and mobile equipment maintenance activities are conducted off site. Maintenance of fixed plant and equipment will be restricted to hardstand bunded areas within the site. As such, the risk of soil, surface water and groundwater contamination associated with the proposed SDP arising from spills is anticipated to be low. Plant and equipment would also be maintained to minimise the potential for leakages. The SDP has 4 appropriately sized and stocked spill response kits, 11 fire extinguishers, 2 fire hoses and 6 high powered water hoses strategically positioned on site, and within mobile vehicles, in the event of a spill.

2.4.3 Public safety

A vehicle gate is positioned at the entrance to the site. This gate is closed and locked when the site is unoccupied but left open during operating hours to permit the entry and exit of heavy and light vehicles from the site office and weighbridge.

The perimeter of the site is fenced with security fencing.

In accordance with the recent modification application MOD 2022/0135 to modify the original consent (DA 2015/529), trucks enter the site via Long Street and exit via Tait Street. As such, there is an ongoing risk of heavy vehicle interaction with members of the public and driver awareness is an ongoing topic of training at the SDP.



CHAPTER 3

PROJECT OVERVIEW

3 PROJECT OVERVIEW

3.1 Existing operations

3.1.1 Sludge Dewatering Plant

The SDP was approved in October 2016 as a designated development under the old clause 77A (now referred to as section 4.10) of the EP&A Act 1979 as it satisfied the provisions of Schedule 3 of the EP&A Regulations 2000. The SDP was also classified as regionally significant development in accordance with clause 7, Schedule 7 of State Environmental Planning Policy (State and Regional Development) 2011 and as such was approved by the former Sydney West Regional Planning Panel.

A subsequent application for a modification of the development consent was made in 2019 to alter operating hours at the SDP to a 24-hour operation. The application was approved by the Sydney West Regional Planning Panel.

Demast purchased the property to the rear of 7 Long Street (10 Tait Street) in 2020 and subsequently submitted a development application to use the 10 Tait Street lot for storage purposes associated with the SDP and to consolidate the 7 Long Street and 10 Tait Street lots (DA 2020/0256). Following consolidation of the two lots, the site is now legally referred to as Lot 1 DP 1273012.

Modification application MOD 2022/0135 was approved by Council on 9 September 2022 to alter the existing internal vehicle movement and access arrangements made under DA 2015/529, allowing for vehicles from the SDP to exit via the existing driveway onto Tait Street, along with installation of a weighbridge to weigh vehicles before they exit the facility onto Tait Street.

The SDP has consent to:

- operate under 24-hour operations,
- process a maximum of 46,720t per annum (tpa) of drill mud, and
- store up to 2,260t of processed materials (including 640t of treated drill mud).

The SDP and offices associated with the site operations are located at 7 Long Street.

In accordance with MOD 2022/0135, trucks enter the site via Long Street, are loaded with the output of the SDP and leave via Tait Street after manoeuvring within the yard of the site.

The SDP collects vacuum hydro-excavated liquid waste and reclaims it by means of de-watering and separating the liquid and solid waste. The solid fractions are further screened, washed and tested, resulting in categorised products such as recycled sand, recycled aggregate and clay fines which can be beneficially re-used again as engineering fill. Demast recycle much of the water used in their processing operations, with wastewater discharged to the Sydney Water sewer network under an Industrial Trade waste agreement with Sydney Water.

The SDP currently imports the following approximate quantities of liquid waste for the purpose of resource recovery:

- Drill mud – 31,000t.
- Stormwater – 9,000t.
- Concrete slurry – 4,000t.
- Street sweeper – 2,000t.

The processed liquid waste is stored on site temporarily before being dispatched from the site under resource recovery exemptions or disposed to a licenced waste management facility as general solid waste.

Demast currently has approval to store up to 2,260t of recovered material at the site at any one time. Waste is stored on-site in the following locations:

- Internal storage of up to 200t within existing buildings.
- Storage of up to 50t of material stored in pallets (equivalent to 25 double stacked pallets) in external areas of the site.
- Storage of up to 210t in three PVC (up to 70t per dome).
- Storage of up to 1,800t of fill material in a designated storage area within the shed at the northern end of the site.

3.1.2 Site infrastructure

The following existing ancillary infrastructure supports the operation of the SDP:

- 2 x buildings for processing and storage, Building 1 and Building 2 (refer to Figure 3.1)
- Sludge dewatering filtering presses contained within a building, along with vibrating screens, conveyors, centrifuges and pumps
- 2 x aboveground recycled water storage tanks within a bunded area inside the existing building, to store the water removed from the sludge, prior to discharge to a sewer or for use on construction sites for dust suppression
- 1 x slurry storage tank
- 1 x slurry settling tank
- 1 x sludge storage tank
- 2 x vehicle weighbridges
- 1 x wheel wash
- Stockpile areas
- Offices and car parking
- Driveway and internal vehicle access
- Lighting, signage and perimeter fencing
- Wastewater and stormwater management infrastructure.

Refer to Figure 3.1 for the existing layout of the site and location of site infrastructure. The plan is also provided at Appendix B.

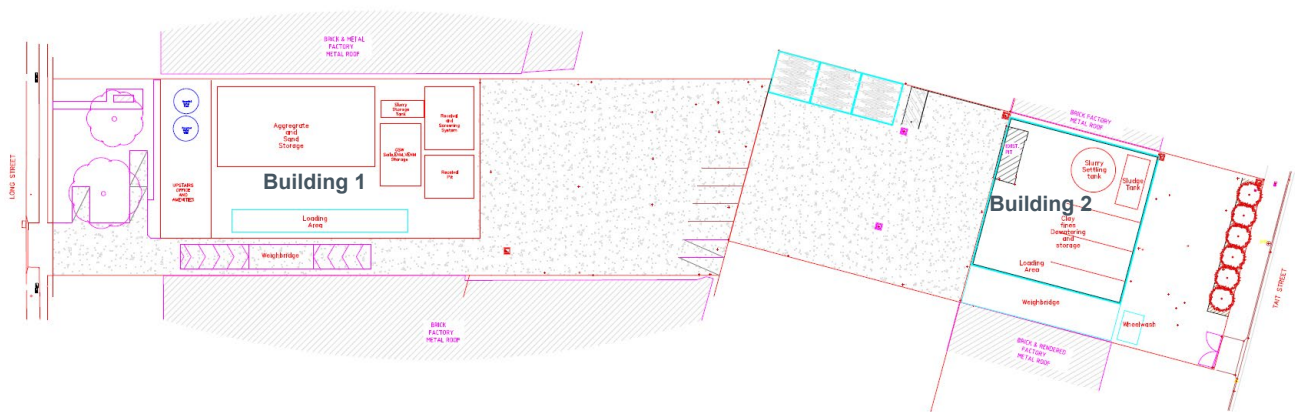


Figure 3-1 Existing site layout (Source: Demast)

3.1.3 Mobile plant and equipment

The site currently accommodates the following mobile and fixed plant equipment:

- 5t and 14t excavators
- 2 x dumpers
- 1 x front end loader/feed hopper
- 1 x telehandler
- 1 x forklift

3.1.4 Site access and product transportation

The SDP currently receives and processes up to 60 trucks daily (over 24 hours). Hourly truck traffic at the SDP peaks at eight trucks per hour, generally between 2 pm and 7 pm, with two or fewer trucks per hour for the remainder of the day. Only one light vehicle per hour currently enters or leaves the site during peak operations.

The busiest hours for the SDP are between 2pm and 6pm and the quietest hours are between 6am to 11am (likely due to the change of shifts on site from night shift to morning shift).

Materials dispatched from the site are transported along Tait Street and beyond.

3.1.5 Liquid waste

Sludge / slurry is a mixture of clean water and excavated material from a building site. It is produced primarily using non-destructive excavation techniques.

Non-destructive digging is a safe solution to avoid hitting or breaking existing services underground, such as, gas lines, power cables, water pipes, etc. This method is also used in hard to access areas. This technology uses high pressure water to dig holes whilst a specialised nozzle vacuums the spoil into a holding tank. This method of excavating is fast becoming the preferred method of excavating for authorities, such as councils, to avoid damaging services. Given the liquid nature of the waste material it can be difficult and expensive to manage.

3.1.6 Site operations – liquid waste processing

Receival of waste to the site

The following provides a breakdown of the existing process for receiving waste at the site:

1. The liquid waste is transported to the Demast site using a vacuum truck or mud bin.
2. The truck enters the site via the Long Street entrance, is weighed at the weighbridge adjacent to Building 1 before unloading.
3. Trucks then proceed into the site and reverse towards the receival pit in Building 1 and unload any material.
4. The empty truck then washed and exits the site via Tait Street.

Movement of recovered materials and water within the site

The following provides a breakdown of the existing liquid processing operations at the site:

Building 1

1. Once the material is unloaded from the trucks at the receival pit, the material is processed through the adjacent receival and screening system which includes a feed hopper, vibrating screens and conveyor belt to separate any aggregates and organics from the material.
2. Aggregates and organics larger than 6mm are then separated and moved by a conveyor belt into an aggregate washer.
3. After the aggregate washer, the separated particles are then divided into different aggregate stockpiles based on particle size (i.e. 6-10mm, 10-20mm, 20-60mm and 60mm plus) via a conveyor belt.
4. The remaining water and finer aggregates (less than 6mm in size) are then pushed down through a screen using the dewatering process and out into a sump. This is then pumped onto an additional screen that splits the sand from the water and clay fines.
5. The water and clay fines (slurry) are then transferred to the slurry tank.

Building 2

6. All slurry contained in the storage unit is then pumped to the settling tank in Building 2 where flocculant is added. By adding the flocculant, the clay fines settle to the bottom.
7. Once the slurry is processed in the settling tank, it is then pumped to the sludge storage.
8. Following the sludge storage, the slurry is moved to the sludge management unit which dewateres the slurry produce a clay product.
9. Excess water from the settling tank and clay fines processing, is pumped to the recycling water tanks in Building 1 to be re-used on site, with any excess water being discharged to sewer.

Dispatch of recovered materials from the site

The following provides a breakdown of the existing dispatch process for the recovered materials at the site:

1. Recovered materials are stored in Buildings 1 and 2 and in covered storage areas within the site.
2. Trucks collect the materials from the relevant storage areas.
3. Trucks are then weighed on the weighbridge and proceed through to the wheel wash before exiting the site onto Tait Street.

Liquid waste process flow diagram

Figure 3.2 provides an outline of how liquid waste is processed at the site and cross the two buildings.

Figure 0
Process flow diagram - Demast Smithfield

Sludge Dewatering Plant Upgrade
ENVIRONMENTAL IMPACT STATEMENT

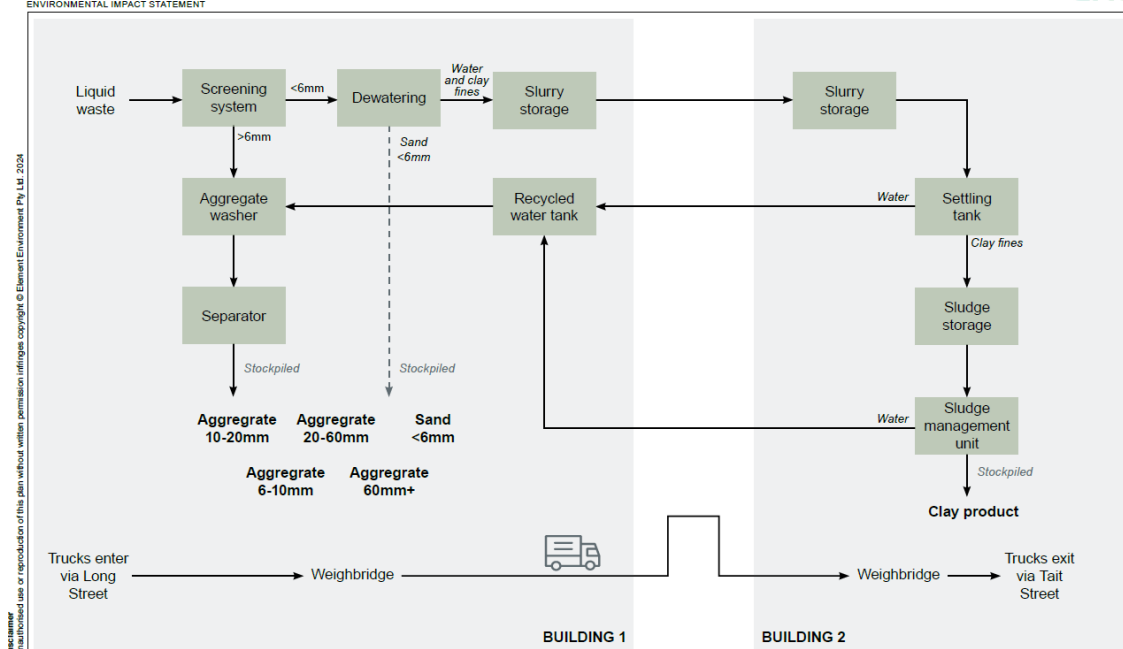


Figure 3-2: Process flow diagram – liquid waste processing

3.1.7 Employment

Demast employ eight shift workers and 12 full time staff at the existing SDP. The increase in processing up to 300,000 tpa will not require any additional staff, however additional hours may be required for various staff members, subject to their respective shift. The current hours and allocation of staff per shift are:

- Morning shift – 6am – 2pm (2 processing staff)
- Evening shift – 2pm -10pm (2 processing staff)
- Night shift – 10pm – 6am (2 processing staff)
- Day shift – 7am – 5pm there will be 2 fitters, 1 welder, 2 truck drivers and 3 office staff
- Day shift – 7am – 1pm there will be skeleton staff of 2 processing operators and 2-3 maintenance staff.
- Weekend shift – 7am to 5pm on Saturdays.

3.1.8 Operating hours

The SDP operates 24 hours per day, seven days a week. The following is a breakdown of the operating hours for each function of the plant (ie. importation, exportation and waste processing):

- Importation – 24 hours a day, seven days a week
- Exportation – 7am – 3pm, Monday to Friday
- Waste processing – 6am – 10pm, Monday to Friday and 7am – 5pm, Saturday.

3.1.9 Utilities and services

The following section sets out the availability of existing services and utilities at the site.

Electricity

The site is connected to mains electricity, which is distributed via a kiosk substation and network of underground electrical cables to power the site office, weighbridge, processing plant, workshop and lighting.

Solar panels on the roof of the office/processing building at the southern end of the site supplement power supply.

Water

The site is connected to Sydney Water water network.

Wastewater

The site is connected to the Sydney Water sewer network. Demast has approval to discharge 300kL of industrial trade wastewater per day or 8L/second into the sewer system [Ref: Consent No. 37990]. Demast will apply to increase the daily amount to be discharged to 420kL per day, to accommodate the proposed increased processing capacity of the site. Demast has commenced consultation with Sydney Water regarding the proposed increase.

3.2 Project description

Demast propose to increase the approved processing limit of the SDP to 300,000 tpa and introduce additional wastes for processing at the site, including groundwater and general solid waste (non-putrescible), including soils, VENM and ENM.

Specifically, Demast propose to:

- Process up to 300,000 tpa, including approximately 200,000 tpa sludge and groundwater, approximately 100,000 tpa GSW soils, VENM and ENM, and
- Accommodate additional turning space for vehicles up to 20 metres long.

Demast will continue to have capacity to store up to 2,260t of recovered material (including 640t of treated drill mud) at any one time. No additional storage of recovered materials is proposed as part of this SSD.

No changes are proposed to the following matters already approved under DA 2015/529:

- Operating methodology or site infrastructure.
- Plant and equipment.
- Building and infrastructure footprints.
- Vehicle parking.
- Employment.
- Land ownership.
- Landscaping.

3.2.1 Increased importation and storage of liquid waste

The proposal involves the importation of approximately 200,000 tpa of sludge and groundwater for processing at the site.

There is no proposed change to storage volumes of recovered materials as a result of increased importation and processing of liquid waste, including sludge and groundwater through the existing plant. No additional water will be stored on site.

3.2.2 Addition of general solid waste (non-putrescible) stream

The proposal involves expanding the waste streams to include general solid waste (non-putrescible), including GSW soils, VENM and ENM. The maximum volume to be imported and processed will be approximately 100,000 tpa. The GSW soils will be processed using the existing SDP and will follow the same process as mentioned above in Section 3.1.6.

Recovered material from the processing of the soils will be stored within the existing covered, bunded storage areas at the site. There is no proposed change to storage volumes of recovered materials as a result of the processing of GSW soils, VENM and ENM.

3.2.3 Larger vehicles to be accommodated on site

The proposal is seeking to upgrade the vehicle crossovers and provide additional turning space within the site to accommodate larger vehicles up to 20m long to support the increased importation and exportation of material to and from the site. A swept path analysis and the relevant drawings will accompany the EIS demonstrating compliance with the relevant Australian standards and that the site has sufficient space for the vehicles to comfortably enter and exit the site, as needed.

3.2.4 Transport

The proposal will transport additional waste products along Tait Street / Long Street and beyond via the same transportation routes as existing operations as described in section 3.1.3.

With the increase in volumes of liquid waste to be processed, the following truck movements over a 24 hour period, seven days a week are anticipated (assuming the processing of approximately 850t per day of waste).

Table 5: Anticipated truck movements

Operation	Truck movements	Other details
Importation	115 trucks per weekday 30 trucks on a Saturday 5 trucks on a Sunday	All trucks importing waste will be leaving empty.
Exportation/dispatch	10 trucks per weekday 3 trucks on a Saturday 1 truck on a Sunday	Sundays may potentially have truck movements.
Service and maintenance	2 service trucks per week max	

The future traffic generation of the proposed project, together with existing traffic volumes on the road network, and other future growth and development may contribute to potential impacts on the condition of the existing road network to accommodate heavy vehicles generated by the proposed project. As such, a traffic impact assessment (TIA) would be carried out to determine any potential impact to the capacity and safety of the surrounding road network associated with the proposal.

The TIA will involve:

- Review of the development consent and prior traffic assessments to determine current approval limits.

- Examination of the road network near the site and the roads that form the transport routes including principal intersections.
- Identification of the traffic generated by the existing operations compared to those proposed by the project, to reach a total forecast traffic generation associated with the proposed project.
- A quantitative traffic assessment, that compares the proposed increase in heavy vehicle movements associated with the proposed project against the background traffic volumes and demonstrates why the proposed project will not have an impact on the capacity or safety of the local road network.
- A swept path analysis that demonstrates the manoeuvrability of trucks entering and exiting the site, including turning and manoeuvring within the site.
- A review of the proposed vehicle crossover upgrades to ensure compliance with the relevant design standards.

3.2.5 Hours of operation

The project will continue to operate in accordance with the existing hours of operation as outlined in section 3.1.6, with the exception of an extension of hours for exportation to 7am – 6pm, Monday to Friday which is an additional 3 hours per weekday. Notwithstanding, the SDP has the approval to operate 24/7 and therefore this extension of hours for the exportation function of the SDP alone does not impact the overall approved hours of operation.

3.2.6 Employment

The project will continue to provide employment for eight shift workers and 12 full time staff.



CHAPTER 4

STATUTORY CONTEXT

4 STATUTORY CONTEXT

This section identifies the relevant State and Commonwealth environment and planning legislation and discusses the relevant planning approval process applicable to the project.

4.1 Commonwealth legislation

4.1.1 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the primary environmental legislation at the Federal level. The EPBC Act is administered by the Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW), and provides a legal framework to protect and manage national and international important flora, fauna, ecological communities and heritage places, defined under the EPBC Act as matters of national environmental significance (MNES). The EPBC Act also confers jurisdiction over actions that have a significant impact on the environment where the actions affect, or are taken on, Commonwealth land.

An action that has, will have or is likely to have a significant impact on a MNES or Commonwealth land may not be undertaken without prior approval from the Commonwealth Minister, as provided under Part 9 of the EPBC Act.

The protected matters search tool (PMST) is managed by DCCEEW and is used to identify MNES within the proximity of a project. A search was undertaken in January 2024, with the results in Table 6. This data, combined with local knowledge and records and further technical studies where relevant, will be used to assess whether the project will have, or is likely to have, a significant impact upon a MNES or on Commonwealth land.

Table 6: MNES considered in the EPBC Act

MNES	Commentary
World heritage properties	There are no world heritage properties in the vicinity of the project.
National heritage places	There are no national heritage places in the vicinity of the project.
Wetlands of international importance (listed under the Ramsar Convention)	There are no wetlands of international importance in the vicinity of the project.
Listed threatened species and ecological communities	There are no recorded threatened species and ecological communities in the vicinity of the project.
Migratory species protected under international agreements	There are no migratory species in the vicinity of the project.
Commonwealth marine area	There are no Commonwealth marine areas in the vicinity of the project.
The Great Barrier Reef Marine Park	The Great Barrier Reef Marine Park is not in the vicinity of the project.
Nuclear actions (including uranium)	There are no nuclear actions within the vicinity of the project.
A water resource, in relation to coal seam gas development and large coal mining development	This is not applicable to the project.

The project is not on Commonwealth land.

4.1.2 Native Title Act 1993

The *Native Title Act 1993* recognises that Aboriginal people have rights and interests to land and waters which derive from their traditional laws and customs. Native title may be recognised in places where Indigenous people continue to follow their traditional laws and customs and have maintained a link with their traditional country. It can be negotiated through a Native Title Claim, an Indigenous Land Use Agreement or future act agreements.

The National Native Title Register, Register of Native Title Claims, and Register of Indigenous Land Use Agreements were searched in January 2024 for reported native title claimants in the LGA. There are no results for declared native title in the LGA.

4.1.3 National Greenhouse and Energy Reporting Act 2007

The *National Greenhouse and Energy Reporting Act 2007* (NGER Act) provides a single national framework for the reporting and dissemination of information about the greenhouse gas emissions, greenhouse gas projects, and energy use and production of corporations. It makes registration and reporting mandatory for corporations whose energy production, energy use or greenhouse gas emissions meet specified thresholds.

Reporting requirements will be detailed in the EIS.

4.2 New South Wales State legislation

4.2.1 Environmental Planning and Assessment Act 1979

The EP&A Act provides the statutory framework for planning approval and environmental assessment in NSW. Implementation of the EP&A Act is the responsibility of the Minister for Planning, statutory authorities and local councils. It contains three parts that impose requirements for planning approval.

Part 4 of the EP&A Act provides for control of 'development' that requires development consent from the relevant consent authority.

Planning pathway

Part 4, Division 4.7 of the EP&A Act relates to the assessment of development deemed to be significant to the State (i.e. SSD). Under Section 4.36(2) of the EP&A Act a development is SSD if it is declared by a state environmental planning policy (SEPP). The relevant SEPP to the project is the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP).

In relation to SSD, Part 2.2 section 2.6 of the Planning Systems SEPP states the following:

2.6 Declaration of State significant development: section 4.36

(1) Development is declared to be State significant development for the purposes of the Act if—

(a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and

(b) the development is specified in Schedule 1 or 2.

Clause 23(3) of Schedule 1 of the Planning Systems SEPP declares the following development to be SSD:

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

The project will involve the processing of up to 300,000 tpa of liquid waste and general solid waste (non-putrescible) and, therefore, the project is SSD and Division 4.7 of Part 4 of the EP&A Act is the appropriate assessment pathway.

Under Section 4.36 of the EP&A Act, the Minister for Planning is the consent authority for SSD.

A development application (DA) for SSD must be accompanied by an EIS in accordance with Section 4.12(8) of the EP&A Act and the EIS must be prepared in accordance with the EP&A Regulation. Before preparing an EIS, an applicant must request the SEARs, which specify the issues to be addressed in the EIS.

4.2.2 Other NSW legislation

In addition to the requirements under Part 4 of the EP&A Act, the project will require additional approvals, licences and/or authorisation under various other pieces of NSW legislation. Table 7 below summarises the key pieces of NSW legislation, potentially relevant to the project.

Table 7: Summary of NSW legislation

Legislation	Overview
<i>NSW Protection of the Environment Operations Act 1997</i> (POEO Act)	The Act aims to protect, restore and enhance the quality of the environment in the context of ecologically sustainable development and to reduce risks to human health and prevent degradation of the environment. Section 48 of the Act outlines that an environment protection licence (EPL) (separate approval) is required for any scheduled activities to be undertaken at a premise at which Schedule 1 of the Act indicates that a licence is required. Environment Protection Licence (EPL) 20875 applies to existing operations at the SDP. The current EPL authorises waste processing (non-thermal treatment) of liquid waste. As soils, VENM and ENM are GSW, a variation to the EPL is likely required. The need for a new licence or variation to the existing EPL as a result of the project would be discussed with the EPA during consultation for the EIS.
Environmental Planning and Assessment Regulation 2021 (EP&A Regs)	Part 3 of the EP&A Regs provides greater detail than provided in the EP&A Act about the processing of development applications under Part 4 of the EP&A Act. SSD has special public notification requirements which are spelt out in the EP&A Regs. The EP&A Regs generally provide the operational framework consistent with requirements stated in the EP&A Act in respect of the making and assessment of development applications including SSD applications. Division 5 (clauses 189-196) of the EP&A Regs define general provisions of environmental impact statement requirements prepared under Section 4.12 (8), 5.7(1) and 5.16(2) of the Act.
<i>NSW Crown Lands Act 1989</i>	The <i>Crown Lands Act 1989</i> provides for the administration and management of Crown land in the eastern and central divisions of NSW. Crown land may not be occupied, used, sold, leased, dedicated, reserved, or otherwise dealt with unless authorised by this Act or the Crown Land (Continued Tenured) Act 1989. The project would not directly impact or require access across Crown land.
<i>NSW Water Management Act 2000</i> (WM Act)	The WM Act is intended to ensure that water resources are conserved and properly managed for sustainable use benefitting both present and future generations. Water sharing plans prepared in accordance with the WM Act include rules for protecting the environment and administering water licencing and trading. Water sharing plans (WSP) have commenced for most of NSW. Licensing of monitoring bores continues under the <i>Water Act 1912</i> until a regulation for aquifer interference gives a mechanism to approve these activities. Licensing

	of reinjection into groundwater systems is also still currently managed under the <i>Water Act 1912</i>. Under Section 4.41 of the EP&A Act, SSD does not require a water use approval under Section 89, a water management work approval under Section 90, or an activity approval (other than an aquifer interference approval) under Section 91 of the WM Act.
<i>NSW National Parks and Wildlife Act 1974</i> (NPW Act)	The NPW Act contains provisions for the protection and management of national parks, historic sites, nature reserves and Aboriginal heritage. The Environment and Heritage division of Department of Climate Change, Energy, the Environment and Water (DCCEE) administers the NPW Act. The NPW Act provides statutory protection for Aboriginal objects by making it illegal to move, damage, deface or destroy a relic without written permission from the DCCEE. Under Section 4.41 of the EP&A Act, SSD does not require an Aboriginal Heritage Impact Permit under Section 90 of the NPW Act.
<i>NSW Biodiversity Conservation Act 2016</i> (BC Act)	The BC Act provides protection for threatened plants and animals native to NSW (excluding fish and marine vegetation) and integrates the conservation of threatened species into development control processes under the EP&A Act. The proposal does not involve the clearing of vegetation or activities that would impact on threatened plants or animals.
<i>NSW Heritage Act 1977</i>	Historical archaeological relics, buildings, structures, archaeological deposits and features are protected under the <i>Heritage Act 1977</i>. There are no listed heritage items located within approximately 500 m of the Project Site.
<i>NSW Roads Act 1993</i>	Section 138 of the <i>Roads Act 1993</i> requires consent to be obtained prior to disturbing or undertaking work in, on or over a public road. Minor vehicle crossover upgrades to enter and exit the site are likely to be required to accommodate the project. The relevant approvals will be obtained prior to construction.
<i>NSW Contaminated Lands Management Act 1997</i> (CLM Act)	This Act establishes a process for investigating, and where required remediating contaminated lands, that pose a risk to human health and the environment. A search of the EPA's Contaminated Land Record and List of Contaminated Sites notified to the EPA was undertaken in January 2024 for the suburb of Smithfield. A Caltex petrol station at 16-18 Tait Street, Smithfield which is approximately 50 m west of the project site, is identified as a contaminated site. Regulation under the CLM Act is not required. The proposal may require minimal earthworks for the vehicle crossover upgrades, however is unlikely to interact with the contaminated land identified above or potentially contaminated soils. There is no known or previously recorded contamination on the site and no duty to report identified contamination to the EPA under Section 60(3) of the CLM Act. If there is any potential to interact with the above contaminated land or if any unidentified contaminated land on site is identified during operation of the proposal, appropriate remediation measures will be applied. The project is unlikely to result in contaminating activities.
<i>NSW Waste Avoidance and Resource Recovery Act 2001</i> (WARR Act)	The purpose of the WARR Act is to encourage the most efficient use of resources and to reduce environmental harm in accordance with the principles of ecological sustainable development. The WARR Act provides for the making of policies and strategies to achieve these ends. The WARR Act promotes a hierarchy of avoidance of unnecessary resource consumption; resource recovery (including reuse, reprocessing, recycling and energy recovery), and disposal (as a last resort). The EIS would examine

4.3 Environmental planning instruments

Environmental planning instruments (EPIs) such as State environmental planning policies (SEPPs) and local environmental plans (LEPs) are legal documents that regulate land use and establish requirements for development consent in NSW.

4.3.1 State environmental planning policies

State environmental planning policies deal with issues significant to the State and people of NSW. They are made by the Governor on the recommendation of the Minister for Planning and may be exhibited in draft form for public comment before being gazetted as a legal document.

The SEPPs relevant to the project are summarised in Table 8.

Table 8: SEPPs relevant to the project

SEPP	Overview
SEPP (Planning Systems) 2021 (Planning SEPP)	The Planning Systems SEPP provides detail as to the categories of projects that will be State significant development (SSD), State significant infrastructure (SSI) and those projects declared to be critical State significant infrastructure. Under clause 2.13(1) of the Planning SEPP, development is declared SSI if: - the development on the land concerned is, by the operation of a State environmental planning policy, permissible without development consent under Part 4 of the Act; and - the development is specified in Schedule 3. As the proposal requires development consent under Part 4 and is not of a type specified in Schedule 3, it is not SSI. Under clause 2.6(1) of the Planning SEPP, development is declared SSD if: - the development on the land concerned is, by the operation of a State environmental planning policy, not permissible without development consent under Part 4 of the Act; and - the development is specified in Schedule 1 or 2. Clause 23 of Schedule 1 of the Planning SEPP relates to waste and resource management facilities and states if resource recovery or recycling facilities process more than 100,000t of waste per annum, the development is declared SSD and approval would be required under Division 4.7 of the EP&A Act. As Demast propose to process up to 300,000 tpa of liquid waste and general solid waste (non-putrescible), the proposal is SSD. Under clause 2.19(1) of the Planning SEPP, development is declared regionally significant development if the development is specified in Schedule 6, however is not declared to be any of the following: - complying development - development for which development consent is not required, - development that is State significant development, - development for which a person or body other than a council is the consent authority, - development within the area of the City of Sydney.

SEPP	Overview
	As the proposal is declared SSD under clause 23 of Schedule 1 of the Planning SEPP, the proposal is not declared to be regionally significant development. As the proposal will constitute SSD, in accordance with section 4.5 of the EP&A Act, 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) will assess and determine the DA.
SEPP (Resilience and Hazards) 2021 (Hazards SEPP)	Hazardous and offensive development Chapter 3 of the Hazards SEPP requires the consent authority to consider whether a development proposal is a potentially hazardous industry or a potentially offensive industry. Whether the Hazards SEPP applies to the proposal will be determined by applying the screening process specified in SEPP 33 – Hazardous and Offensive Development Application Guidelines (NSW Department of Planning, 2011). Remediation of land Chapter 4 of the Hazards SEPP aims to provide a state-wide planning approach to the remediation of contaminated land and to reduce the risk of harm to human health and the environment by consideration of contaminated land as part of the planning process. Under section 4.6, a consent authority must not consent to the carrying out of development on land unless it has considered potential contamination issues. The proposal will not introduce new or additional quantities of hazardous substances stored at the SDP and is not considered to be classified as hazardous or offensive industry. As such, the preparation of a preliminary hazard analysis (PHA) report is not required. Under Chapter 4 a consent authority must not consent to the carrying out of development on land unless it has considered potential contamination issues. A search of the EPA's Contaminated Land Record and List of Contaminated Sites notified to the EPA was undertaken in January 2024 for the suburb of Smithfield. A Caltex petrol station at 16-18 Tait Street, Smithfield which is approximately 50 m west of the project site, is identified as a contaminated site. Regulation under the CLM Act is not required for this site. The proposal may require minimal earthworks for the vehicle crossover upgrades, however is unlikely to interact with the contaminated land identified above or potentially contaminated soils. There is no known or previously recorded contamination on the site and no duty to report identified contamination to the EPA under Section 60(3) of the CLM Act. If there is any potential to interact with the above contaminated land or if any unidentified contaminated land on site is identified during operation of the proposal, the requirements of Chapter 4 will be complied with.
SEPP (Biodiversity and Conservation) 2021 (BC SEPP)	Chapter 6 of the State Environmental Planning Policy (Biodiversity and Conservation) 2021 aims to make local environmental planning provisions for land in certain catchments, including the Georges River catchment. Division 2 of Part 6.2 provides controls for development within regulated catchment areas which must be considered by a consent authority when determining a development application. With regard to these controls, the proposed project will not result in alteration to the existing approved development with the exception of an increased processing capacity of the SDP and minor upgrades to the existing vehicle crossovers. Despite an increase in throughput capacity of the SDP, there are no required alterations to water usage. Demast have commenced discussions with Sydney Water regarding an increase to the sites wastewater disposal limits. The existing stormwater management for the site is being assessed by Southeast Engineering and Environmental (SEE) to understand the current operating capacity and what water management upgrades may be required

to meet Council's and EPA's requirements. SEE will undertake the following over 3 stages.

Stage 1 – Existing systems and information gathering:

- Undertake a site visit to review the existing stormwater management system on site, including understanding the system capacities and the water movement around the site;
- Provide advice on stormwater quality monitoring (location, parameters and timing) to be undertaken as soon as possible;
- Identify potential cross contamination risks with process water;
- Model the existing system to determine behaviour for a range of design rainfall events (5yr – 100yr ARI) taking into consideration existing systems; and
- Model existing stormwater quality expected from the site (MUSIC or other), taking into consideration existing treatment systems and if possible, calibrate with water quality data.

Stage 2 – Water management upgrades

- Provide a conceptual design of an upgraded stormwater management system (system components, size and location) – no engineering design;
- Model the upgraded system to determine behaviour for a range of design rainfall events (5yr – 100yr ARI) taking into consideration existing systems; and
- Model upgraded stormwater quality expected from the site (MUSIC or other), taking into consideration existing treatment systems and potential modifications.
- Provide advice on the future wastewater management system including capacity and treatment requirements and potential loads generated at the site; and
- Provide a future water balance that outlines generated water volumes as well as pollutant characteristics. This information will be necessary to determine how the proposed increases to wastewater volumes are managed. This information will be used to demonstrate feasibility.

Stage 3 – Surface Water Assessment

- Document the environmental and legislative context for the site and proposal relating to water management;
- Outline the existing water management system and the upgrades necessary to meet water management requirements for the site; and
- Provide a Surface Water Assessment Report as part of the EIS.

With the above considered, there is unlikely to be any compromise to downstream tributaries of the Georges River nor any change to flooding behaviour at the property or on adjoining property.

Division 4 specifies planning controls relevant to certain developments, including a waste or resource management facilities. With regard to the waste management facility controls, the proposed project will not result in alteration to the existing approved development with the exception of an increased processing capacity of the SDP and minor upgrades to the existing vehicle crossovers. Despite an increase in throughput capacity of the SDP, there are no required alterations to water usage or wastewater disposal infrastructure. Notwithstanding, the existing stormwater management for the site will be further assessed by SEE as part of the EIS to understand if upgrades to the system are required. Demast has commenced consultation with Sydney Water regarding a variation to its current waste trade agreement to increase water discharge volume to the sewer, to accommodate the proposed increase to processing throughput.

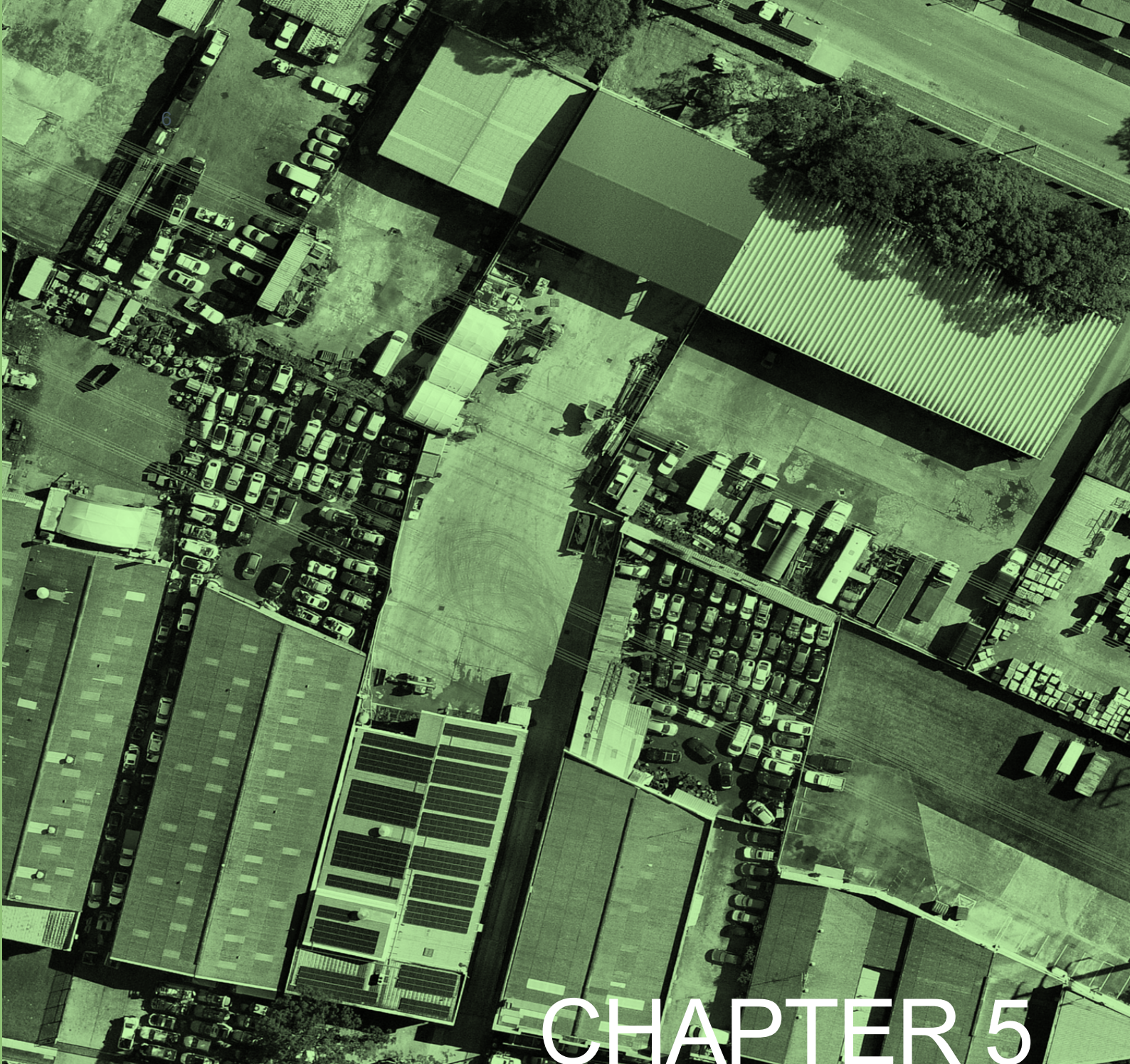
SEPP (Transport and Infrastructure) 2021 (Infrastructure SEPP)

The Infrastructure SEPP provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process. The Infrastructure SEPP facilitates the development of State

SEPP	Overview
	infrastructure, including telecommunication facilities, sewerage works and stormwater management, and specifies when development consent is (and is not required) for such development when carried out in certain zones. Under the Infrastructure SEPP, the consenting authority is required to give written notice of development applications to Transport for New South Wales (TfNSW) for certain developments listed in Schedule 3 and consider any representations made by TfNSW. The project triggers traffic generating development under Schedule 3 of the Infrastructure SEPP as the purpose of the development is for a waste management facility that has access to a local road and connection to a classified road. TfNSW will be consulted by the Department during the formation of the SEARs and further consulted by Demast during the preparation of the EIS.

4.3.2 Local environmental plan

The project is within the Cumberland LGA. The project will be carried on land zoned 'E4 General Industrial' under the Cumberland Local Environmental Plan 2021. The proposed project, which expands the currently approved industrial use of the subject site with minimal environmental and community impact, is consistent with the objectives of the Cumberland LEP and permissible within the E4 zone.



CHAPTER 5

ENGAGEMENT

5 ENGAGEMENT

5.1 Scoping phase engagement

A pre-development meeting has not been undertaken with Cumberland City Council for the SSD project. However, Council are familiar with the SDP operations as the site has been subject of recent development applications. Additionally, as the project largely relates to increasing the processing capacity of the SDP with no substantial construction works required, a pre-development meeting was not considered necessary at this stage.

Element contacted the EPA on 26 September 2023, to inform them of the proposal and seek preliminary comments. Representatives from Element, Demast and EPA met on 27 October 2023, and EPA advised the following:

- Enclosed facilities are recommended for the processing and storage of waste, to limit impacts from the development.
- Management of dust and sediment tracking is to be further investigated. With the increase in truck numbers and traffic to and from and within the site, the current management of dust suppression and sediment tracking may not be sufficient.
- Ensure the appropriate Trade Waste agreement is in place with Sydney Water.

The project is supported by a Social Impact Assessment Scoping Report which details the scoping phase engagement and methodology, the legislative and social policy context, the local and regional context for identifying the existing social baseline and a preliminary social impact assessment. Further detail can be found in Appendix C.

To scope the project the following engagement and research methods were implemented:

- an internal workshop to review the project description and potential social issues, and to develop the social locality
- distribution of a project introduction letter to businesses and residences surrounding the proposed site (1000 in total) in September 2023. The letter provided a project description, details about the SIA, a feedback invitation, and project team contact details
- a review of comments on the Demast Facebook site and the complaints register for the existing SDP
- an internet search for news articles about the existing SDP
- a literature review focussing on nearby projects with potential for cumulative impacts.

5.2 Proposed EIS engagement

The following engagement will be implemented during the EIS:

- Project notifications and door knocking – a notification will be hand delivered to neighbouring industrial and commercial properties along Long Street and Tait Street. It will provide a project overview, details about the EIS preparation and contact details of the project representative. The notification will invite enquires and feedback which will be addressed by the Demast project team. Any concerns/issues raised by neighbouring property owners/tenants will be recorded and considered in the EIS.
- Consultation with agencies –
 - Consulting with relevant agencies to seek clarity on their input to the SEARs and the scope of technical assessments being prepared to inform the EIS, if required.
 - Consulting with relevant agencies if required on completion of the technical assessments to obtain their input into any site-specific controls/management measures required to mitigate any predicted potential impacts.

Any engagement requirements not referenced above but outlined in the SEARs will be adopted.

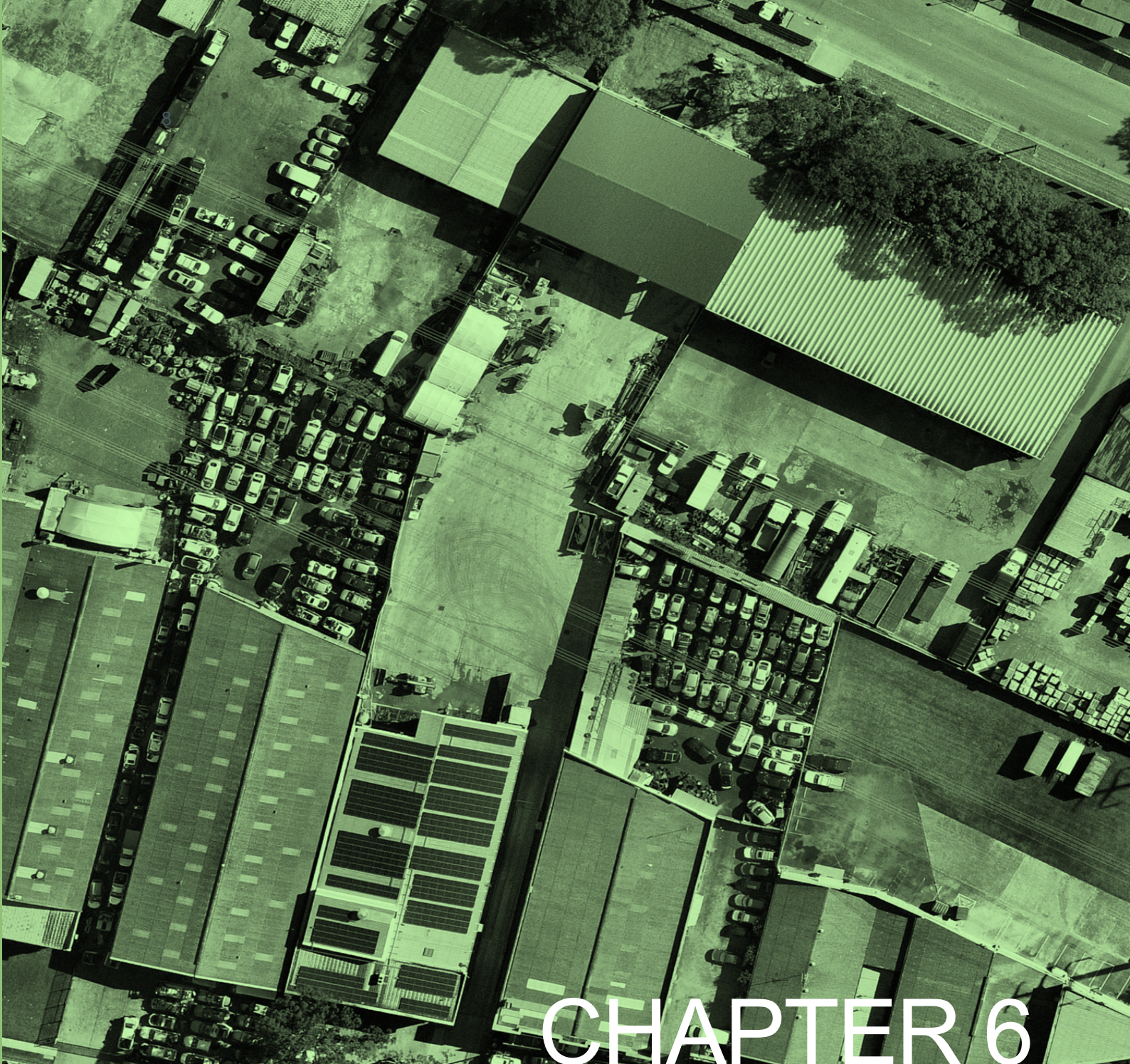
5.3 Future project stages and opportunities for engagement

The project is in the scoping stage. The next stage will be finalising the design and planning of the project and EIS preparation. The following stage represents the next opportunity for engagement after the engagement outlined in section 5.2 is undertaken. Feedback received during this stage will be considered and reported in the EIS.

The EIS will be publicly exhibited and government agencies and the public will have an opportunity to review the EIS and prepare submissions.

The final stage may involve a response to submissions received during the exhibition of the EIS. Any public and agency submissions received on the EIS will be forwarded on to Demast by the Department, with proponent responses to be documented in a report. Demast will engage with agencies during this stage if clarifications or negotiation on proposed changes are required.

The response to submissions report will be submitted to the Department, which will present an opportunity for Demast to consult further with the Department regarding the final project design, impacts and conditions of consent.



CHAPTER 6

PROPOSED ASSESSMENT OF
IMPACTS

6 PROPOSED ASSESSMENT OF IMPACTS

This chapter describes how the level of assessment is determined for environmental matters, and why certain matters are not proposed to be assessed in further detail (these matters will still be acknowledged in the EIS with an explanation of why they were not assessed in detail).

6.1 Detailed assessment matters

The following key matters require detailed assessment for the EIS. Assessment reports will be prepared for these key matters, which will be appended to, and summarised in the EIS.

6.1.1 Access

Traffic and parking

The project will import additional liquid waste and general solid waste (non-putrescible), and transport additional by-product along Long Street, Tait Street and beyond via the same transportation routes as existing operations.

Traffic and transport impacts will be assessed by SCT Consulting in accordance with RMS's (2002) Guide to Traffic Generating Development addressing the key heads of consideration for traffic generation and impacts, transport issues, road safety, parking and internal circulation.

The assessment will involve:

- Examination of the road network near the site and the roads that form the transport routes including principal intersections.
- Traffic volume counts as well as intersection counts as required to establish baseline traffic conditions.
- Assessment of the existing road network comprising road widths, intersection treatments, compliance with current standards, existing traffic volumes and vehicle classifications, road safety and identified deficiencies.
- Assessment of the traffic and transport impacts of construction and operation of the project including physical condition of the roads, road safety issues, the impact of the project on the road network, potential cumulative impacts associated with any other approved projects in the area, and recommendations on any road upgrades required.

6.1.2 Atmospheric emissions

Particulate matter and gases

The SDP is located within an existing industrial area and is well away from the nearest residential receptors. The main influences of ambient air quality in the area include commercial and industrial land uses, and local anthropogenic activities such as wood heaters. Road traffic emissions attributed to heavy vehicles travelling along the nearby Cumberland Highway and local streets are also a potential source of air emissions.

As the project seeks to increase processing volumes of liquid waste and add general solid waste (non-putrescible), which will involve additional truck movements associated with increased importation and dispatch, there is the potential to increase dust emissions from the site and exposure of sensitive receivers to dust. Other potential pollutants include products of fuel combustion from on-site vehicles and mobile/fixed equipment contributing to atmospheric emissions. The proposal is unlikely to significantly increase ambient concentrations of these pollutants given the nature of

processing methodology and small quantity of emissions generated by the SDP operations, including on-site movement of vehicles and handling/stockpiling of materials.

The movement of vehicles at the site will generate air emissions from the exhaust and wheel generated dust when travelling on roads. However, vehicles will travel on paved surfaces and are generally expected to be on-site for relatively short periods of time as the efficient design of the SDP results in a short travel path.

The slurry mixtures and groundwater delivered to the SDP contain excess water and as such have no potential for any dust emissions to be generated during handling. The products generated (water and sediment) have high moisture content and are handled within existing buildings at the site. The sediment materials are stockpiled for delivery off-site with minimal handling of the material. Conversely, the GSW soils, VENM and ENM are likely to have a lower moisture content and may result in increased dust emissions. Notwithstanding, likewise for the liquid waste, the products will be handled within existing buildings at the site with stockpiles for delivery off-site.

Overall, there is minimal risk of the generation of any excessive dust, and any air emissions generated from the handling and storage of materials the potential for dust generation will be minimised via the implementation of appropriate mitigation and management measures.

Regarding potential odorous waste material at the SDP, an operational plan is currently in effect detailing the procedures and measures to detect and deal with odorous waste received at the site. Specifically, all material received at the facility would be sampled and undergo an initial 'sniff' test prior to being unloaded to characterise the odorous nature of the material. Any material found to be odorous and unpleasant is not accepted/unloaded at the site and would be removed immediately.

Todoroski Air Sciences has been engaged to undertake the modelling and assessment. The modelling and assessment will be in accordance with the NSW EPA Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (2022), including the following:

- Identification of the sources of air emissions from the Project, and in summary form for identified surrounding sources if applicable.
- Development of an air dispersion model to determine the extent of predicted air quality impacts.
- Analysis and assessment of the incremental (project in isolation) and cumulative air quality impacts with consideration of underlying ambient levels and changes to future levels arising from changes at other nearby operations, per EPA guidelines.
- Describe and discuss options for air emission controls as required.
- Preparation of a technical report detailing the above.

6.1.3 Amenity

Noise

The proposed increased heavy vehicle movements associated with increased throughput capacity has the potential to increase road noise levels experienced by industrial properties along Long Street and Tait Street, which are the primary access routes to and from the SDP. An increase in truck movements along Tait Street may also result in potential road noise impact to recreational users of Tait Street Park.

The nearest residential receivers are located approximately 360m to the south of the SDP, immediately adjacent to the south of Cumberland Highway. Given the distance of these receivers and their proximity to the Cumberland Highway, the proposed project is unlikely to increase road traffic noise levels experienced at those receiver locations. Therefore, the proposed project is unlikely to result in any additional road traffic noise impacts at the nearest residential receiver locations.

Similarly, for industrial receivers along the Long Street and Tait Street, and recreational users of Tait Street Park, existing road traffic noise levels from the local road network, including Cumberland Highway, is predicted to effectively mask any additional road traffic noise from vehicles travelling along Long Street and/or Tait Street.

Operational noise will be assessed using a quantitative method in accordance with:

- EPA's (2017) NSW Noise Policy for Industry (NPfI).
- EPA's (2011) NSW Road Noise Policy.

The noise assessment will comprise:

- Characterisation of background noise adjacent to the site through a review of any previous acoustic assessments for the site and noise monitoring conducted in accordance with AS 1055:2018.
- Assessment of prevailing weather conditions using historical weather data for the area over a minimum period of 12 months to derive metrological parameters for prediction of noise during calm and noise enhancing weather.
- Identification of noise-sensitive receivers surrounding the site.
- Determination of plant and equipment sound power levels.
- A three dimensional noise model will be established for the site, incorporating indicative plant and equipment locations and emissions values. Where required, appropriate noise mitigation and management measures will be identified that achieve a cost effective control of noise to meet criteria.
- Assessment of potentially annoying noise characteristics, including tonality or dominant low-frequency content for the application of modifying factor corrections in accordance with the NPI.
- Assessment of potential sleep disturbance for one scenario to quantify noise emissions for transient events that may occur between the hours of 10pm and 7am.
- An assessment of construction noise during site upgrades works will be undertaken in accordance with EPA's Interim Construction Noise Guidelines.
- Road transportation noise impacts would be assessed using existing traffic with project truck and employee vehicle movements.

Odour

The potential for the SDP to generate odour will be considered in the air quality assessment for the project by Todoroski Air Sciences.

6.2 Standard assessment matters

The following matters will not be considered via a detailed assessment as they are unlikely to be significantly impacted by the project. The EIS will qualitatively assess these matters and describe why they were not subject to detailed assessment.

- Access – other than potential traffic impacts, the project will not impact access other than a widening of the road crossover and driveways and opportunities for additional parking onsite. The proposal will not involve reconfiguration of roads, existing off-street parking, blocking or reconfiguration of access to other properties or use of port or rail facilities.
- Amenity – other than potential noise and air emissions from operations and trucks transporting materials to and from the site, the project will not impact amenity as vibration impacts are unlikely to propagate the distance to nearby receivers. The project will be consistent with the existing operations at the site and not result in an alteration to existing views from surrounding areas. As such, the project will not result in new or additional visual impacts to sensitive receivers.
- Biodiversity – there is no change proposed to the existing structures on site and no vegetation/habitat is to be removed and will therefore not impact biodiversity.

- Built environment – No impacts to the built environment are anticipated given no additional project structures are proposed as part of the SSD and all activities and operations will be contained on the site and will not impact other private or public property.
- Economic – there will be a positive economic impact from the project through increased expenditure in the local area during construction. The project will enable the supply of more recovered material to additional clients in the Sydney region, who would have been unable to supply in the past and who would have had to pay higher costs to recover material from suppliers located further away.
- Hazards and risks –
 - Biosecurity – the project will not involve transport and processing of vegetation and will not result in the spread of weeds or pest animals. Some soil containing pathogens may be incorporated into the SDP, but these pathogens would be destroyed when the dewatering process produces the by-product.
 - Coastal hazards – the project is not within land mapped with coastal management provisions under the Hazards SEPP and will not impact coastal processes or hazards such as erosion.
 - Dam safety – there is no dam near the site and the project will not involve construction of/alterations to a dam.
 - Environmental hazards – the site is not within an area of notable environmental hazard.
 - Bushfire - new development in NSW is assessed for bushfire risk in accordance with the RFS (2019) Planning for Bushfire Protection (PBP). The site is not on bushfire prone land and is therefore not subject to a bushfire hazard assessment.
 - Flooding – the north western portion of the site (Tait St) is identified as a flood fringe and flood storage area, and affected by the 1% flood event and an overland flow path, and is categorised as a 'medium flood risk'. The remainder of the site is identified as a 'low flood risk' as it is only subject to the probable maximum flood event (PMF).
 - Groundwater contamination – the project will require minimal excavation for any upgrade to the stormwater management system and is not anticipated to intercept groundwater or risk contamination of groundwater resources.
 - Hazardous and offensive development - a screening assessment will be carried out in accordance with the requirements of Applying SEPP 33 – Hazardous and Offensive Development Application Guidelines (NSW Department of Planning, 2011) to consider whether the project is a potentially hazardous industry or a potentially offensive industry and would require the preparation of a preliminary hazard analysis (PHA) report in accordance with the Hazards SEPP.
 - Land contamination – the potential for contamination is considered low given historical land use at the site, which comprised previous vegetation clearing and construction of the SDP. Based on the low risk of contamination combined with minimal excavation requirements and a known and continuing use of the land for industry, no further detailed assessment of contaminated land or land remediation is considered necessary.
 - Land movement – the project will not involve undermining or production of steep slopes and will not result in subsidence or land movement.
 - Waste – other than the increase in the storage and processing of liquid waste and general solid waste (non-putrescible), the project will not generate significant quantities of general solid, hazardous or liquid waste. Any waste that is generated will be managed in accordance with the waste hierarchy in the WARR Act.
- Heritage – there are no heritage items near the site and there is no construction proposed as part of the project and is therefore not anticipated to encounter unidentified relics or Aboriginal objects. Notwithstanding, the EIS will contain standard management measure for unexpected heritage finds.
- Land –

- Land capability – the project will have minimal negative impact on the overall land capability given it will be in a previously disturbed industrial site, on land with low land and soil capability, and use of the site for industry will not detract from other industrial land use.
- Soil chemistry – the site is noted as having a very low probability for containing acid sulfate soils and a moderate potential for saline soils. Notwithstanding, the project will involve minimal earthworks that will not cause any significant disturbance to the land.
- Stability/structure – the project will involve minimal earthworks and will not undermine land stability at the site.
- Topography – the project will not alter existing topography or drainage patterns.
- Social – the generation of noise and air quality impacts, along with traffic and access impacts may result in temporary amenity impacts on the surrounding community. These impacts will be assessed via detailed assessments conducted by technical experts and minimised as far as practical by the implementation of mitigation and management measures proposed in the EIS.
- Water –
 - Hydrology – the project will not impact upon the morphology of existing hydrological features such as Prospect Creek.
 - Groundwater quality – the project will not involve deep excavation and is unlikely to interact with groundwater, nor impact groundwater quality.
 - Surface water quality – the site is equipped with an operational stormwater management system which collects and treats stormwater runoff prior to discharge from the site. The project will not introduce new pollutant sources. Notwithstanding, a stormwater specialist will review the existing stormwater management system as part of the project and any changes will be assessed and documented in the EIS.
 - Water availability – stormwater runoff from roof structures will be harvested and directed to rainwater tanks, with this water used for site operations, fire fighting water supply and/or dust suppression. The project will not extract water from surface or groundwater resources and will not compromise the availability of water in the WSP area.
 - Wastewater – the approved wastewater treatment system will be reviewed by a wastewater specialist as part of the project and any changes will be assessed and documented in the EIS.

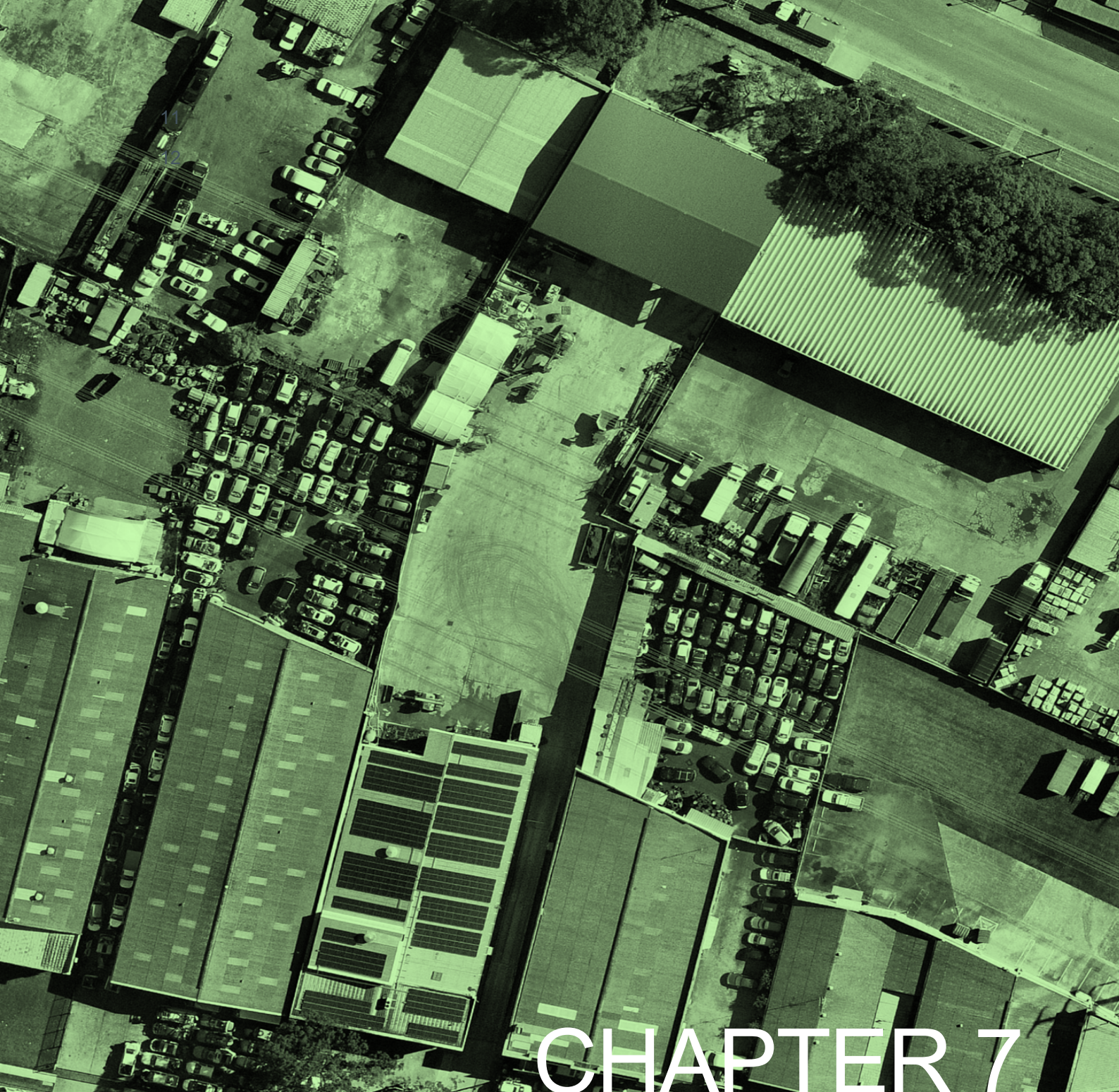
6.3 Cumulative impacts

The following matters associated with the project will need to be considered from a cumulative perspective:

- Air quality – the project will continue to operate adjacent to other industrial land uses which also generate particulates and greenhouse emissions. Project emissions could combine with emissions from these other operations and result in cumulative impacts. However, the risk of significant cumulative impacts will be low as project air emissions will be mitigated using best practice measures. Additionally, thresholds for regional cumulative impacts are provided in EPA's (2022) Approved Methods for the Modelling and Assessment of Air Pollutants in NSW, which apply to all regional sources, not only individual projects.
- Noise – like air quality, noise generated by the project could combine with noise from surrounding operations and result in cumulative impacts. However, the risk of significant cumulative impacts will be low as project noise emissions will be mitigated using best practice measures. Noise assessments under the NPI inherently consider cumulative impacts as the noise trigger levels are derived from either the project intrusiveness or amenity noise level, whichever is lowest. The intrusiveness level seeks to not increase noise by more than 5 decibels over background noise levels and the amenity level seeks to prevent the ambient noise level of all noise sources in an

area combined from exceeding a recommended level. Residual noise impacts are determined by subtracting the noise trigger level from the noise predicted to be generated by the project, and management measures applied according to the level of residual impact.

- Traffic – Potential cumulative intersection impacts are considered using the level of service (LoS) calculations in RMS's (2002) *Guide to Traffic Generating Development*. When an intersection's LoS is unsatisfactory, the roads authority may consider upgrades to improve its performance. The project is unlikely to significantly impact intersections on the local network as it is anticipated there will be spare capacity at these intersections.



CHAPTER 7

CONCLUSION

7 CONCLUSION

This scoping report has been prepared by Element on behalf of Demast, who are seeking approval upgrade the SDP at 7 Long Street, Smithfield NSW by increasing the current approved processing limit of the plant to 300,000 tpa through a State Significant Development application under Part 4, Division 4.7 of the NSW *Environmental Planning & Assessment Act 1979* (EP&A Act).

Demast propose to:

- Increase the production limitation of the SDP up to 300,000 tpa of liquid waste and general solid waste (non-putrescible), including the following:
 - Process up to 300,000 tpa of waste, including approximately 200,000 tpa sludge and groundwater, approximately 100,000 tpa GSW soils, VENM and ENM,
 - Store up to 2,260t of recovered material (including 640t treated drill mud) at any one time, and
 - Accommodate turning space for vehicles up to 20 metres long.

This scoping report has been prepared for use by the Department to brief government agencies and other stakeholders and to prepare SEARs that will guide the environmental assessment process and the preparation of an EIS.

This scoping report identifies environmental factors that will require further detailed investigations as part of the environmental impact assessment, that will be detailed in the EIS.

During the preliminary environmental assessment process, no environmental factors have been identified that would cause the project to result in significant or unacceptable environmental impacts (assuming the implementation of appropriate environmental controls and management and monitoring measures).



CHAPTER 8

REFERENCES

8 REFERENCES

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APPENDIX A

SCOPING SUMMARY TABLE



APPENDIX B

EXISTING SITE LAYOUT



APPENDIX C

SOCIAL IMPACT ASSESSMENT SCOPING REPORT



SYDNEY NEWCASTLE CENTRAL COAST TOWNSVILLE
elementenvironment.com.au



