

Scoping Report for Request for Secretary's Environmental Assessment Requirements

Introduction

This Scoping Report has been prepared to accompany the request for Secretary's environmental assessment requirements (SEARs) for a proposed Dry Recyclables Facility (waste recycling and transfer facility; the development) at 112 Euston Road Alexandria, NSW (City of Sydney local government area). It has been prepared by Visy in collaboration with Urban Perspectives. The development application is for state significant development and is not a concept development application under section 4.37 of the EP & A Act 1979.

This Scoping Report highlights the relevant matters and impacts of the proposed development and has been developed using guidance from the NSW Planning & Environment's Draft Environmental Impact Assessment Guidance Series June 2017.

Project title:	Dry Recyclables Facility
Site:	112 Euston Road Alexandria Lot 2 DP 709175
Proponent:	Visy Industries Australia Pty Ltd, ABN 74 004 337 615 Level 11, 2 Southbank Boulevard, Southbank, Victoria 3006
Contact:	Anne Trevena anne.trevena@buildrunrepair.com Ph: 0400 866 436
Land Owner:	Lendlease Funds Management Limited, ACN 000 335 473
Council:	City of Sydney
Development type:	State Significant Development
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Date:	9 August 2019

Terms

Baling: the operation of compacting into bales, loose source-separate cardboard and paper received from commercial businesses

DRF: dry recyclables facility which receives kerbside fully commingled recyclable materials and material from commercial recyclable collections

EP & A Act: Environmental Planning & Assessment Act 1979

FCM: fully commingled recyclable materials (materials received from kerbside collections)

MRF: materials recovery facility (a resource recovery facility under the Sydney LEP 2012)

SSD: State significant development

TRF: recyclable material transfer facility (a waste or resource transfer station under the Sydney LEP 2012)

tpa: tonnes per annum

Visy: the Visy group of companies, which includes Visy Industries Australia Pty Ltd

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1. Executive summary

Visy Industries Australia Pty Ltd, ABN 74 004 337 615 seeks the use and refitting of the existing industrial building at 112 Euston Road Alexandria (the site) for a dry recyclables facility (DRF), “the development”, to service eastern Sydney. The development includes the relocation of Visy’s existing recyclables facility at St Peters due to government acquisition of the land for use in construction of the Sydney Gateway Project.

The development will involve in the first stage:

- A recyclable material transfer facility (TRF) which receives fully commingled recyclable materials (FCM) from kerbside collections for consolidation and transfer to Visy’s network of MRFs, including at Smithfield; and
- A baling operation which receives source-separated cardboard and paper from commercial businesses and compacts the loose material into bales for transfer to Visy’s network of recycled paper machines, including at Smithfield.

A second stage of the development is envisaged for a materials recovery facility (MRF) which will process some of the FCM into separate recyclable material streams (i.e. paper, plastics, metals, glass). However, the decision as to whether to include the stage 2 MRF in this application or a separate application at a future time will be made during the course of consultation prior to submission of the environmental impact statement.

Some building alterations will be required for the development, including a new entrance from Burrows Road, from which it is intended all trucks will access the site. All operations will be conducted inside the existing building.

The site is located in land zoned IN1 – General Industrial under the Sydney LEP 2012. It is close to the existing Visy TRF operations at St Peters which must be relocated, and close to the eastern Sydney Council areas serviced by Visy’s existing St Peters recyclables facility.

The proposal is State significant development (SSD) under clause 23(2) of Schedule 1 of SEPP (State and Regional Development) 2011.

The site is approximately 1 km from the St Peters interchange for WestConnex which is currently under construction, and will provide access to the M4 and M5 – enabling an efficient movement of the recyclable materials both locally and regionally. The development assists in meeting Planning Priority E19 of the Eastern City District Plan, the objectives of the Waste Avoidance and Resource Recovery Strategy, the NSW Circular Economy Policy Statement and the objectives of the zone.

The relevant matters and impacts are principally acoustics (particularly in relation to the adjacent sensitive receiver childcare centre), traffic, air quality and odour, flood inundation, and fire control. An environment protection licence (EPL) will be required from the Environment Protection Authority.

Assessment methods will include obtaining consultant reports for most of the relevant matters set out in this report.

Mitigation measures will likely include: use of Burrows Road as the access and egress point to the operations building; consideration of recommendations from the consultants; a pollution incident response management plan; use of roller doors to help contain noise;

manage visual impacts; waste management plan; and controls to prevent the escape of materials and fire water into the stormwater culvert which runs through the site.

Visy has commenced engagement with authorities about the development, has compiled a stakeholder strategy which identifies stakeholders and the level of consultation proposed with each. A Scoping worksheet to highlight the relevant matters and impacts of the proposed development has been developed based on the NSW Planning & Environment's Draft Environmental Impact Assessment Guidance Series June 2017¹. The Scoping Worksheet is included as Attachment 1.

2. Proponent details

Visy is an integrated packaging, paper and resource recovery company with a unique product and service offering that spans the entire packaging lifecycle. Sustainability is a key factor in everything the company does - the products made, resource recovery cycles and business.

Visy started in 1948 in Melbourne as a manufacturer of corrugated cardboard boxes. Since then it has grown to become a leading, privately owned packaging and resource recovery company and an industry leader in innovation and sustainability. Visy operates in over 120 sites across Australia, New Zealand and Thailand and has trading offices across Asia, Europe and the USA.

Visy has a deep-seated commitment to manufacturing with recycled materials, and has invested millions of dollars in developing new ways to collect, sort and process recyclable materials and enable the creation of new products from what is discarded by households, schools and businesses.

Across Australia, Visy recovers and recycles materials such as cardboard, paper, plastic, steel, aluminium and glass. The company's lifecycle of packaging capability and packaging products and recycling efforts globally are summarised in Figures 1 and 2.

¹ Scoping an Environmental Impact Statement – Guideline 3, Draft Environmental Impact Assessment Guidance Series June 2017, NSW Planning & Environment.



Figure 1. Visy's full lifecycle of packaging capability.



Figure 2. A summary of the packaging produced and recovered by Visy during 2017/2018.

3. Project Details

Description of project

Visy proposes to develop a Dry Recyclables Facility (DRF) “the development” at 112 Euston Road, Alexandria (the site) to service eastern Sydney and other Sydney regions for kerbside and commercial recyclable waste material collections. The development will receive up to 155,000 tonnes per annum (tpa) of recyclable materials comprising fully commingled recyclable materials (FCM) from kerbside collections and source-separated cardboard and paper from commercial collections.

Stage 1 of the development comprises of the relocation of an existing recyclable material transfer facility (TRF) and cardboard and paper baling (Baling) operation at 6-10 Burrows Road South, St Peters. Stage 2, which comprises of a Materials Recovery Facility (MRF), is under consideration and subject to further consultation and consultant reporting. While included in this Scoping Report, Visy may determine to exclude the stage 2 MRF from this application prior to submitting the environmental impact assessment.

Site Details

The site is located at 112 Euston Road, Alexandria, within the City of Sydney local government area and is zoned IN1 General Industry under the Sydney Local Environmental Plan 2012.

The site is owned by Lendlease Funds Management Limited. It is legally described as Lot 2 in DP709175 which covers approximately 12,600m² of land and has two existing buildings, being a large operations building of approximately 7,700m² with dual road frontage to Euston Road and Burrows Road and a two storey office building. The site’s main car park is accessed from Burrows Road with space for at least 25 car parks and a secondary car park is accessed from Euston Road with space for up to 6 car parks. There are a number of large fig trees in the north corner of the site and some native trees on the grassed setbacks along Euston and Burrows Roads.

The site is bounded to the north-west by Euston Road, which is currently undergoing upgrade works as part of the WestConnex project to provide three through lanes in each direction, and to the south-east by Burrows Road which provides one through lane in each direction with parking on both sides. Roads and Maritime Services are being consulted to confirm aspects and impacts of the Euston Road upgrade works on site access from the upgraded Euston Road.

Directly across Euston Road to the north-west is the Metromix concrete batching plant and surrounding that is Sydney Park. Directly across Burrows Road to the south-east is the Genesis waste transfer station for construction and demolition non-putrescible waste.

The site is bounded to the south-west by an industrial site tenanted by Printforce and, beyond than, Holcim Concrete batching plant. To the north-east (including within the site) there is an open stormwater culvert which drains into Alexandra Canal. The stormwater culvert runs under the existing car park on the site and under Burrows Road.

Adjacent to the stormwater culvert at 95 Burrows Road is a multi-tenanted development comprising two separate buildings, which includes a purpose built facility to house a child care centre, Only About Children, as well as other businesses including a yoga centre and first aid training which is accessed via an internal carpark to the north-east of the child care

centre. The second building on the site includes a range of businesses such as telecommunications, commercial furniture, bricklayers and lighting and is accessed via an elevated second internal carpark whose access ramp runs along the north-east side of the site. Only About Children child care centre has been identified as a key neighbour in the consultation plan for the development, which will commence following this application for SEARs and Scoping Report and continue through the environmental impact assessment process.

The nearest residence is approximately 285m to the north across Sydney Park. The Alexandra Canal runs adjacent to the eastern side properties of Burrows Road, approximately 100m from the site's Burrows Road frontage.

An overview of the surrounding development in relation to the site is shown in Figure 3. A street view of the site from Burrows Road is shown in Figure 4.



Figure 3. Aerial view of site location and identifying key neighbours.



Figure 4. Street view of the site from Burrows Road showing the entrance to the main car park at right and the large existing building at left. The office building is at the far end of the car park and the stormwater culvert can be seen in the foreground.

Strategic Location

The site is located approximately 1 km from the St Peters Interchange to the WestConnex which provides access to the M5 Tunnel, both due to open in 2020 (Figure 5). It will also provide access to the M4-M5 Link Tunnels, due to open in 2023. As part of the WestConnex projects, other upgrade road and intersection works are occurring in the local vicinity to facilitate traffic flow.

The Sydney Gateway project, will connect the St Peters Interchange to a four-lane raised road in each direction with two bridges over Alexandra Canal and a widened Qantas Drive (Figure 6).

The development will benefit from its proximity to the St Peters Interchange, by enabling efficient truck movements both locally for recycling collection trucks and regionally for bulk haul trucks for recyclable material sorting and processing.



Figure 5. WestConnex map showing location of St Peters Interchange and M4-M5 connection in relation to the proposed Euston Road development (this application).

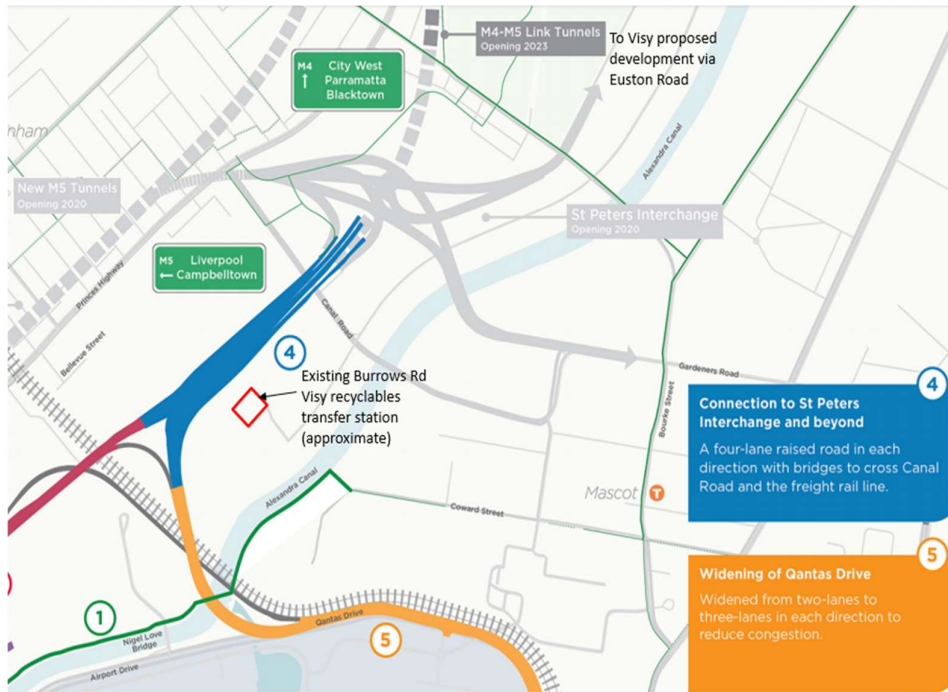


Figure 6. Sydney Gateway map showing location of connection to St Peters Interchange in relation to Visy's existing St Peters recyclables transfer facility.

4. Background and Development Rationale

Visy has provided recycling services to eastern Sydney and beyond for 20 years. The company built a satellite TRF and Baling operation in Zetland in 1998 to improve transport efficiency for recyclable collection and processing. The operation was moved to Botany in the early 2000s where it remained until 2012. It received up to 140,000 tpa recyclable material.

In 2002, Visy commenced operation of another satellite TRF and Baling operation and a MRF operation at the current St Peters site. By 2008, the site was receiving up to 70,000 tpa recyclable materials.

Due to increasing capacity at Visy's Smithfield MRF, the St Peters operation became a TRF and Baling only operation in 2011. In 2012, Visy temporarily relocated and combined both the St Peters and Botany TRF and Baling operations to 76 Burrows Road Alexandria (directly opposite the site) while development approval was sought for a larger site at 154 Euston Road Alexandria. While approval was granted for the larger site, the relocation did not eventuate and the TRF and Baling operation returned to the current St Peters site in 2014.

The Burrows Road South site of the existing St Peters operation has been repurposed and acquired under the Sydney Gateway project (Figure 5) and Visy now needs to relocate the recyclable TRF and Baling operation.

Recycling transfer stations are key efficiency elements in the collection of recyclable materials, allowing small volume collection trucks to empty their loads and return to their local collection rounds. At the transfer station, multiple collection truck loads are consolidated into a bulk haul truck for transport to a material recycling facility.

Material Recovery Facilities (MRF) separate kerbside recycling collections, known as Fully Commingled (FCM) into various recyclable material streams such as paper/cardboard, plastics, glass, metals and aluminium. This is the first processing step to remanufacture for recyclable materials.

It is proposed to relocate the TRF and Baling operations during 2020 from the St Peters site. It is proposed that a MRF may be added to the operation as stage 2 at a time to be determined.

5. Building Works

The site has an existing large building of approximately 7,700 m² floor space and a separate adjoining two storey office building and car park. The DRF operations will be entirely enclosed within the large building (operations building). Truck access and egress for the development is proposed from Burrows Road. The office space and car park will be utilised for operations staff and supporting management and administration employees. A preliminary operations internal layout for the development is shown in Figure 7.

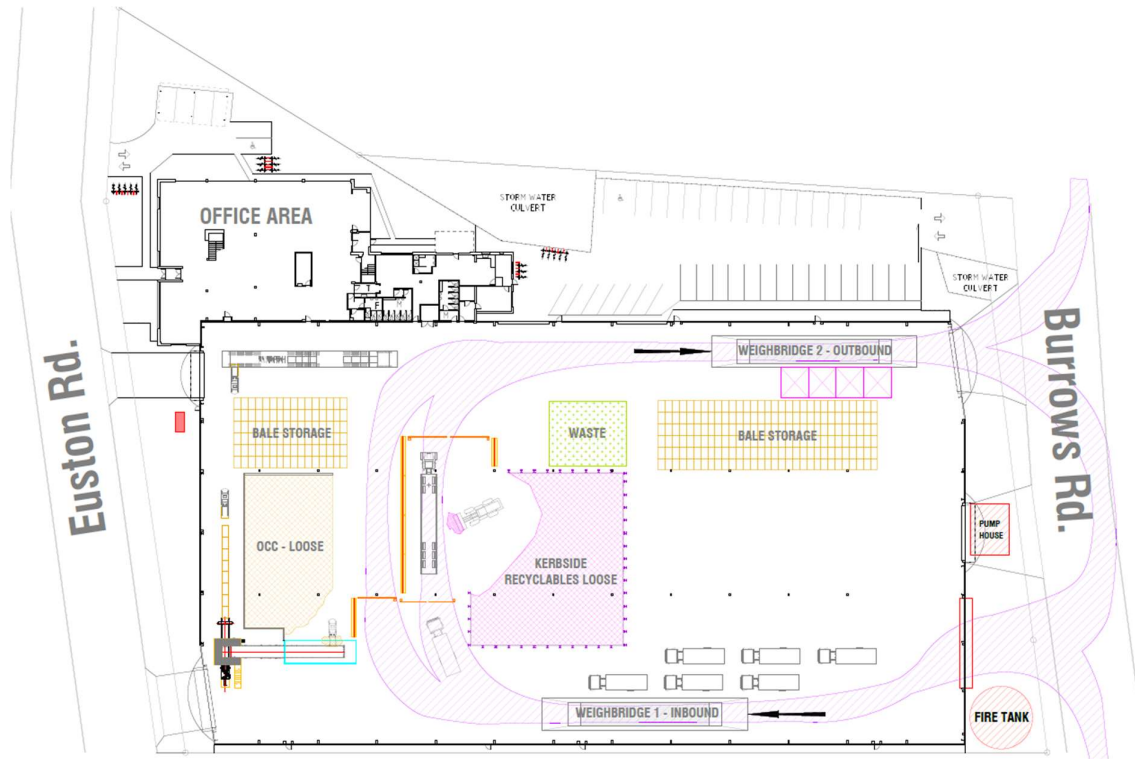


Figure 7. Preliminary operations internal layout for the development.

The construction works for the development involve building alterations and internal fitout of the existing large building which is expected to include the elements listed below under the stage 1 and stage 2 construction works. Some works that meet the requirements for complying development, may be undertaken as complying development through a private certifier.

Stage 1 construction works

- Installing internal inbound and outbound truck weighbridges
- Marking internal traffic flow, holding and loading bays
- Structural modifications to the internal of the building, removing columns to improve clearances for truck turning
- Constructing receival bays for incoming recyclable materials
- Upgrading the fire system
- Installing additional incoming truck access doorway from Burrows Road
- Installing fire water storage tanks external to the building
- Stormwater isolation and spill containment measures
- Landscaping along Burrows Road frontage
- Installing fast opening/closing roller doors on the existing and proposed Burrows Road entrance doors.

Stage 2 construction works (if MRF to be included in the development)

- Creation of product bays for separated recyclable streams
- Constructing supporting structures for material sorting plant
- Re-marking internal holding and loading bays.

All required services are connected to the site, including reticulated water and sewer, telecommunications and electricity. Major service providers will be consulted during the preparation of the environmental impact assessment to confirm any specific capacity and connection requirements.

Construction hours are anticipated to be 7am to 6pm Monday to Friday and 8am to 1pm Saturdays with no work on Sundays or public holidays. If the acoustic assessment demonstrates that construction work can be conducted without disturbing the amenity of the area, the development application will seek to extend the standard construction hours to 7am to 5pm on Saturdays and Sundays.

6. Operations Details

Stage 1 will operate as soon as possible following the relocation of Visy's current St Peters TRF and Baling operation. An overview of the operation is shown in Table 1.

All incoming FCM (up to 110,000 tpa) will be consolidated into bulk haul trucks and dispatched daily to Visy's network of MRFs for processing. Source-separated cardboard and paper (up to 45,000 tpa) will be consolidated by baling machine and dispatched daily to Visy's recycled paper machines elsewhere for remanufacture. The operation is 24 hours per day, 7 days per week to accommodate outgoing bulk haul trucks which dispatch material during evening and night time hours.

Stage 2, if included in this application, would add a MRF to the operation, anticipated to occur within a few years as dictated by market and business needs. An overview of the operation is shown in Table 2, highlighting operational changes compared with stage 1.

Under stage 2, all incoming FCM (up to 110,000 tpa) will be either processed through the MRF into separate recyclable material streams (paper, plastics, metals, glass) and dispatched to local and export markets, or consolidated into bulk haul trucks through the TRF and dispatched to Visy's network of MRFs for processing. The Baling operation and operation hours will not change.

The estimated workforce during construction is 40 full time equivalent staff. The estimated operation workforce for the stage 1 TRF and Baling is 11. The estimated operation workforce for the stage 2 TRF, Baling and MRF is 21. Expected additional 4-5 office staff.



Table 1. Overview of operations for stage 1 of the development.

Operation	Incoming material	Incoming trucks	Operations	Outgoing material	Outgoing trucks	Hours / Staff
Stage 1 – Recyclable transfer facility (TRF) and cardboard baling (Baling) operation						
TRF	Up to 110,000 tpa FCM	Around 90 with largest volumes in waves between 6am -4pm as council trucks discharge FCM loads	Consolidation of FCM into bulk haul trucks (to allow kerbside trucks to return to their collection rounds)	Daily consolidated FCM to Visy's network of MRFs for processing.	Daily around 19 bulk haul trucks primarily during evening and night hours 4pm to 5am.	24 hrs to accommodate outgoing bulk haul trucks. Total of 11 floor staff (4 staff per day shift, 2 day shifts. 3 night shift staff) plus 4-5 office staff.
	No putrescible, organic or hazardous materials accepted		Inspection of FCM in receival bays and removal of identified large non-recyclable items to onsite waste skip.	Identified large non-recyclable material as required to approved facility for disposal.	As required.	
Baling	Up to 45,000 tpa source-separated cardboard and paper	Around 55 throughout the day.	Consolidation via baling machine into strapped cardboard bales.	Daily baled cardboard to Visy's Smithfield or other recycled paper facilities for remanufacture.	Daily around 7 semi-trailer trucks across day and night time hours.	



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Table 2. Overview of operations for stage 2 of the development, identifying in orange changed elements of the operation due to the inclusion of a MRF. Note, the decision to include stage 2 in this application or a separate application will be made prior to submission of the environmental impact statement.

Operation	Incoming material	Incoming trucks	Operations	Outgoing material	Outgoing trucks	Hours / Staff
Stage 2 – TRF, Baling and recyclable material recovery facility (MRF) operation						
MRF and TRF	Up to 110,000 tpa FCM	Around 90 with largest volumes in waves between 6am -4pm as council trucks discharge FCM loads	<p>Processing of percentage of FCM into separated material streams of paper, cardboard, plastics, metals, aluminum and glass.</p> <p>Paper and cardboard sent to onsite baler.</p> <p>Residual non-recyclable materials sent to onsite waste skip.</p>	<p>Plastics as required in strapped bales to local and export markets.</p> <p>Metal, aluminum and glass streams as required to local and export markets.</p>	Daily around 19 bulk haul trucks as separated material streams primarily during evening and night hours 4pm to 5am.	24 hrs to accommodate outgoing bulk haul trucks. Total of 21 floor staff (14 staff per day shift, 4 staff afternoon, 3 staff night) plus 4-5 office staff.
			Consolidation of unprocessed percentage of FCM into bulk haul trucks for transfer to Visy's other MRFs.	Daily excess consolidated FCM to Visy's network of MRFs.		
	No putrescible, organic or hazardous materials accepted		Inspection of FCM in receipt bays and removal of identified large non-recyclable items to onsite waste skip.	Identified large non-recyclable material as required to approved facility for disposal.	As required.	
Baling	All aspects as for stage 1.					

7. Alternatives Considered

Visy has operated at its current site in Burrows Road South, St Peters for about 16 years, servicing eastern Sydney and other Sydney regions. As a result of the site being acquired and repurposed under the Sydney Gateway project, Visy needs to relocate the current St Peters recyclable TRF and Baling operation. The relocation needs to be within a similar local area in order to preserve the function of the operation in providing a key efficiency element for the collection of recyclable materials in the eastern Sydney area, particularly for local councils in this area of Sydney.

Visy has undertaken an extensive site selection process for a suitable site to develop a modern Dry Recyclables Facility. Key criteria for the site included:

- Location in the eastern Sydney region
- Zoning appropriate to permit the activity of 'waste or resource management facility'
- Size of site suitable for operations and truck staging to avoid street queuing
- Access road network to support efficient truck movements
- Sensitive receivers minimised, in particular suitable distance from residential receivers.

Town planning advice identified that in the three local government areas investigated (City of Sydney, Bayside Council and Inner West Council), only the IN1 General Industrial zoned lands were likely to be potential locations for waste or resource management facilities. Those identified IN1 zones were further restricted due to some parts of the City of Sydney IN1 lands being required for the St Peters interchange for WestConnex and some parts of the Marrickville LEP IN1 lands being required for the Sydney Gateway project.

Several different sites were considered within the above areas but were discounted for various reasons including operational restrictions, proximity to residential accommodation, truck routes, traffic and historical land contamination issues.

Town planning advice supported that the site at 112 Euston Road, Alexandria is the most suited to the development. It was considered that the key aspect of noise impact at sensitive receivers was likely to be more manageable for the neighbouring purpose built child care facility compared to having nearby residences. A preliminary acoustic assessment based on worst-case scenario noise modelling also supported the site selection. It is provided at Attachment 2.

8. Capital Investment Value

The estimated capital investment value for stage 1 of the DRF, being the TRF and Baling operation, is \$2 million.

The estimated capital investment value for stage 2 of the DRF, being the addition of a MRF, is \$15 million.

9. Strategic and Statutory Context

A summary of strategic and statutory planning controls and polices relevant to the development proposal is provided in Table 3.

Table 3. Legislation and Policies relevant to the development.

Policy/Instrument	Comment
Strategic Policies	
A Metropolis of Three Cities – The Greater Sydney Region Plan	Objective 16 considers freight and logistics, including optimising efficiency and effectiveness of the networks. Objective 23 considers urban services land planning, retention and management, including the safeguarding of encroachment from sensitive land uses and the relationship to productivity. Chapter 6 (sustainability) and Objectives 34 and 35 seek the reuse of waste to support a circular economy
Eastern City District Plan	Planning Priority E19 considers waste and notes that additional sites for waste management in Greater Sydney would improve efficiencies in managing waste. It promotes treating organics through an energy from waste facility to reduce waste sent to landfill and innovative precinct-based waste collection, re-use and recycling to improve efficiency, reduce truck movements and boost the recycling economy.
National Waste Policy; Less Waste, More Resources 2018	Commonwealth Government Initiative which includes the circular economy principles of avoiding waste and improving resource recovery.
The China National Sword Policy Taskforce	China's National Sword Policy restricts the types of recycled materials China will accept. An inter-governmental taskforce has been established in NSW to coordinate a response to the altered recyclable materials environment. One of the five working groups aims to streamline the approval process for recycling facilities. Another working group aims to develop a circular economy policy for NSW.
The NSW Circular Economy Policy Statement - Too Good to Waste was published by the EPA in February 2019	This will form the basis of the proposed 20 year NSW Waste Strategy. It notes that the waste and recycling industry is critical in collecting waste materials and end-of-life products and processing them for use in new products.
The NSW Waste Avoidance and Resource Recovery Strategy 2014-2021 (WARR Strategy)	The WARR Strategy seeks to avoid and reduce waste generation in NSW and to increase recycling rates by 2021 by implementing a waste hierarchy of: avoid and reduce waste, reuse waste, recycle waste, recover energy, treat waste, and finally dispose of waste.
Legislation and Instruments	
Environmental Planning & Assessment Act 1979 (EP& A Act) Division 4.7	Establishes that a SEPP may declare state significant development and SSD provisions
Environmental Planning & Assessment Regulation 2000 Schedule 2	Sets out matters to be included in an EIS
Protection of the Environment Operations Act 1997	The proposal includes the scheduled activity of waste storage as set out in clause 42 of Schedule 1 and will therefore require an Environment Protection Licence (EPL) from the EPA.

Policy/Instrument	Comment
Protection of the Environment Operations (Waste) Regulation 2014	Measurement and monitoring requirements are included for scheduled waste facilities which affect the operations of the proposal.
SEPP (State and Regional Development) 2011 Schedule 1	Waste or resource management facilities, particularly waste or resource transfer stations in Sydney handling more than 100,000 tonnes of waste per year are SSD. The site will handle more than 100,000 tonnes per year and is therefore SSD.
SEPP (Infrastructure) 2007 – Part 3 Division 23 and Schedule 3	Waste or resource management facilities are made permissible in IN1 General Industrial zones. Waste or resource management facilities of any size are traffic generating development for the purposes of Schedule 3 of the SEPP (Infrastructure) 2007 and requires referral to the RMS.
SEPP 33 - Hazardous and Offensive Development	SEPP 33 requires the consent authority to consider whether an industrial development is a potentially hazardous industry or a potentially offensive industry.
SEPP 55 - Remediation of Land	All development is required to consider whether the site for a development is contaminated and if so whether it is suitable in its current state or whether it can be satisfactorily remediated. No significant subsurface disturbance activities are proposed. If the preliminary hazard investigation determines that the site is contaminated an assessment of the appropriate level of action required to remediate the site will be undertaken in accordance with SEPP 55.
SEPP 64 - Advertising and signage	If signage is to form part of the application the assessment criteria in Schedule 1 of this SEPP will be considered.
SEPP (Coastal Management) 2018	The eastern portion of the site near Burrows Road is mapped on the Coastal Environment Area Map and also Coastal Use Area Map under the SEPP (Coastal Management) 2018 mapping. Any adverse impacts on the listed matters in the SEPP will be considered, avoided or minimised.
Sydney Local Environmental Plan 2012	The site is within the IN1 General Industrial zone under the Sydney LEP 2012 where waste or resource management facilities are permissible.
Sydney Development Control Plan 2012	Including the southern employment lands – Alexandra Canal in section 2.10.1, the general provisions in section 3, and the specific area provisions for the southern employment lands in section 5.8

10. Matters and Impacts

Environmental matters which are likely to be impacted by the development were identified using the methodology set out by NSW Planning Environment in the Draft Environmental Impact Assessment Guidance Series June 2017. A Scoping Worksheet was prepared for the development to help identify relevant matters in a structured way by undertaking a preliminary analysis of whether the development activity is likely to impact on any of the matters listed. The Scoping Worksheet is included as Attachment 1.

For matters identified in the Scoping Worksheet as likely to be impacted by the development, a preliminary environmental review for construction and operation of the development is provided in Table 4. These matters are considered appropriate to address in the Environmental Impact Statement for the development. Matters of relevance identified as not likely to be impacted by the development are also included in Table 4. Further assessment of some of these matters may also be appropriate to address in the Environmental Impact Statement if required in the SEARs.

Key issues for inclusion in the EIS

Table 4. Preliminary Environmental Review for matters identified through the Scoping Worksheet as relevant to the development and the expected environmental impact assessment.

Matter	Preliminary Environmental Review	Environmental Impact Assessment
Acoustic amenity (noise)	<p>The site is in an IN1 zone and is a significant distance (approximately 285 metres) from residential receivers. The site has a neighbouring sensitive receiver, being a child care centre at 95 Burrows Road.</p> <p>All operations activities will be contained inside the existing building and include any acoustic treatment recommended by the acoustic consultants.</p> <p>A preliminary acoustic assessment was completed to support the site selection process for the development. It is included as Attachment 1. A worst-case scenario noise model based on preliminary operations and site layout information was developed to predict noise levels at 95 Burrows Road. Noise levels were within the nominated noise criteria.</p>	A full Noise Impact Assessment will be included in the EIS.
Air odour and particulates	<p>Some of the operations activities have the potential to generate odour and particulates (i.e. dust). Ventilation for the building will be appropriately designed to mitigate potential odour and particulates.</p> <p>No putrescible waste will be accepted at the development so significant odour is not expected to be generated.</p>	An Air Impact Assessment for odour and particulates at sensitive receivers and surrounds will be included in the EIS.
Indoor air quality	As above.	An Indoor Air Impact Assessment will be included in the EIS.
Air greenhouse gases	The development will not result in additional regional truck movements and is a key efficiency measure to reduce regional truck movements and facilitate kerbside recyclable collections.	A Greenhouse Gas Impact Assessment will be included in the EIS.
Stormwater	The site is mostly bituminised. All operations will be contained inside the existing building. Surface water controls for the building will be designed to prevent release of contaminants to stormwater.	Stormwater controls will be described and assessed in the EIS.

Matter	Preliminary Environmental Review	Environmental Impact Assessment
Risk flood inundation	The site is adjacent to an open stormwater culvert that drains to the nearby Alexandra Canal.	A Flooding Risk Assessment will be included in the EIS.
Waste	The development will only accept kerbside recyclable materials and source-separated cardboard and paper. No putrescible or hazardous materials will be accepted onsite.	A Waste Management Plan, including an incoming waste quality assurance procedure, will be prepared prior to the commencement of operations.
Risk hazard	The development may have the potential to be considered a hazardous or offensive industry or potentially hazardous or potentially offensive industry under SEPP 33.	A SEPP 33 analysis will be included in the EIS and, if required, a Preliminary Hazard Analysis will also be included in the EIS.
Risk fire and smoke	<p>The development is a waste facility and its design, assessment and operation is within the scope of the Fire and Rescue NSW 'Fire safety in waste facilities' draft guideline.</p> <p>Controls for the fire detection and management in the building will be designed, including the contaminant of firefighting water.</p> <p>A Pollution Incident Response Management Plan in accordance with section 153A of the POEO Act 1997 will be required prior to commencement of operations.</p>	<p>Fire controls will be described and assessed in the EIS.</p> <p>A Fire and Incident Management Plan will be included in the EIS.</p> <p>A PIRMP will be developed prior to operations.</p>
Access roads and traffic	<p>The site has dual access from Euston Road and Burrows Road. The operation will involve approximately 90 kerbside and 55 cardboard truck movements per day.</p> <p>A preliminary traffic review was completed to support the site selection process for the development. It is included as Attachment 2. The review identified that Euston Road is anticipated to be designated as a classified road following the WestConnex upgrade works and truck access from Euston Road may not be preferred by the RMS given the Burrows Road frontage and access.</p>	A Traffic Impact Assessment will be included in the EIS.

Matter	Preliminary Environmental Review	Environmental Impact Assessment
Access car parking	<p>The site has existing car parking that is generally consistent with the relevant LEP car parking controls as described in the preliminary traffic assessment included as Attachment 2.</p> <p>The City of Sydney Cycling Strategy and Action Plan aims to make bicycle transport a feasible option for people.</p>	<p>A Traffic Impact Assessment will be included in the EIS.</p> <p>The car parking and bicycle parking provisions will be described in the EIS.</p>
Native vegetation and fauna	<p>The site has grassed setbacks along Euston and Burrows Roads that contain a number of native trees. There are also a number of trees, including figs, in the north corner of the site. The 4 casuarina trees on Burrows Road in the south corner will require removal to accommodate a new truck access door and fire services.</p> <p>The trees in the north corner of the site will not be impacted by the development.</p> <p>An exemption from the requirement for a Biodiversity Development Assessment Report will be sought.</p>	<p>The required assessments and permits will be obtained and described in the EIS.</p>
Visual	<p>The site has an existing large building and office building. A new access door will be required for Burrows Road and a fire pump shed and water tank/s may also be required external to the existing building on Burrows Road. An external fire water tank on Euston Road is also being investigated.</p> <p>Due to the size and nature of the building facade, the visual street appearance of the site will not change significantly.</p> <p>If signage is included in the application, assessment under SEPP 64 - Advertising and signage is required.</p>	<p>An assessment of the visual impacts of the development will be included in the EIS.</p> <p>A landscape plan will be prepared for the site.</p> <p>If required, a signage assessment will be included in the EIS.</p>
Social waste services	<p>Keeping recyclable materials circulating within the economy is a priority under the NSW Waste Avoidance and Resource Recovery Strategy.</p> <p>The DRF will receive up to 155,000 tpa of recyclable materials and will provide a key efficiency measure in the collection of recyclable materials for eastern Sydney.</p>	<p>A description of the impact of the development on contributing to social waste services through recycling and resource recovery will be included in the EIS.</p>

Matter	Preliminary Environmental Review	Environmental Impact Assessment
Economic natural resources use	<p>Valuing resource productivity to recognise that resources have value throughout multiple cycles of use and re-use is one of the seven principles of the NSW Circular Economy Policy Statement.</p> <p>As an integrated packaging, paper and resource recovery company with a unique product and service offering that spans the entire packaging lifecycle, Visy recognise the value of resource productivity.</p> <p>The DRF will contribute a key role in the value chain of recyclable materials in their transformation from kerbside waste to remanufactured products.</p>	A description of the impact of the development on contributing to economic natural resource use will be included in the EIS.
Contamination	Consideration of potential contamination and suitability of the site for the intended use, is required under SEPP 55 - Remediation of Land.	A potential contamination review will be included in the EIS.
Heritage	The site does not contain a heritage item. The heritage listed Alexandra Canal includes (on the opposite side of Burrows Road) an extension of the stormwater drain which passes through the site. The proposal is not anticipated to impact on the heritage values of the Alexandra Canal.	Heritage values are not expected to be impacted by the development.

11. Community and Other Stakeholder Engagement

Visy has scheduled a series of scoping meetings regarding the development with relevant stakeholder authorities as listed in Table 4. The purpose of these meetings is to provide an overview of the proposed Dry Recyclables Facility and identify key aspects the authority requires to be addressed through the EIS. Key aspects identified through these meetings have been incorporated into this Scoping Report or will be addressed in the EIS.

An engagement plan for neighbouring stakeholders has been prepared and will be commenced following submission of this application for SEARs. A consultation report will be included in the EIS.

Table 4. Scoping meeting schedule with relevant stakeholder authorities.

Stakeholder	Scoping meeting date
NSW Planning & Environment	8 July 2019
City of Sydney	30 July 2019
NSW Fire & Rescue	1 August 2019
Roads and Maritime Services	13 August 2019
Environment Protection Authority	20 August 2019

12. Conclusion

This Scoping Report provides an outline of the proposed Dry Recyclable Facility (DRF) “the development” at 112 Euston Rd, Alexandria. Preliminary Environmental Assessment has been undertaken for a range of matters identified through the Scoping Worksheet. Preliminary impact assessments for acoustic and traffic have been completed as part of the Scoping process. Scoping meetings with stakeholder authorities are well underway.

Visy request provision of SEARs for the development. The development application is not a concept development application and is therefore not a staged SSD under section 4.37 of the EP & A Act. However, as the stage 2 works and use of the MRF is subject to final design consideration during the environmental impact assessment period and following consultation, it is requested that any SEARs which relate solely to the MRF and not the TRF and Baling operations be set out under a separate heading in the SEARs or identified as solely relating to the MRF so that these could be disregarded if the MRF does not form part of the application.

13. Attachments

1. Scoping Worksheet
2. Preliminary Acoustic Assessment
3. Preliminary Traffic Review