



BERRIMA CEMENT WORKS

SWDF Increase & Delivery Variation Project

Scoping Report

July 2021



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1 Introduction

The purpose of this document is to provide an overview of the proposed development modification application and identifies the matters for future assessment to support the Solid Waste Derived Fuel (SWDF) Consumption Increase and Delivery variation modification application.

1.1 Project overview

The Berrima cement works operates subject to two development consents issued by the Department of Planning, Industry and Environment (DPIE) (DA 401-11-2002 (Kiln 6), May 2003 and DA 85-4-2005 (Mill 7), Aug 2005. The development consent for Kiln 6 has since been modified thirteen times; Modification 13 allows the establishment of a chloride bypass system at the kiln.

The relevant consent for the proposed modification is DA 401-11-2002i and includes the following limits:

- Kiln 6 production capacity of 1.56 million tpa;
- 24 hour, 7 day operations; and
- solid waste derived fuel (SWDF) deliveries are restricted to 6am-6pm, Monday to Friday, and 7am-1pm Saturday.

Boral proposes a further modification to the consent (modification 14) to increase the consumption of SWDF materials within the Kiln (increase to the tonnes per annum limitations for specific fuel types), construct an alternative haulage access route through the site, an expansion to current storage and handling facilities at the site, provision of kiln feeding infrastructure, and an increase of truck deliveries and hours.

Modification 14 would reduce the site's reliance on coal for the purposes of firing the cement kiln and divert trucks off Taylor Ave and instead access the Old Hume Highway and Hume Motorway via an internal haulage route. Boral is pursuing other fuel sources to ensure its operation remains economically viable into the future. The modification, which would allow for increased consumption of SWDF material, provides environmental benefits by reducing carbon emissions and diverting waste from landfill and potentially reducing raw material vehicle movements on Taylor avenue.

The increase of SWDF material consumption is constrained by 2 operational elements. The first is the management of volatile components within the kiln which naturally occur in SWDF materials; this will be resolved through the introduction of a chloride bypass system, as identified in Mod 13 to the consent. The second, is the limitation on the site ability to receive delivery of SWDF materials, appropriately store, handle the materials, including AKF5 at the site and feed into the kiln.

To facilitate the proposed increase of SWDF material consumption in the kiln, a variation to the permissible delivery times of SWDF material is required, including an increase from the maximum permissible deliveries allowed to occur.

Currently, the continuous consumption of SWDF material within the kiln is constrained by the site's limited storage capacity, and suppliers' inability to make deliveries outside the current permissible hours. The modification will seek an increase to the permissible hours for deliveries, an increase of truck numbers to the site to allow for a more consistent consumption of SWDF, and an increase of storage facility floor space.

To address any potential impacts associated to the immediate New Berrima community, from the increased traffic activity, an additional new site access is proposed to be established, allowing raw material delivery vehicles to bypass residential receivers to access the site.

1.2 Project justification

Boral is pursuing other fuel sources to ensure its operation remains economically viable into the future, whilst improving the sustainability of its cement kiln thermal energy processes. The increase of SWDF consumption at the site and the commencement of AKF5 will allow the kiln to maintain current production levels, whilst reducing coal consumption, reducing carbon emissions including the embodied carbon in end products and diverting waste from landfill.

The Cement Works is a significant contributor to the local economy and is facing increasing pressure from cheaper local imports of cement, and rising energy costs, which is affecting the economic viability of continued operations at the site.

Doing nothing would see the continued reliance on extracted virgin coal, instead of diverting up to 250,000 tonnes per year of solid waste materials from landfill, and 150,000 tonnes of woodchip materials.

To operate the kiln, approximately 700 Gigajoules per hour of energy needs to be consumed, to maintain temperatures within the kiln for optimised performance and production of clinker. On a per truck basis (30 tonnes), coal provides 690 Gigajoules of thermal energy.

To operate the kiln on 100% coal as fuel input, a truck (30 tonne) is required per hour to maintain temperatures within the kiln for optimised performance and production of clinker. In contrast, SWDF material on average provides approximately 450 Gigajoules per truck. Given the variance between Gigajoules per tonne between the two materials, additional trucks will be required to deliver SWDF to the site, to achieve the same level of energy input for the kiln.

2 This Report

2.1 Purpose of the Report

This report has been prepared for the Department of Planning, Industry and Environment (DPIE) as a scoping document, to support the preparation of the Secretary's Environmental Assessment Requirements (SEARs), and the lodgement of a State significant development (SSD) modification application.

The report is intended to identify areas requiring further technical assessment based on a likelihood of change in previously assessed conditions on the site and/or the surrounds.

2.2 The Proponent

The proponent and owner of the Cement Works is Boral Limited and its associated subsidiary companies. The Cement Works is operated by Boral Cement Ltd, a wholly owned subsidiary of Boral Limited. Boral is an international building and construction materials group, headquartered in North Sydney, Australia.

Boral Australia employs over 5,000 employees in its quarry, concrete, asphalt, concrete placing and cement operations. The business is a major supplier of products to the dwelling, commercial construction, and roads and engineering markets.

In NSW, Boral has over 180 operations which include cement works, quarries, sand pits, recycling facilities, and asphalt and concrete plants. These operations produce a range of products including, concrete aggregates, crushed rock, cement, asphalt, and sealing aggregates, road base materials, sand and gravels for the Australian construction materials industry.

The Boral Cement Works at New Berrima is the only manufacturer of cement clinker in NSW.

3 Site and Surrounds

The Cement Works is located south of New Berrima in the Southern Highlands of NSW in the Wingecarribee LGA (Figure 3.1). Access is via Taylor Avenue, which connects the facility with the Hume Motorway, approximately 2.5km to the west.

The facility is located wholly on Boral owned land, which comprises approximately 135 ha. The area to the south east of the Cement Works between New Berrima and Moss Vale is part of the Moss Vale Enterprise Corridor (MVEC) set aside for employment generating development under the Wingecarribee Local Environmental Plan 2010 (Wingecarribee LEP).

The closest residential zone to the works site is located in New Berrima Township, with the centre located approximately 650m north of the No 6 kiln stack at the closest points. Residential zones are also located in Berrima, approximately 2,150m north of the No. 6 kiln stack. New Berrima residential area is flanked to the south and east by "Private Recreation" areas.

The area subject to this modification is located toward the centre of the operations area, located over 200m from the nearest residential receiver. All activities proposed as part of this operation are to be contained within the site.



Figure 3.1 Site locality

4 Approvals

4.1 Approval history

The facility operates subject to two development consents issued by the Department of Planning and Environment (DPE), namely; DA 401-11-2002 (Kiln 6, May 2003); and DA 85-4-2005 (Mill 7, Aug 2005). The development consent for DA 401-11-2002 has been modified thirteen times. The subject of this proposal is the Kiln 6 consent.

The site is also subject to an Environment Protection Licence (EPL 1689) issued by the NSW Environment Protection Authority (EPA).

The approvals history is summarised in Table 1.1 below, which outlines the assessment pathway employed to each modification of the consent.

Table 1.1 Approvals History

Date	Approval		Particulars
	Mod No.	Reference	
26 September 2005	1	MOD 2-1-2004	Use of non-standard fuels
22 September 2006	2	MOD 109-9-2006	Removal of hazardous waste prohibition
13 February 2007	3	MOD 12-2-2007	Trial use of tyre chips
24 April 2008	4	MOD 4	Varying usage of coke fines
31 August 2009	5	MOD 5	Coal deliveries by rail
20 June 2012	6	MOD 6	Stockpiling of coal for sale and transport
16 April 2012	7	MOD 7	Trial and use of blast furnace slag
5 August 2012	8	MOD 8	Administrative changes to align DA and EPL
5 October 2016	9	MOD 9	Receipt and use of up to 100,000 tpa of SWDFs
11 April 2019	10	MOD 10	Modification to SWDF storage shed dimensions
25 October 2019	11	MOD 11	HiCal50 Modification for Startup/Shutdown
7 April 2020	12	MOD 12	Isotainer Loading Operations
31 May 2021	13	MOD 13	Chloride Bypass System

4.2 Current Operations

Operating since 1929, the Berrima Cement Works produces up to 1.56 million tonnes of cement clinker (rolling average) for sale directly or for conversion into cement for sale in NSW, the ACT and internationally. These products are transported via road, rail and sea via Port Kembla.

The facility operates one kiln and two cement mills, along with ancillary storage and stockpile facilities. Cement manufacture is an energy intensive process due to the high temperatures required to produce clinker.

To fuel this process, the site currently uses a range of standard and non-standard fuel sources including coal, diesel, HiCal 50, and SWDFs.

5 Proposed Modification Application

Boral has been exploring the use of SWDF for heat energy in Kiln 6 for approximately 17 years, and has consistently used the material in the kiln for the past 5 years. It has been common practice in cement plants in Europe for around 25 years, and all other cement kilns in Australia have been using these fuels for several years.

Using SWDF like wood waste and Refuse Derived Fuel (RDF) would reduce energy costs, and in turn, reduce overall production costs to a point where manufacturing clinker in Kiln 6 can continue to be competitive against imported products.

Given the site's success in establishing its SWDF consumption operations at the site, and the recent approval of a Chloride Bypass System at the kiln, which will allow for better management of naturally occurring volatile components from the SWDF material, the site is now seeking to increase its consumption of SWDF at the kiln.

The increase will involve an expansion to current storage and handling facilities at the site, provision of kiln feeding infrastructure, an increase of truck deliveries and hours, and an increase to the tonnes per annum limitations for specific fuel types.

5.1 Proposed Changes to the Consent

5.1.1 Permissible Limits on Consumption

An increase from the current permissible SWDF consumption limit of 100,000 tonnes per annum, to 250,000 tonnes per annum will be sought. This increase will be achieved by altering condition 1.4A and amending Table 6 of the consent which refers to the permitted fuels of the consent. Table 6 of the consent is extracted here for ease of reference, with the proposed changes listed in the right column:

Fuel	Category	Tonnes Per Annum		Change Proposed	Comment
Natural Gas, Fuel Oil, Diesel	Standard Fuel	No Limit		✗	No change
Coal	Standard Fuel	No Limit		✗	No change
Coke Fines	Standard Fuel	No Limit		✗	No change
HiCal50	Non-Standard Fuel	10,000		✗	No change
AKF1	Non-Standard Fuel	20,000		✗	No change
AKF5	Non-Standard Fuel	30,000	≤ 100,000 combined	✓	No longer part of the combined cap. Stand-alone cap remains unchanged at 30,000.
Wood Waste	Non-Standard Fuel	50,000		✓	Increase standalone cap to 100,000. Included in combined cap which increases to 250,000.
RDF	Non-Standard Fuel	80,000		✓	Increase stand-alone cap to 200,000. Included in combined cap which increases to 250,000.

Woodchip	Standard Fuel	50,000		✓	No longer part of the combined cap. Stand-alone cap increases to 150,000. Woodchip definition also extended to include sawdust.
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A finalised version of the table is included at the end of this report.

The use of AKF-5 at the site, is permitted within the existing consent in accordance with condition 1.4B. To date, no trials of this material within the kiln have been conducted.

It is proposed that as part of this modification application, that the existing and proposed SWDF sheds be considered for storage and feeding purposes of AKF-5, in accordance with condition 1.4B. Should additional infrastructure be required, as a result of the findings of the trial, a new modification application will seek to address these works.

5.1.2 Changes to Delivery Hours and Truck Numbers

To facilitate the increased consumption of SWDF material, it is proposed that the current limitations concerning SWDF deliveries, which are restricted to 6am-6pm, Monday to Friday, and 7am-1pm Saturday, be removed.

Unrestricted delivery times will allow for more continual consumption of SWDF material in the kiln, and remove the current bottleneck experienced by the limited storage capacity of the SWDF sheds.

Truck movements are currently limited to 317 per day, within the current permissible hours. All trucks currently access the site via Taylor Avenue. A new access road is proposed and is discussed in further detail in Section 5.1.3 below.

A comparison between the current and proposed truck numbers and routes are summarised in the following table:

Material Type	Volume (approximate)	Trucks per Year	Change Proposed	Proposed volume	Proposed Trucks per Year	Route
Raw Materials	357,000	17,850	✗	No change	No change	Existing Access
Fuels for Kiln (Coal)	170,000	6,285	✓	56,700*	2,100	New Access
Fuels for Kiln (SWDF)	100,000	4,166	✓	250,000	10,415	New Access
Fuels for Kiln (AKF5)	0	0	✓	30,000	1,250	New Access
Dispatch of Clinker	300,000	10,000	✗	No change	No change	Existing Access
Dispatch of Cement	500,000	16,700	✗	No change	No change	Existing Access

	Per Day	Per hour		Per day	Per hour
SWDF (existing)	16	0.7	Site (existing)	317	26.4
SWDF (proposed)	39	1.63	Site (proposed)	330	28.3
Coal (existing)	22	0.92	Existing Access (proposed)	128	10.6
Coal (proposed)*	12	0.5	New Access (proposed)*	202	17.7

* subject to availability of Alt Fuel. We require the ability to maintain current consumption levels, should the full volume of Alt Fuel supply not available

** numbers above reflect the existing operation impacts associated with a 12-hour analysis window (per previous assessment methodology used).

While there will be a minor increase in total trucks numbers to the site, a significant reduction of heavy vehicle movements along Taylor Avenue is proposed, reducing road traffic noise to residences along this route. In addition, the hourly movements shown above are likely to be lower as a result of the modification, as the introduction of 24 hour deliveries will allow for a more dispersed delivery program to be established; this will be reflected in the traffic impact assessment submitted for assessment.

5.1.3 Construction of New Access Road and Internal Road

In the interests of reducing noise impacts to sensitive receivers along Taylor Avenue, and to remove the inherent constraint these receivers present on 24 hour operations, it is proposed that a new site access be established, primarily for the purposes of allowing deliveries of fuel (as outlined in Table 6 of the consent) for the Kiln to the site.

The internal haul road will be constructed within Boral owned land.

This alternative access will require a new intersection with the Old Hume Highway, and will predominantly align with an existing internal haul road, which is approximately 340m south of Taylor Ave.

An indicative concept plan has been prepared, illustrating the location of the new site access.



Figure 5.1.1 Concept Design for New Site Access Point

Construction of the intersection with the Old Hume Highway is anticipated to take approximately 18 weeks, commencing after modification approval is granted, subject to associated management plans and other pre-commencement conditions being satisfied.

Detailed design plans will be prepared, as part of the modification application, to establish whether land acquisitions are required to implement the intersection construction solution put forward.

5.1.4 Construction of Additional SWDF Sheds and feed infrastructure

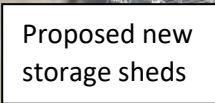
To facilitate the increased consumption of SWDF and the introduction of AKF5 (Tyre) non-standard fuels, and the introduction of AKF5 (tyres) non-standard fuels, the application will propose the construction of additional storage sheds on the site, to appropriately shelter and manage SWDF and AKF5 deliveries on the sites.

Currently, the site contains a single SWDF shed, with a floor area of 1,104 m².

The two additional storage sheds are proposed to would provide for an additional floor area of 1,968 m², for SWDF material storage and handling, including the potential of storage, handling and feeding infrastructure for AKF5 (tyres), with dimensions as follows:

	Shed 1	Shed 2
Additional SWDF Shed Specifications		
Width (m)	16.5	33
Length (m)	40	40
Floor area (m ²)	656	1,320
Height (m)	16.5	16.5

The proposed location of the new sheds, is proximate to the existing SWDF shed located to the south of the kiln, illustrated in the following image:



Construction of the 2 sheds is anticipated to take approximately 18 weeks, commencing after modification approval is granted, subject to associated management plans and other pre-commencement conditions being satisfied.

The construction activities will also introduce, where necessary, additional feed infrastructure, to facilitate consumption of the stored material in the kiln process, subject to further detailed design.

5.2 Summary of Changes

The following table combines all the proposed changes that will form part of Modification 14 provides a comparison of what the proposed modification will introduce to the site, having regard to the most recent modification.

	Approved (MOD 13)	Proposed (MOD 14)
Operations		
Cement production	1.56 million tonnes per annum	No change
Hours of operation	24 hours and day, 7 days a week.	No change
Site personnel	150	No change
SWDF Deliveries	6am-6pm, Monday to Friday, and 7am-1pm Saturday	24 hours and day, 7 days a week.
Total trucks per day	317	Increased to 330. Movements will be split between the existing and new site access points. Existing access = 128 New access = 202
Environmental impacts		
Noise	Condition 3.3 requires the operator to design, construct, operate and maintain the facility and to not exceed maximum allowable noise contributions limits prescribed at Table 2.	No change – to be definitively established through a detailed noise assessment considering truck movements and construction impacts.
Traffic	Up to 317 trucks trips per day during the typical 12-hour working weekday and up to 100 truck trips per day during a typical 6-hour working Saturday.	As described above. A quantitative traffic impact assessment will be prepared outlining the impacts to the road network, factoring in the truck increase and new proposed access.
Air quality & Odour	Condition 3.7, 3.7A, 3.8, and 3.9 require the operator to maintain air quality mitigation measures and control dust emissions. Dust management is a requirement of EPL 1698. The facility conducts ambient air/dust monitoring	It is expected that the site will be able to continue operations within its current consent limits concerning emissions. An air quality emissions and odour review report including a screening modelling exercise will outline the implications associated with increased SWDF consumption and construction activities.
Greenhouse Gas	No conditions relating to greenhouse gas emissions. The facility monitors stack emissions.	No change concerning consent limitations. Reduced GHG are expected due to a reduction of coal consumption. A qualitative assessment will be provided.
Visual Impact	No visual amenity related conditions provided	The shed extension is not expected to alter the appearance of the site, from any significant vantage points.
Waste	Conditions 3.17, 3.17A, 3.17AB, 3.17AC, 3.17AD, 3.17AE, 3.17B, and 3.17C relate to waste	No change.

6 Legislative framework

The primary instruments considered for the purpose of this scoping report are as follows:

- *Environmental Planning and Assessment Act 1979;*
- *Protection of the Environment Operations Act 1997;*
- *State Environmental Planning Policy No. 33 Hazardous and Offensive;*
- *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007 (Mining SEPP);*
- *State Environmental Planning Policy (State and Regional Development) 2011; and*
- *Wingecarribee Local Environmental Plan 2010.*

A full compliance assessment of relevant legislation and environmental planning instruments and plans will be included in any future application.

6.1 Application type and consent authority

Given the nature of the proposed modification, it is recommended that this modification be assessed pursuant to section 4.55 (1A) of the EP&A Act, subject to the findings of the technical assessments. The particulars of the relevant section are reproduced below.

(1A) Modifications involving minimal environmental impact

A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if:

- a) it is satisfied that the proposed modification is of minimal environmental impact, and*
- b) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and*
- c) it has notified the application in accordance with:*
 - i. the regulations, if the regulations so require, or*
 - ii. a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and*
- d) it has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.*

Subsections (1), (2) and (5) do not apply to such a modification. The relevant assessing authority is the Department of Planning, Industry, and Environment (DPIE), with the Minister for Planning (or delegate) being the consent authority for all State significant DAs, unless a specific provision is triggered enlivening the necessity for consideration by the Independent Planning Commission.

6.2 Level of assessment

The SEE proposed for submission will address the items identified as being relevant for the purposes of the assessment in this report, including any matters identified in the SEARS. The scope of matters to be considered is outlined in chapter 7 of this report.

Given there are no significant changes to operational procedures proposed, rather the application relates to an increase of consumption of SWDF materials, some construction activities, and redistribution of delivery routes, the major impacts that require assessment are noise, air quality and traffic.

6.3 Land use zone and permissibility

The site is situated within the Wingecarribee LGA and is zoned Heavy Industrial (IN3). The land to the immediate east and south is zoned General Industrial (IN1). The proposed modification remains entirely consistent with the land use definitions applicable to the existing operations on the site.

7 Identification of Key Issues

The following section identifies and considers the potential impacts on of the proposal on the environment.

7.1 Noise and Vibration

The changes to the delivery timeframes will introduce additional vehicle movements, beyond the current permissible timeframes for SWDF deliveries. No adverse noise and vibration impacts are expected in association with the increased consumption of SWDF materials.

A road noise assessment will be undertaken to assess the noise impacts from truck movements along Taylor Avenue and the newly established access road.

Construction noise impacts associated with the construction of sheds are expected to be in line with impacts previously considered as part of the Mod 10 application, relating to the SWDF shed modification. The impacts associated with the construction of the new access road will need to be considered, however will be short term, given the nature of the works.

It is proposed that a qualitative noise and vibration assessment be completed to consider the operational impacts associated with the proposal and outline any reasonable and feasible mitigation measures which need to be introduced to the site, to ensure compliance with relevant regulatory controls.

The assessment will also have regard to the existing consent for the existing operations, and limitations imposed through the EPL and the site PRP.

7.2 Air Quality

The Project has the potential to generate dust emissions during vehicle movements. The potential dust impacts from these activities are difficult to accurately quantify as they are short in duration and sporadic.

The increased consumption of SWDF and introduction of AKF5 material is likely to influence the composition of the emissions from the site, however, are not expected to increase the emissions of any specific element, beyond currently consented limits. An analysis of possible odour impacts will be considered.

An air quality emission review report which will include a screening level modelling exercise to illustrate the implications of the increased consumption of SWDF material, increased truck movements in the immediate area, and construction impacts associated with the construction of new sheds and construction of new access road.

A qualitative assessment of greenhouse gas emissions will also be provided.

7.3 Biodiversity and Heritage – Aboriginal and Non-Aboriginal Cultural Heritage

The proposal will involve road works on areas previously not impacted by construction activities. It is proposed that a qualitative heritage impact assessment be prepared, to address risks associated with the construction of the new site access and internal access road.

It is also proposed that a qualitative biodiversity assessment be prepared, considering the impacts associated with any vegetation removal, if deemed necessary. All efforts will be made to establish a haul route which minimises the potential for vegetation removal, where possible.

7.4 Traffic

The increased consumption of SWDF material will require an additional 13 trucks per day, with the existing limitations to trucks movements for SWDF materials to be varied.

Whilst there will be a tangible increase of movements at the site, the impacts to the New Berrima road network will be negated, through the introduction of a new access point to the site, which will re-route fuel deliveries to the site further to the west, avoiding any increases of traffic movements along Taylor Avenue; proximate to sensitive receivers.

To consider the impacts associated with these changes, it is proposed that a traffic impact analysis be prepared to consider the impacts the dispersed delivery structure, will have to the overall traffic network in the surrounding area. This modelling will consider the likely direction of movements, and consider hourly peak movement, to ensure impacts can be accurately quantified.

7.5 Waste

No additional waste is expected as part of the application. Current waste management practices on the site will continue to be sufficient for the additional works proposed. Construction waste will be considered.

7.6 Visual

The proposal will not involve the construction of any new structures which could be visible from any notable vantage points. A visual impact assessment is not considered necessary for this project. The construction of the two additional sheds will not significantly alter the appearance of the site, nor be visible from any external vantage points.

7.7 Services

All services, including telecommunications, water, sewer and electricity are available on the site. It is not expected that the proposed SSDA will require any additional capacity in these services.

8. Consultation

The following section sets out consultation undertaken to inform the submission of this scoping report and that proposed to be undertaken prior to the lodgement of the proposed modification application.

8.1 Government Agencies

Prior to the submission of an application for assessment by DPIE, it is proposed that direct engagement be made, and evidence of the consultation addressed as part of the modification application, with the following entities:

	Name	Title
Wingecarribee Shire Council	Nicholas Wilton	Group Manager Planning Development and Regulatory Service
	Nancy Sample	Manager Development Assessment
Transport for NSW	Chris Millet	Manager Land Use, Southern Region
DPIE, Biodiversity Conservation Division	Chris Page	Senior Team Leader, Planning (Illawarra)
	Calvin Houlison	Senior Conservation Planning Officer
Heritage NSW	Jackie Taylor	Senior Team Leader, Aboriginal Cultural Heritage Regulation - South
WaterNSW	Miles Ellis	Catchment Assessments Officer

8.2 Community Stakeholders

Since the concept of the SWDF system was first conceived circa 2012, information about the system and the actual SWDF materials has been regularly featured in the Berrima Cement Works' public communications and engagement activities.

A regular update about the system and its development has been featured in both Community Liaison Group (CLG) and general community meetings since 2014.

The Berrima Cement Works website (www.boral.com.au/berrimacement) also has a designated page about the SWDF system which is updated frequently.

Articles and items on the system have also been regularly published and broadcast by regional media outlets, as well as in the site's own community newsletters. A successful social media campaign was carried out at the time of the system's 'wet commissioning' during 2018.

All of these channels will once again be utilised to communicate the purpose and detail of the consumption increase and delivery variation proposal. The site's established avenues for obtaining community feedback through in-person, written (email) and digital means will remain activated to assist with the required consultation.

It is proposed information about the proposal will centre on aspects of changed heavy vehicle logistics and any effects upon air quality arrangements.

9. Conclusion

As demonstrated by this scoping report, the proposed development, to be implemented by way of a SSD modification application, is permissible with consent at the subject site, and will leverage the existing infrastructure located at the Berrima Cement Works site.

The report includes a description of the site, an overview of the proposed development, and an outline of what are the key issues which should form part of the SEE, forming part of the modification Application.

Boral therefore requests that DPIE confirm that the application may be lodged as a modification application and confirm the additional information necessary /matters to be considered to support this application.

PROPOSED TABLE 6

Fuel	Category	Tonnes Per Annum	
Natural Gas, Fuel Oil, Diesel	Standard Fuel	No Limit	
Coal	Standard Fuel	No Limit	
Coke Fines	Standard Fuel	No Limit	
HiCal50	Non-Standard Fuel	10,000	
AKF1	Non-Standard Fuel	20,000	
Plantation and Sawmill Woodchip and Sawdust	Standard Fuel	150,000	
AKF5	Non-Standard Fuel	30,000	
Wood Waste	Non-Standard Fuel	100,000	≤ 250,000 combined
RDF	Non-Standard Fuel	200,000	

