

Our ref: SSD-71547218

Mr Kevin Daly
Managing Director
Central Waste Plant Pty Ltd
8 Styles Street
KURRI KURRI, NSW 2327

Attention: Ms Katie Ward, EMM Consulting

22 January 2026

Subject: Request for Additional Information - SSD-71547218

Dear Mr Daly

I refer to the Department of Planning, Housing and Infrastructure's (the Department) letter on 11 December 2025, which advised that the Department would be providing comments following the exhibition of the Environmental Impact Statement (EIS) for the Kurri Kurri Integrated Resource Recovery Centre (SSD-71547218).

As part of your submissions report addressing submissions and advice received during exhibition of your application, the Department requests you provide a response to the issues include in **Attachment 1** to this letter.

If you have any questions, please contact Ellen Luu on (02) 8275 1037 or via email at ellen.luu@planning.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read "Joanna Bakopanos".

Joanna Bakopanos

A/Director

Industry Assessments

as delegate for the Planning Secretary

Attachment 1

Traffic Management

1. The EIS identifies up to approximately 320 heavy vehicle movements per day at full throughput at the proposed Kurri Kurri Integrated Resource Recovery Centre (IRRC). While impacts to the external road network have been assessed, the EIS does not clearly demonstrate that internal site traffic movements can be safely and efficiently accommodated during operations, particularly given the proposed increase in waste throughput, 24/7 operations and overall operational intensity. Further information is required for the following:
 - i. clarification of how heavy vehicle manoeuvring (including turning and reversing) can occur under concurrent operating conditions between access points, weighbridges and processing areas
 - ii. details of how interactions between heavy vehicles (including deliveries, outbound of recovered materials, internal transfers etc), light vehicles, pedestrians and mobile plant will be managed to minimise conflict
 - iii. demonstration that internal access, queuing and circulation arrangements are suitable for peak operational conditions
 - iv. details of any proposed measures to manage the flow of vehicles through the site, such as any vehicle waiting areas between the site access, weighbridges and processing areas.
2. The site layout plans within the EIS identify access points and internal roads, however additional detail is required to demonstrate how concurrent heavy vehicle movements (i.e. inbound waste, internal transfers and outbound recovered materials) will operate during operations. Please update site update details to show the following:
 - i. internal truck movement paths between entry and exit points, weighbridges and each receival/processing building
 - ii. the direction of travel on all internal roads (one-way or two-way)
 - iii. differentiation between inbound waste deliveries, outbound recovered material movements and internal transfer movements.
3. The EIS indicates that development would occur in stages and that construction and operational traffic may overlap, however the traffic implications of staged delivery and transitional operating conditions are not clearly addressed. Further information is required to describe traffic arrangements during each development stage, including:
 - i. proposed access routes and internal circulation arrangements

- ii. measures to separate construction and operational traffic to maintain safety and operational efficiency during staged delivery.
4. The EIS indicates that Styles Street would be used for internal material transfer movements within the IRRC. However, the frequency, timing and interaction of these movements with primary waste receipt and dispatch activities have not been clearly assessed. Further details are required to demonstrate that these internal transfers will not adversely impact internal circulation or safety on site.

Noise Management

5. The proposal includes expanded metal processing operations located toward the western portion of the IRRC, closer to identified sensitive receivers. Further clarification is required for the following:
- i. further details on how metal processing equipment and associated activities have been represented in the operational noise model
 - ii. whether additional mitigation or management measures have been considered to minimise noise impacts to nearby sensitive land uses.
6. The noise impact assessment (NIA) considers construction and operational scenarios separately. Although the EIS acknowledges that construction activities will be staged and overlap with operations, it does not clearly demonstrate that combined construction and operational noise have been assessed under worst-case conditions. Additional information is required to confirm the following:
- i. whether combined construction and operational noise scenarios have been assessed
 - ii. whether any additional mitigation measures are required when construction and operations overlap.

Waste Management

7. The EIS proposes the establishment of a Residual Waste Recovery Plant (RWRP) on 145 Mitchell Avenue and 1 Styles Street as part of the development, intended to process residual waste remaining after primary resource recovery activities at the IRRC. The Department notes the scale and footprint of the proposed RWRP relative to other resource recovery processing buildings on the site. Further information is required for the following:
- i. justification on whether the size and capacity of the proposed RWRP is proportionate to the anticipated volume of residual waste expected to be received after achieving the stated 85% resource recovery target at the IRRC

- ii. confirmation of whether the RWRP is intended to process only residual waste generated on site, or whether it is proposed to accept residual waste from external sources.
8. Section 3.4.2 of EIS indicates that waste throughput would increase to 450,000 tonnes per annum by Stage 3, while construction of the RWRP and metal processing plant would not occur until Stages 4 and 5 of the development. The Department notes that the EIS does not clearly identify how residual waste and recoverable metal materials will be stored, managed and/or processed during this interim period. Further information is required to clarify the following:
- i. where residual waste and recoverable metal materials will be stored and processed prior to commissioning of the Residual Waste Recovery Plant and metal processing plant (Stages 4 and 5, respectively)
 - ii. the storage capacities available for residual and recoverable metal materials during this interim stage and how they will be managed at increased throughput.