

Ms Grace Macdonald
Senior Planner

JALCO AUSTRALIA PTY. LIMITED
LEVEL 29 20
BOND STREET
SYDNEY New South Wales 2000

08/03/2022

Dear Ms Macdonald

**Jalco Manufacturing Facility (SSD-21190804)
Request for additional information**

I refer to the Response to Submissions (RtS) for the Jalco Manufacturing Facility (SSD-21190804).

The Department has undertaken a review of the RtS, the Department is requesting that you provide additional information. You are requested to submit the information outlined in **Attachment 1**.

Comments from agencies have not yet been provided to the Department in response to the RtS. These will be forwarded to you under separate cover. Please provide a response to these comments as part of your response to the Department.

Please provide the information or notify us that the information will not be provided, by Monday 4 April 2022. If you cannot meet this deadline, please provide and commit to an alternative timeframe for providing this information.

If you have any questions, please contact Rebecka Groth, on 02 82751723 or at rebecka.groth@dpie.nsw.gov.au.

Yours sincerely,



Pamela Morales
Acting Team Leader - Industry
Industry Assessments

as delegate for the Planning Secretary

Attachment 1: Department's request for additional information

Attachment 1: Department's request for additional information

Water and Wastewater Management

- Please clarify this statement: *"To minimise disruption on the production line, the dangerous goods are located to minimise disruption and enable ease of access when the material is required."*
- The RtS, in Appendix A – Dangerous Goods Storage Process Map provides that there would be substantial external handling of DG's including deliveries to external storage areas and moving DG's externally into the production area via forklift when needed. This has the potential to cause contamination of the stormwater system in the case of a spill or fire. The Stormwater Management Plan prepared by Costin Roe and dated 28 May 2021 (Appendix F of the RtS) is for the use of the site as a warehouse and does not include measures to capture and retain contaminated water in the external areas where dangerous goods are stored and handled.
 - The external potentially contaminated hardstand areas should be separated from the clean stormwater areas similar to the Smithfield facility as described in the Contaminated Water Retention Plan (Appendix P of the EIS). Please provide details of the contaminated water retention system isolated from the stormwater system.
- A sufficient justification for the external storage of DG's has not been provided. Further justification is required, this should include liquid truck filling area bunding details and the controls and management measures proposed to avoid spills.
- Provide contingency measures should the WWTP be out of commission or require maintenance.
- Provide a quantification of contaminated water in the case of a fire and how the proposed building, bunding and internal and external water conveyance systems can cater for the expected volumes.

Traffic

- An onsite Loading Dock Management Plan is required to ensure conflict between the unloading of DG's and loading and unloading of product does not arise.
- The Traffic Assessment assumes that the addition of night time hours will evenly distribute heavy vehicles to be representative of the Smithfield facility at peaks hours. Provide additional justification that night time operations would be fully representative of daytime operations.
- A breakdown of heavy vehicles (type and amount per day) proposed to access the site has not been provided. Please update the RtS.

Noise

- The RtS suggests that *"in SSD-10436, truck movements were restricted for Lot 202 during night time to mitigate against any negative externalities associated with noise. This SSDA did*

not restrict vehicle movements inbound or outbound during any period of the 24/7 operations at Lot 201". The Department notes the final Noise Assessment prepared for SSD 10436 states:

- *"the Lot 201 night-time peak scenario includes 10 two-way heavy vehicle movements, which has been modelled as five HV arrivals and five HV departures in a 15-minute period. In the event that the duration of individual low speed movements was extended due to additional manoeuvring (increasing SWL), this would also limit the number of vehicle movements that could reasonably be expected to occur in a 15-minute assessment period (decreasing SWL)."*
- *[and] "The initial modelling assumptions would be revisited during detailed design when vehicle routes, site layouts, peak vehicle movements and specific operator information becomes available. In the event that higher noise levels are predicted, additional feasible and reasonable noise mitigation options would be assessed."*
- Provide clarification that a maximum of five heavy vehicle movements in any 15-minute night time period would result from the operations of all tenancies within Lot 201.