

Our Ref: B3031

27 April 2022

NSW Department of Planning and Environment 4 Parramatta Square 12 Darcy Street PARRAMATTA NSW 2150

Attention: Mr William Hodgkinson Team Leader, Industry Assessments

#### Re: Minto Resource Recovery Facility (SSD-5339) 23 February 2022 - Request for additional Information

We refer to the subject request for additional information and provide below our response to the issues raised. Issues raised are shown in green with responses provided.

## 1. GENERAL

The site appears constrained in regard to heavy vehicle manoeuvrability due to the proposed stockpile volumes. As such, please explain why the proposal would store more than 31 days-worth of waste onsite (50,000 tonnes) and 25 days-worth of product (25,000 tonnes) at any one time and consider reducing the size of stockpiles.

#### Response

The volume of the stockpiles have been shown on the Stockpile Layout Plan PS02-A401, Revision C. The table to that plan shows a total volume of 72,000 tonnes. This is the maximum volume proposed to be at the Site and would most likely not be the normal situation. The maximum has been shown for the purpose of determining whether or not the Site can operate if required to be at the maximum permitted by the Environment Protection Licence (**EPL**) which would be attached to the facility.

The swept paths of trucks is based on the stockpiles being at their maximum volume and the facility operating at the maximum permitted by the EPL.

The plans show the maximum of 14 trucks on the Site at the same time. This was done to justify that a number of activities could happen at the same time if there was a surge in trucks arriving at the facility. This is the maximum number of trucks and the maximum volume of material, however, in that scenario the Site layout and flow still work. For this reason there is no reason to reduce the stockpile tonnage below 72,000 tonnes.

Notwithstanding the above which indicates the maximum capacity of the site, the maximum capacity will

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Principal: NEIL KENNAN B.A., Dip. Urb. Reg. Plan., RPIA, Ord 4, Diploma Cartography not necessary be indicative of reality where small volumes of materials would be on-site. There will, however, be times when there is a surge in some recyclable materials, for example if there is a significant amount of construction waste from a major demolition or more than the normal amount of sand/sandstone from major infrastructure projects such as tunnels. In such circumstances, than maximum amount of material may be on the site awaiting processing and, as such, the maximum of 72,000 tonnes might be on-site during such events.

Changes to the development made since exhibition of the EIS have still not been clearly articulated. Please list all changes made to the development, noting that a description of changes made to plans is not required. Changes should include the amendment to cut and fill and boundary fence, amendments to the stormwater system, additional length of noise wall, additional bunker walls etc.

#### Response

The following changes have been made to the proposed development since the exhibition of the Environmental Impact Statement:

- 1. Removal of northern and southern sediment basins.
- 2. Replacement of the northern sump with the northern 450KL water storage tank.
- 3. Replacement of the northern and southern sumps and gravity discharge with pit and pump to the water treatment plant.
- 4. Removal of the northern overland flow path.
- 5. Removal of the northern stormwater discharge to Bow Bowing Creek.
- 6. Realignment of the southern stormwater discharge to Bow Bowing Creek to join existing infrastructure.
- 7. The southern retaining wall, sand washing plant and shed have moved into Site by 2m to allow drainage of overland flood water. The Southern setback to has increased to 2m.
- 8. The addition of bunker walls between temporary processed material stockpiles adjacent to the crushing plant.
- 9. The addition of bunker walls at the end of stockpile D, E and F.
- 10. Reduction in the height of stockpiles A, C and D to 6m.
- 11. Addition of noise walls on the eastern and southern boundary.
- 12. Increase in height of the southern emergency overflow weir to RL 43.62.

There is no change to the cut and fill quantities as a result of the proposed changes to the development - refer to Plans PS02-C600, Revisions G and I.

## 2. SITE LAYOUT AND ONSITE TRAFFIC MOVEMENTS

As previously discussed, please show the tip and spread areas and truck standing areas on the site plan, noting that recent correspondence with EPA also confirms its requirements for dedicated tip and spread areas. It is acknowledged these areas are not fixed and location is dependent on how much waste is stored in the stockpiles, however, please show the tip and spread areas when stockpiles are at their maximum capacity.

Please update the swept path diagrams for both circulating and turning trucks to include the tip and spread and truck standing areas above.

Please provide a swept path analysis of the design heavy vehicle accessing and loading from stockpile C.

#### Response

An 11 April 2022 response has been received from McLaren Traffic Engineering, a copy of which is at **Attachment 1**. As stated in the McLaren response:

The locations of the tip and spread areas when stockpiles are at their maximum are detailed within Annexure A [of the McLaren Report]. As a result, the swept paths shown in Annexure A [of the McLaren Report] demonstrate that site circulation is easily possible in the worst-case scenario. It should be noted that there will be more manoeuvring space available on a regular basis than what is shown in Annexure A [of the McLaren Report].

The tipping trucks are required to reverse into the tip and spread area to tip their loads. As the tray of the truck tips the truck moves forward to enable the load to be deposited onto the ground. The truck then moves forward and onto the standing areas to enable the material to be spread on the ground. Once the material is inspected it pushed into the stockpile, ready for the next load to be tipped.

Below is an extract from Drawing No.2021-276-04E of the McLaren Report which depicts the Site at capacity. The area shown as hatched green is the tip and spread area. As indicated above, the trucks reverse into the tip and spread area and the hydraulic tray of the truck is elevated such that material is discharged as the truck moves forward. The material is deposited in the tip and spread area and then pushed into the stockpile. The location of the tip and spread area will vary according to the volume of material in the stockpile



# Describe where inspection point 1 (required by the Standards for Managing Construction Waste) would be located.

#### Response

Inspection Point 1 is at the weighbridge. At this inspection point, the material will be inspected with the use of a camera and an elevated viewing platform.

#### 3. NOISE

Please update the noise assessment to include assessment of the impact of extending the noise wall along the western boundary.

#### Response

A 1 April 2022 response from RWDI Australia Pty Ltd has been prepared, a copy of which is at **Attachment 2**. Modelling of the modified site has also been undertaken, a copy of which is also at **Attachment 2**.

We trust that the above and attachment is sufficient for the Department to proceed to the next stage of the assessment process.

Yours faithfully, **NEXUS ENVIRONMENTAL PLANNING PTY LTD** per:

Neillennam

Neil Kennan

Attachment 1

11 April 2022 Letter from McLaren Traffic Engineering



11 April 2022

Reference: 210276.03FA

Nexus Environmental Planning Pty Ltd PO Box 212, Concord NSW 2137 Attention: Neil Kennan

### SUPPLEMENTARY TRAFFIC AND PARKING ADVICE FOR RESOURCE RECOVERY FACILITY AT 7 MONTORE ROAD, MINTO

Dear Neil,

Reference is made to your request to provide supplementary traffic and parking advice regarding the proposed Resource Recovery Facility at 7 Montore Road, Minto. This letter is in response to comments from the Department of Planning, Industry and Environment (DPIE) within their request for additional information regarding Minto Resource Recovery Facility (SSD-5339) dated 23 March 2022.

The comments made by DPIE relevant to traffic and parking are shown below (italicised) with  $M^{c}$ Laren Traffic Engineering's (MTE) response thereafter.

### Site Layout and onsite traffic movements

As previously discussed, please show the tip and spread areas and truck standing areas on the site plan, noting that recent correspondence with EPA also confirms its requirements for dedicated tip and spread areas. It is acknowledged these areas are not fixed and location is dependent on how much waste is stored in the stockpiles, however, please show the tip and spread areas when stockpiles are at their maximum capacity.

**MTE Response**: The locations of the tip and spread areas when stockpiles are at their maximum are detailed within **Annexure A**. As a result, the swept paths shown in **Annexure A** demonstrate that site circulation is easily possible in the worst-case scenario. It should be noted that there will be more manoeuvring space available on a regular basis than what is shown in **Annexure A**.

The tipping trucks are required to reverse into the tip and spread area to tip their loads. As the tray of the truck tips the truck moves forward to enable the load to be deposited onto the ground. The truck then moves forward and onto the standing areas to enable the material to be spread on the ground. Once the material is inspected it pushed into the stockpile, ready for the next load to be tipped.



**Annexure B** shows approximate timings of truck tipping movements throughout the site. As shown, there is only ever one truck tipping at a time in the tip and spread area, however there may be two loads being inspected. For example, at minute 10 of the table shown in **Annexure B** the is the following truck movements occurring:

- Two (2) trucks waiting for their load to be inspected that would be at standing point 1 and 2 (truck parking area along the eastern side of the site);
- One (1) truck tipping at truck point 3; and
- One (1) truck on the entrance weighbridge.

Considering the above the tipping operation of the site will be able to safely and efficiently operate.

Please update the swept path diagrams for both circulating and turning trucks to include the tip and spread and truck standing areas above.

**MTE Response**: Updated swept path test results have been undertaken with the results presented in **Annexure A**. In summary, the tipping trucks are to reverse into the tip and spread areas to conduct tipping operations. Once loading operations are completed the trucks can forward out of the tipping areas. Throughout the site, tipping trucks can successfully circulate and conduct their unloading operations without conflicting with other vehicles.

Please provide a swept path analysis of the design heavy vehicle accessing and loading from stockpile C.

**MTE Response**: Swept path results of the design vehicle accessing and loading from stockpile C is reproduced in **Annexure B**.

Describe where inspection point 1 (required by the Standards for Managing Construction Waste) would be located.

MTE Response: For others to address.

Please contact Mr Daniel Walker or the undersigned on 9521 7199 should you require further information or assistance.

Yours faithfully, M<sup>c</sup>Laren Traffic Engineering

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Craig M<sup>c</sup>Laren Director BE Civil, Grad Dip (Transport Engineering), MAITPM, MITE RPEQ 19457 RMS Accredited Level 3 Road Safety Auditor [1998] RMS Accredited Traffic Management Plan Designer [2018]



ANNEXURE A: SWEPT PATH TESTS (12 SHEETS)



























ANNEXURE B: UNLOADING TRUCK TIMES (1 SHEET)



# Attachment 2

1 April 2022 Letter from RWDI Australia Pty Ltd plus Modelling



RWDI Australia Pty Ltd (RWDI) Suite 602, Level 6, 80 William Street Woolloomooloo NSW 2011 Tel: +61 2 9437 4611 E-mail: solutions@rwdi.com ABN: 86 641 303 871

1 April 2022

Nexus Environmental Planning Pty Ltd PO Box 212 CONCORD NSW 2137 <u>kennan@ozemail.com.au</u>

## Re: 7 Montore Road, Minto – Updated Noise Model RWDI# 2101743

## Introduction

DPIE have requested updated noise modelling to address the changes in noise level resulting from the inclusion of the southern and eastern 6m perimeter noise barriers. This letter provides a preliminary response whilst the modelling is undertaken.

# **Residential Receivers**

The typical worst case noise levels at the most affected residential receivers to the west are expected to remain unchanged as the dominant noise travels over the western barrier which was included in the original proposal.

# Industrial Receivers (South and East)

The EIS noise assessment predicted typical worst case noise levels at the most affected industrial boundaries which complied with the 70dBA Project Noise Trigger Level. Considering submissions regarding noise to industrial neighbour's the full extent of the southern and eastern boundaries will now match the western boundary and incorporate a 6m high hebel panel wall.

The expected noise benefit will be in excess of 10dB directly behind the barrier on the boundary and varying between 5-10dB further set back from the boundary within the neighbouring industrial sites. The degree of benefit varies depending on the line of sight to elevated noise sources within the 7 Montore Road site, although at all receiver locations compliance with the L<sub>Aeq,11hr</sub> 70dBA limit is predicted to be achieved.

We trust this information is sufficient. Please contact us if you have any further queries.

Yours truly

Neil Gross Associate Principal RWDI Australia Pty Ltd



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20 April 2022

Nexus Environmental Planning Pty Ltd PO Box 212 CONCORD NSW 2137 kennan@ozemail.com.au

## Re: 7 Montore Road, Minto – Updated Noise Model RWDI# 2101743

## Introduction

DPIE have requested updated noise modelling to address the changes in noise level resulting from the inclusion of the southern and eastern 6m perimeter noise barriers. This letter updates the preliminary response now the modelling has been undertaken.

# **Residential Receivers**

The typical worst case noise levels at the most affected residential receivers to the west remains unchanged as the dominant noise travels over the western barrier which was included in the original proposal.

# Industrial Receivers

As indicated in the preliminary response the predicted noise benefit is in the order of 10dB within the neighbouring industrial sites. The degree of benefit varies depending on the line of sight to elevated noise sources within the 7 Montore Road site and the set back from the boundary. The noise model included additional industrial receiver locations to account for this.

The table indicates the range of noise levels within the neighbouring sites based on a typical busy 15 minute period.

Industrial Receiver	L <sub>Aeq</sub> (dB)
North	57 - 58
East	55 - 58
South	57 - 58
West	60 - 61

At all industrial receiver locations compliance with the L<sub>Aeq,11hr</sub> 70dBA limit is predicted to be achieved.



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We trust this information is sufficient. Please contact us if you have any further queries.

Yours truly

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Neil Gross Associate Principal RWDI Australia Pty Ltd