



Glendenning Liquid Waste Facility

*State Significant
Development
Modification Assessment
(SSD 6767 MOD 1)*



June 2019

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Cover photo

Glendenning Liquid Waste Facility, Oily water/used oil tank farm ([J Richards and Sons])

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Glossary

Abbreviation	Definition
Applicant	JJ Richards and Sons Pty Ltd
Consent	Development Consent
Council	Blacktown City Council
Department	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPL	Environment Protection Licence
FRNSW	Fire and Rescue NSW
Minister	Minister for Planning and Public Spaces
Secretary	Planning Secretary of the Department of Planning, Industry and Environment
SSD	State Significant Development



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1. Introduction

This report provides an assessment of an application to modify the State significant development consent (SSD) for the Glendenning Liquid Waste Facility (SSD 6767). The modification application seeks approval to increase used oil and industrial oily water throughput from 10,000 tonnes per year (tpy), to 20,000 tpy. All other aspects of the consent would remain unchanged.

The application has been lodged by JJ Richards & Sons Pty Ltd (the Applicant) pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

1.1 Background

The Applicant operates a liquid waste treatment facility at 14 Rayben Street, Glendenning (the site) in the Blacktown local government area (see **Figure 1**). The Applicant is a large Australian-owned waste management company, which provides a variety of solid, hazardous and liquid waste collection services for commercial customers and domestic garbage, recycling, sanitary and green waste collection services for local authorities throughout eastern Australia.

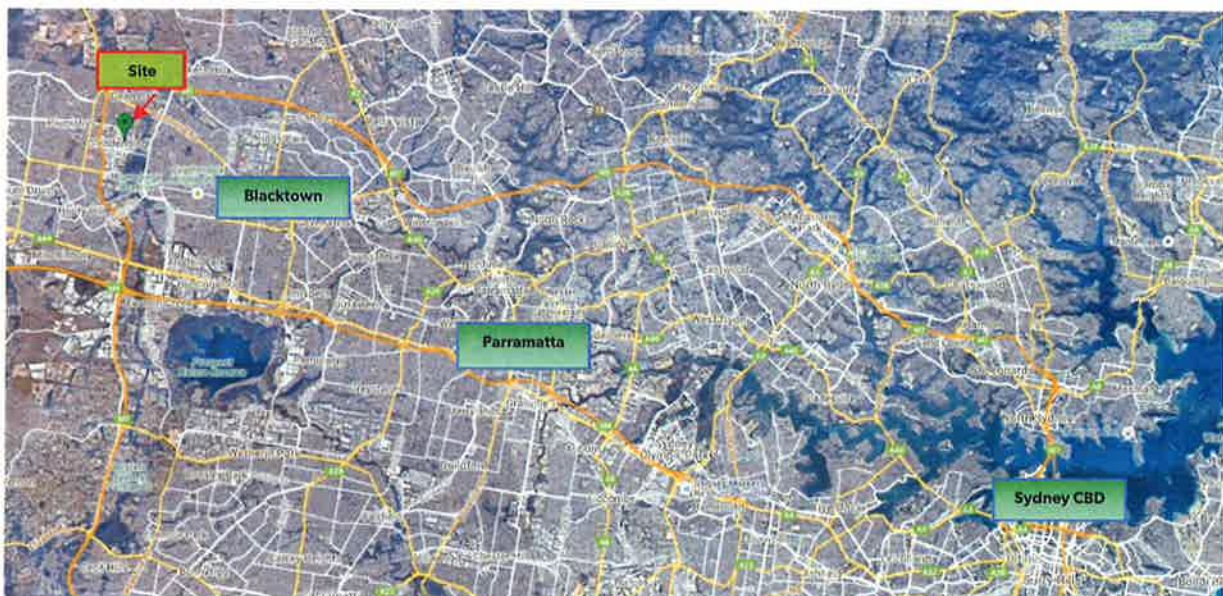


Figure 1 Site Location

The liquid waste treatment facility (the development) presently accepts and processes or consolidates up to 42,000 tpy of grease trap liquid and liquid food waste and 10,000 tpy of used oil and industrial oily water. The consent also permits the storage on site of 14 heavy vehicles overnight. The primary purpose of the development is to process and recover materials from liquid waste to enable the:

- beneficial reuse of grease trap and food waste in the cultivation of feed crops on farms in accordance with the *Protection of the Environment Operations (Waste) Regulation 2014*, namely the *Grease Trap Waste Exemption and Order 2014* and *Liquid Food Waste Exemption 2014* respectively
- aggregation of used oils for their reuse, reprocessing, recycling and energy recovery.

The site is located approximately 35 kilometres (km) north-west of the Sydney CBD (see **Figure 1**).

The development commenced operations in April 2018 and presently includes an:

- office
- enclosed organics building 20 metre (m) by 26 m by 8 m which contains:
 - bunded loading and unloading bays
 - plant and equipment for the processing of grease trap liquid and liquid food waste
- oil storage area which is a 19 m by 28.5 m by 8.5 m awning which includes:
 - plant and equipment for the consolidation of used oil and industrial oily water
- car parking
- two driveways to allow for one-way movement of heavy vehicles (**Figure 2**).

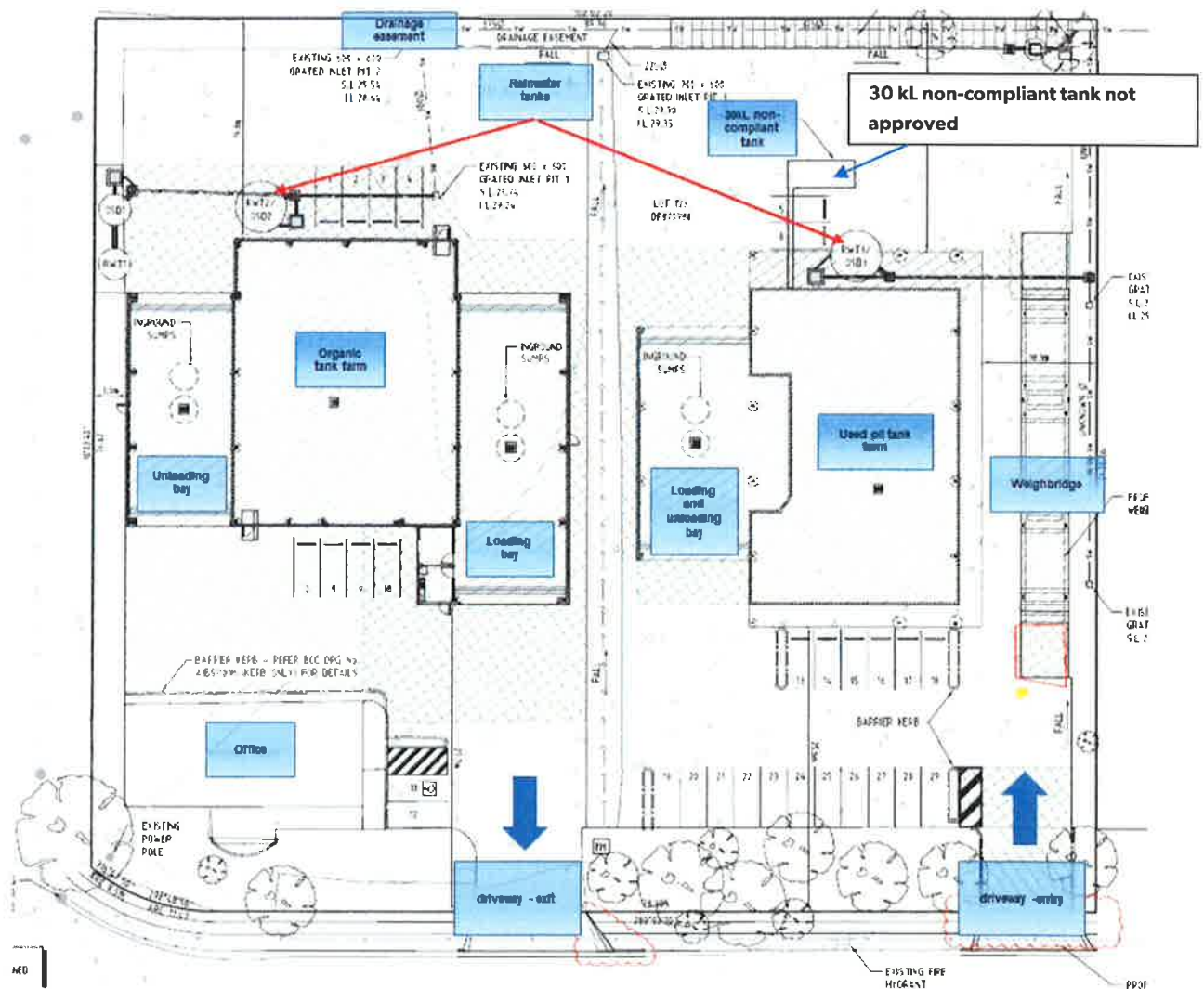


Figure 2 Existing Layout

The site is located on a cul-de-sac in an industrial precinct in Glendenning. It is bounded to the north by a drainage reserve which flows to Eastern Creek approximately 460 m to the east, to the west by a transport and warehousing complex, to the east by Transpacific Industries' waste management facility and to the south by Rayben Street. The Applicant also owns and operates a maintenance workshop, truck holding yard and ancillary offices opposite the site at 7-11 Rayben Street.

The nearest residential receivers are located approximately 430 m to the north in the suburb of Glendenning and 900 m to the east in the suburb of Doonside. The site has good access to the broader sub-regional and regional road network, including the M7 and Richmond Road via Owen Street, a local road. Owen Street connects to Power Street, which in turn connects to Knox Road (both sub-arterial roads) and then to Quakers Hill Parkway and the M7.

1.2 Approval History

On 11 January 2017, development consent was granted by the Executive Director, Key Sites and Industry Assessments for the development of the Glendenning Liquid Waste Facility SSD 6767. The development consent permitted the construction and operation of a liquid waste treatment facility with the capacity to process up to 52,000 tpy of liquid waste.

The existing facility is also regulated through an Environmental Protection Licence (EPL 21053) from the Environment Protection Authority.

The development consent has not been modified previously.



Table 1 | Summary of Proposed Modifications

Condition	Existing	Proposed
A6	<ul style="list-style-type: none"> 42,000 tonnes liquid organic waste 	<ul style="list-style-type: none"> 42,000 tonnes liquid organic waste
	<ul style="list-style-type: none"> 10,000 tonnes used oil/industrial oily water 	<ul style="list-style-type: none"> 20,000 tonnes used oil/industrial oily water
	<ul style="list-style-type: none"> R1456-DO-02 revision A Proposed Site Layout and dated November 2015 	<ul style="list-style-type: none"> R1456-DO-02 revision B Proposed Site Layout and dated May 2019
	<ul style="list-style-type: none"> R1456-DO-21 Oil Storage Roof Structure Plan revision A and dated November 2015 	<ul style="list-style-type: none"> R1456-DO-21 Oil Storage Roof Structure Plan revision B and dated May 2019
	<ul style="list-style-type: none"> R1456-DO-25 Oil Storage Tank Farm – Final revision A and dated November 2015 	<ul style="list-style-type: none"> R1456-DO-25 Oil Storage Tank Farm – Final revision B and dated May 2019
	<ul style="list-style-type: none"> R1456-DO-32 Waste Bin Storage Area revision A and dated November 2015 	<ul style="list-style-type: none"> R1456-DO-32 Waste Bin Storage Area revision B and dated May 2019

The Applicant has advised that since operations commenced, it has been more successful than expected in attracting used oil and industrial oily water wastes as several liquid waste transfer facilities in the region have ceased operations. This has resulted in the need for the development to accommodate increased throughputs that were not originally anticipated. As such the 10,000 tpy limit under Condition A6 b) will be inadequate to account for demand for future product throughputs.

The Applicant considers that there are no additional environmental management measures required to manage the increased throughput of used oil and industrial oily water.

The approved drawings which show the 20 kL non-compliant waste oil tank are also being replaced with drawings that include a 30 kL tank. The Applicant has advised the 30 kL tank was installed in place of the approved 20 kL tank due to cost benefits.



3. Strategic Context

The vision of the Greater Sydney Region Plan 2018, A Metropolis of Three Cities falls within the integrated planning framework for Sydney (see **Figure 3**) and seeks to meet the needs of a growing and changing population by transforming Greater Sydney into a metropolis of three cities – the Western Sydney Parkland City, the Centre River City and the Eastern Harbour City. It brings new thinking to land use and transport patterns to boost Greater Sydney’s liveability, productivity and sustainability by spreading the benefits of growth.

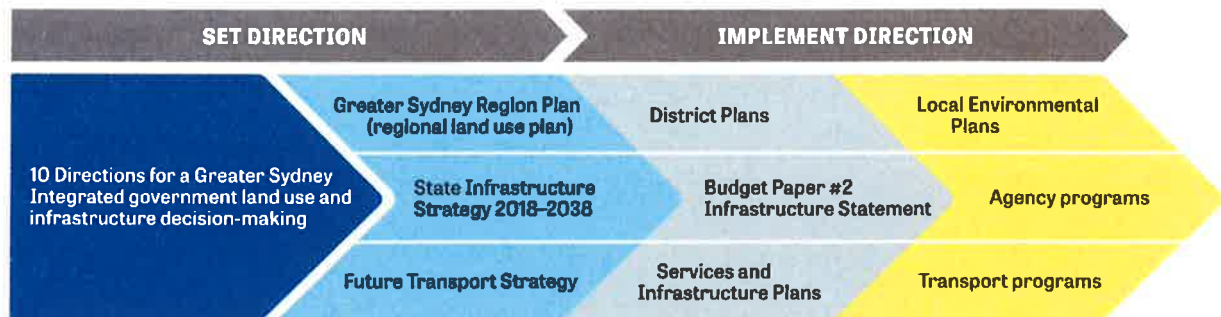


Figure 3 | Integrated Planning for Greater Sydney

Objective 35 outlines that retaining industrial land locally for waste management and recycling is critical, while Strategy 35.1 directly targets the protection of existing, and identification of new locations for waste recycling and management. By increasing the capacity of an existing waste management facility, the development is consistent with the objectives and strategies of the Greater Sydney Region Plan.

Central West District Plan, 2018

The Central City District Plan (CCDP) is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning. The proposed modification would assist in meeting Action 77 of the CCDP as it protects an existing location for waste management.



4. Statutory Context

4.1 Scope of Modifications

The Department has reviewed the scope of the modification application and considers that the application can be characterised as a modification involving minimal environmental impacts as the proposal:

- would not significantly increase the environmental impacts of the project as approved
- is substantially the same development as originally approved
- would not alter the approved operational hours
- would not change the approved waste types.

Therefore, the Department is satisfied the proposed modification is within the scope of section 4.55(1A) of the EP&A Act and does not constitute a new development application. Accordingly, the Department considers that the application should be assessed and determined under section 4.55(1A) of the EP&A Act rather than requiring a new development application to be lodged.

4.2 Consent Authority

The Minister for Planning and Public Spaces is the consent authority for the application under section 4.5(a) of the EP&A Act. However, under the Minister's delegation dated 11 October 2017, the Director, Industry Assessments, may determine the application as:

- the local council has not made an objection
- a political disclosure statement has not been made
- there are no public submissions in the nature of objection.



5. Engagement

5.1 Department's Engagement

Clause 117(38) of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) specifies that the notification requirements of the EP&A Regulation do not apply to State significant development. The application was not notified or advertised, however, it was made publicly available on the Department's website on 6 June 2019. The application was also referred to Blacktown City Council (Council), the EPA and Fire and Rescue NSW (FRNSW) for comment.

5.2 Summary of Submissions

Two submissions were received, one from the EPA and one from Council. Neither of the submissions objected to the modification or recommended amended or additional conditions of consent. However, the EPA provided a range of proposed EPL conditions in relation to noise as the existing EPL does not contain noise criteria or monitoring requirements (**Appendix C**).



6. Assessment

The Department has assessed the merits of the proposed modification. During this assessment, the Department has considered the:

- Modification Application provided to support the proposed modification (**Appendix B**)
- assessment reports for the original development application
- submissions from the EPA and Council (**Appendix C**)
- relevant environmental planning instruments, policies and guidelines
- requirements of the EP&A Act, including the objective of the EP&A Act.

The Department's assessment of these issues is provided in **Table 2** below.

Table 2 | Assessment of Issues

Findings	Recommended Condition
Traffic	
<ul style="list-style-type: none">• Additional traffic generated by the modification has the potential to impact the efficiency and safety of the surrounding road network.• The Traffic Impact Assessment (TIA) prepared for the original SSD application identified the development would generate 42 heavy vehicles and 26 light vehicles per day and would not impact the Level of Service (LoS) of the key intersection. It also assumed 90 % of incoming and outgoing heavy vehicle trips would access the site from/to the east, via the M7.• The environmental assessment report included a revised Traffic Impact Assessment (TIA) undertaken by Bitzios consulting which identified the modification would generate an additional one heavy vehicle in peak hours or six heavy vehicles per day increasing the total amount of vehicles accessing the site per day to 48.• The site has good access to the M7 via Power Street, Knox Street and Quakers Hill Parkway, the key intersection along the transport route being the Owen Street and Power Street Intersection. Existing consent conditions limits right hand movements from Owen Street into Power Street due to safety issues associated with this movement.• The SIDRA analysis carried out for the Owen and Power Street intersection identified it is currently operating at a Level of Service C in the am peak and D in the PM peak, where D is considered to be operating near capacity.• The TIA identified similar results to those identified in the original assessment, that is, the Owen Street/Power Street intersection would be impacted by the increased traffic to a very minor extent, there would be an increase in delay time by 0.3 and 0.1 second in the 2019 am and pm peak periods respectively. Whereas the modelled design traffic volumes showed this intersection would fail under the 2029 design traffic volumes both with and without the Development. Overall, the operation of the modification would not impact the level of service of this intersection.• Council raised no concerns over traffic impacts although its <i>Works Improvements Program for 2018/19</i> recognises an upgrade to the Power Street/Owen Street intersection is required.	<ul style="list-style-type: none">• No additional conditions relating to traffic are recommended

- The Department's assessment concludes one additional heavy vehicle movement in peak hours is negligible. The present controls, including those in the approved Operational Environmental Management Plan requiring the site manager to schedule waste deliveries to ensure there is no queuing of trucks in the road reserve would still apply. As such, the modified development would cause no impact beyond those originally assessed and approved.

Air

- A doubling of the volume of industrial oily liquid waste/waste oil to be accepted and processed at the site has the potential to emit additional odour and Volatile Organic Compounds (VOCs).
- The AQIA prepared for the original development identified the operation of the development would generally comply with the relevant air quality criteria at the nearest sensitive receivers. Although odour, which was primarily related to the processing of the liquid food and grease trap waste, was predicted to exceed the 2 OU criteria at the industrial receivers adjacent to the development.
- The existing consent does not contain any air emission criteria, however, it includes a range of conditions to manage odour impacts including a requirement to not cause or permit the emission of offensive odour.
- The modification application included a revised Air Quality Impact Assessment (AQIA), prepared by Air Noise Environment in accordance with the EPA's *Technical framework: Assessment and Management of Odour from Stationary sources in NSW*. The AQIA modelling included emissions from sampling undertaken at the now operating facility. The results demonstrated that actual VOC emissions are less than those predicted in the original assessment.
- The AQIA predictions, which like the original assessment were based on a worst-case scenario whereby the facility was operating at full capacity and tank filling was occurring 24 hours a day, seven days a week, demonstrated the modification would continue to operate well below the relevant VOC ground level concentrations at the nearest residential and industrial receivers. It also demonstrated that the odour impacts would be less than those originally predicted and would comply with the 2 OU criteria at all receivers.
- Neither Council nor the EPA raised concerns over air emissions.
- The Department notes the site operates in accordance with an approved Odour Management Plan which is required to be updated following any modification to the consent, this would continue to manage odour emissions from the modified development.
- The Department's assessment concludes the existing conditions and the updated management plan are sufficient to appropriately manage air impacts from the modified development. An existing requirement for an independent audit, including odour assessment and corrective actions, if required, will ensure the site continues to operate as predicted.
- No additional conditions relating to air have been recommended

Noise

- The increase in waste throughput has the potential to increase noise impacts due to additional traffic and unloading activities.
- The Noise Impact Assessment (NIA) prepared for the original SSD application identified the operation of the development would comply with the relevant noise criteria under the then *NSW Industrial Noise Policy*. This policy has since been replaced by the *Noise Policy for Industry 2017* (NPI)
- The site operates in accordance with the operational noise criteria in the development consent which are based on noise predictions in the original assessment.
- No additional conditions relating to noise have been recommended

- The environmental assessment report included an updated Noise Impact Assessment (NIA) prepared by Air Noise Environment in accordance with the NPI. As for the original assessment, it assumed a worst-case scenario where unloading operations were undertaken continuously.
- The NIA concluded the operation of the modified development would continue to meet the relevant criteria determined in accordance with the NPI.
- Although predictions of LA_{max} have increased from the original assessment, the NIA demonstrated that the development operating at the increased capacity would not exceed the operational noise limits in the consent.
- Neither Council nor the EPA raised concerns over noise impacts although the EPA provided its proposed EPL conditions which, unlike the consent conditions, are based on the relevant criteria.
- Given the NIA's predictions comply with the existing limits, the Department concludes existing conditions are appropriate to manage noise from the modified operations. Existing requirements also require the Applicant to regularly assess noise emissions and modify or stop operations to ensure compliance with the relevant consent conditions and to undertake noise monitoring in response to valid complaints or at the Secretary's request. The Department considers these conditions would continue to ensure the development operates as predicted

Hazard and Risk

- | | |
|---|--|
| <ul style="list-style-type: none"> • An increase in non-compliant waste storage has the potential to increase the risk profile of the site. • The original assessment included a 20 kL tank for the storage of non-compliant waste which is classified as a Dangerous Good, Class three. • The Applicant has installed a 30 kL tank in lieu of the approved tank. However, as per the original approval, the tank is self-bunded in accordance with the relevant Australian Standards. • The Applicant's existing procedures would ensure other hazardous waste is not accepted at the facility. • The Department concludes that, if the larger tank was filled with non-compliant waste, due to the distance of the tank from the site boundary, the site remains not potentially hazardous and therefore conditions relating to hazards are not warranted. | <ul style="list-style-type: none"> • No additional conditions relating to hazards have been recommended |
|---|--|



7. Evaluation

The Department has assessed the proposed modification in accordance with the relevant requirements of the EP&A Act.

The Department considers the proposed modification can be undertaken on the basis it would

- result in minimal environmental impacts beyond the approved facility
- not result in any additional traffic safety issues
- remain consistent with the NSW Government's direction in achieving the targets in the *Waste Avoidance and Recovery Strategy 2014-2021* by further assisting in diverting waste from landfill.

Consequently, the Department is satisfied that the modification should be approved.



8. Recommendation

It is recommended that the Director, Industry Assessments, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report; and
- **determines** that the application Glendenning Liquid Waste Facility SSD 6767 MOD 1 falls within the scope of section 4.55(1A) of the EP&A Act
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant consent to the application
- **modify** the consent SSD 6767
- **signs** the attached approval of the modification (Attachment A).

Recommended by:

Emma Barnett 9/7/19

Emma Barnett

Senior Planning Officer
Industry Assessments



9. Determination

The recommendation is: **Adopted by:**

Kelly McNicol 09/07/2019.

A/Director

Industry Assessments



Appendices

Appendix A – Notice of Modification

<https://www.planningportal.nsw.gov.au/major-projects/project/1372>

Appendix B – Environmental Assessment

<https://www.planningportal.nsw.gov.au/major-projects/project/13721>

Appendix C – Submissions