

S.4.55 Modification of consent (SSD 6767) for

Glendenning Liquid Waste Treatment Facility
14 Rayben Street, Glendenning

July 2020

TABLE OF CONTENTS

1	EXECUTIVE SUMMARY	1
2	BACKGROUND.....	4
3	SITE DETAILS	6
3.1	Location	6
3.2	Tenure.....	6
3.3	Site History	6
3.4	Adjoining Land Uses	7
4	INFRASTRUCTURE AND OPERATIONS	8
4.1	Existing Infrastructure.....	8
4.1.1	Site Layout and Civil Works.....	8
4.1.2	Office	8
4.1.3	Organics Building	8
4.1.4	Oil Storage Area	9
4.1.5	Plant and Equipment	9
4.2	Existing and Proposed Operations	11
4.2.1	Overview	11
4.2.2	Waste Volumes	11
4.2.3	Traffic Volumes	12
4.2.4	Operating Hours.....	13
4.2.5	Staffing Levels	13
4.2.6	Grease Trap Waste	14
4.2.7	Liquid Food Waste.....	16
4.2.8	Used Oil	18
4.2.9	Industrial Oily Water	20
4.3	Existing and Proposed Volumes and Traffic Numbers	22
4.3.1	Waste Volumes	22
4.3.2	Traffic Numbers.....	23
4.3.3	Average Load Sizes	24
4.3.4	Conclusions.....	25
4.3.5	Design Capacity	25
4.4	Mitigation Measures	27
4.5	Air and Noise Review.....	30
5	PLANNING ASSESSMENT	31

5.1	Scoping Meeting Request	31
5.2	s.4.55 Modification of consents – generally (cf previous s 96)	31
5.3	S.115 – EP&A Regulation 2000	34
5.4	Substantially the same development	39

FIGURES

3.1	Site Location
3.2	Aerial Photograph
3.3	Survey Plan

PHOTOS

1	Photo - Carbon Filter (Organics)
2	Photo - Tanks and DAF Enclosure (Organics)
3	Photo - Tanks (Organics)
4	Photo - DAF (Organics)
5	Photo - Tanks and Loading Bay (Organics)
6	Photo - Tanks and Loading Bay (Organics)
7	Photo - Loading Bay (Organics)
8	Photo - Tanks and Unloading Bay (Organics)
9	Photo - Tanks and Bunding (Used Oil)
10	Photo - Tanks and Bunding (Used Oil)
11	Photo - Tanks and Bunding (Used Oil)
12	Photo - Tanks (Used Oil)
13	Photo - Tanks and Bunding (Used Oil)
14	Photo – Tanks and Loading Bay (Used Oil)

CONSTRUCTION DRAWINGS

RI456-10-02	Existing Site Layout
RI456-20-01	Organics Building - Plan
RI456-20-02	Organics Building – Elevations

RI456-20-03	Organics Building – Roof Plan
RI456-20-05	Oil Storage Roof Structure - Plan
RI456-20-06	Oil Storage Roof Structure – Elevations
RI456-20-07	Oil Storage Roof Structure – Roof Plan
OT703333-1001-PFC/ A	Existing Organics Process Diagram
OT703333-1011-LAY/ G	Existing Organics Tank Layout
OT703333-2001-PFC	Existing Used Oil Process Diagram
OT703333-2101-LAY	Existing Used Oil Tank Layout
OT703333-1001-PFC/ B	Proposed Organics Process Diagram
OT703333-1011-LAY/ H	Proposed Organics Tank Layout

APPENDICES

1	Existing Development Consent – SSD 6767
2	Approved Drawings (Development Consent – SSD 6767)
3	Air Noise Environment Report

1 Executive Summary

This Report and supporting information are provided for the assessment of a **Modification of Consent** pursuant to s.4.55 of the *Environmental Planning and Assessment Act 1979* for the *Glendenning Liquid Waste Treatment Facility* (SSD 6767) - operated by JJ Richards & Sons Pty Ltd and located at 14 Rayben Street, Glendenning NSW 2761 (Lot 123 DP 870988).

Currently, the site is approved to receive or process 42,000 tonnes of liquid organic waste and 20,000 tonnes of used oil / industrial oily water per calendar year.

The nature of the proposed modification of consent relates to the following:

- A. Condition 6 b) was previously modified in 2019 by amending part b) as follows:

Waste Limits

A6. The Applicant shall not receive or process on Site more than 52,000 tonnes of liquid waste per calendar year comprising:

- a) 42,000 tonnes of liquid organic waste (K110 and K120 wastes); and
b) 20,000 tonnes of used oil/industrial oily water (J110 and J120 wastes).*

Note: The 2019 modification increased part b) of Condition A6 above however should have additionally changed the total liquid waste throughputs to **62,000 tonnes**, as was provided for in the originating modification application.

This current proposal therefore seeks to resolve the anomaly by amending the of total tonnes of liquid waste per calendar year to 62,000 as part of the new modification proposal.

- B. The proposed Modification also seeks a further amendment to Condition A6 – to allow for combining total organic and waste oil quantities per annum in Condition A6 as follows:

*A6. The Applicant shall not receive or process on Site more than ~~52,000~~ **62,000** tonnes of liquid waste per calendar year comprising:*

- a) ~~42,000 tonnes of~~ liquid organic waste (K110 and K120 wastes); and
b) ~~20,000 tonnes of~~ used oil/industrial oily water (J110 and J120 wastes).*

Note: As a consequence of the proposed change, any increase in used oil/industrial oily water throughputs would therefore result in a consequential decrease in liquid organic waste (and vice versa), such that the total quantity of throughputs would remain no greater than the approved 62,000 tonnes of liquid waste per calendar year.

Importantly, the following salient points are noted in regard to seeking to combining total organic and waste oil quantities per annum in Condition A6:

- i. The proposed modification does not result in an ‘additional’ or ‘distinct land use’, with there being no change of use or physical changes to site infrastructure / buildings or works as a consequence of the development;
- ii. The proposed modification does not increase liquid waste throughputs and does not result in any additional plant or equipment on site;
- iii. The proposed modification does not affect any of the processes or procedures on site, including the approved Operational Environmental Management Plan;
- iv. No change to operating hours or personnel is proposed as part of the modification;
- v. The proposed modification has no effect on the existing waste acceptance criteria or approved activities on site;
- vi. There would be no increase in traffic movements or haulage routes as a result of the modification – as demonstrated in the review of traffic numbers in this report;
- vii. The proposed change would be considered a modification to which to s.4.55 (1A) Modifications involving minimal environmental impact can be applied, in consideration that it can be demonstrated that the environmental impacts associated with the modification are not significant (or moderate) in the context of the existing development.

The existing Liquid Waste Treatment Facility is located on land owned by J.J. Richards & Sons Pty Ltd and currently zoned *IN1 General Industrial* under the *Blacktown Local Environmental Plan 2015* (BLEP 2015). Land adjacent to the east, west and south is zoned *IN1 General Industrial* (BLEP 2015), with the nearest residential land located to the north around 420m (Lamb Street) and to the east around 880m (Knox Road). Land directly to the north is zoned *SP2 Infrastructure* and is a drainage reserve.

Current approved activities at the existing Liquid Waste Treatment Facility include:

- Storing and treating grease trap waste that is liquid waste (K110 type waste) for aggregation and transport for beneficial reuse in the cultivation of feed crops on farms in the Sydney region;
- Storing and treating food waste that is liquid waste (K120 type waste) for aggregation and transport for beneficial reuse in the cultivation of feed crops on farms in the Sydney region;
- Storing used oil (J100 type waste) – including mineral oils unfit for their original intended use, oil filters, transformer fluids (excluding PCB's), waste hydrocarbons for resource recovery, aggregation and transport to re-refining and other facilities for treatment and reuse;
- Storing and treating industrial oily water (J120 type waste – waste oil / hydrocarbons mixtures / emulsions in water).

The proposed modification to Condition A6 will have **no** effect on the above existing waste acceptance criteria or approved activities on site.

The reasons for the proposed modification of the consent are further summarised as follows:

- JJ Richards have continued to be more successful in attracting used oil / industrial oily water collection and consolidation at the facility. Closure of other liquid waste transfer facilities in the region have continued to result in the need to accommodate an increase in throughputs to the site for used oil / industrial oily water that otherwise were not originally anticipated;
- Operational and transportation efficiencies onsite have continued to result in increased capacity for total throughputs of used oil / industrial oily water at the facility;
- The above change will allow for flexibility in market conditions, including changed market changes owing to the current COVID-19 public health emergency, and will allow for future market variations in instances.

In terms of s.4.55 of the *Environmental Planning and Assessment Act 1979*, this Report represents the provision of information required under Clause 115 of the Regulation, with the supporting information demonstrating that the development (as modified) will remain *substantially the same* development as the development for which consent was originally granted.

2 Background

The Minister for Planning issued a Development Consent for the Glendenning Liquid Waste Treatment Facility under *Section 89E of the Environmental Planning and Assessment Act 1979* on 11 January 2017 (as modified 9 July 2019) – Ref: SSD 6767 (**Appendix 1**).

Construction of the Facility commenced in April 2017 and a final Occupation Certificate was issued on 9 May 2018. The EPA additionally issued an Environment Protection Licence (EPL 21053) for the facility on 4 April 2018.

Activities at the approved facility currently include:

- Storing and treating grease trap waste that is liquid waste (K110 type waste) as defined in the *Protection of the Environment Operations Act 1997* (POEO Act) for aggregation and transport for beneficial reuse in the cultivation of feed crops on farms in the Sydney region;
- Storing food waste that is liquid waste (K120 type waste) as defined in the POEO Act for aggregation and transport for beneficial reuse in the cultivation of feed crops on farms in the Sydney region;
- Storing used oil (J100 type waste) – including mineral oils unfit for their original intended use, oil filters, transformer fluids (excluding PCB's), waste hydrocarbons for resource recovery, aggregation and transport to re-refining and other facilities for treatment and reuse;
- Storing and treating industrial oily water (J120 type waste – waste oil / hydrocarbons mixtures / emulsions in water). This treatment generally involves separating used oils, hydrocarbons and solids and discharging treated liquids as trade waste to Sydney Water's sewer system. The resultant used oil is stored for resource recovery, aggregation and transport to re-refining and other facilities for treatment;

Equipment for unloading, treatment, storing and loading of K110 liquid grease trap and K120 food waste is located within the Organic Waste Building.

Equipment for unloading, treatment, storing and loading of J100 used oil and J120 industrial oily water, is located within the Used Oil Roof Structure.

Liquid waste is collected in tankers from premises throughout Sydney and transported to the proposed facility for storage, resource recovery, aggregation and required treatment (organic waste only). Loading and unloading areas have external bunding and in-ground sumps for adequate spill control.

Hours of operation for the site remain unchanged and are 4am to 9pm Monday to Saturdays (as approved per Condition B17), with the office component operating from 7am to 6pm Monday to Saturdays. The nature of the waste management industry however necessitates works outside of these hours, including vehicles leaving and returning to the site, occurring.

Key attributes of the existing facility include:

- All receipt, treatment and load out operations is undertaken within buildings;
- Loading areas have external bunding and inground sumps for adequate spill control;
- All storage tanks and treatment equipment are within bunded tank farms;
- There are significant buffer distances from the proposed development to residences.

3 Site Details

3.1 Location

The site is located at 14 Rayben Street Glendenning (refer **Figures 3.1** and **3.2**) and described as Lot 123 DP 870988 (formerly Lots 1-3 DP802117) Parish of Rooty Hill County of Cumberland (**Figure 3.3**) and has an area of 7,214 m².

The site is encumbered by a 2.5m wide drainage easement along part of the northern boundary of the site.

3.2 Tenure

The site has been owned by J.J. Richards & Sons Pty Ltd since 2007.

3.3 Site History

A development application was determined in November 1993 for a truck maintenance workshop, truck holding yard and ancillary offices on the site (Ref: DA-93-263 and BA-93-4570). This was then occupied by Stevensons Transport. In July 1997, a further development application was determined for an above ground diesel tank (Ref: IA-97-3020).

J.J. Richards purchased the site in 2007 and continued to operate a truck maintenance workshop, truck holding yard and ancillary offices on the site. There are no fuelling operations on the site.

A Development Consent for the Glendenning Liquid Waste Treatment Facility under *Section 89E of the Environmental Planning and Assessment Act 1979* was issued on 11 January 2017 (SSD 6767).

Development consents (DA-93-263; BA-93-4570 and IA-97-3020 as mentioned above) issued prior to the SSD 6767 approval were surrendered on 28 November 2017.

Construction of the Facility commenced in April 2017 and a final Occupation Certificate was issued on 9 May 2018.

EPA further issued an Environmental Protection Licence for the facility in April 2018.

A Modification of the Development Consent for the Glendenning Liquid Waste Treatment Facility under *Section 4.55(1A) of the Environmental Planning and Assessment Act 1979* was issued on 9 July 2019 (SSD 6767). The approval related to increasing the Waste Limits under Condition A6, by way of increasing used oil/industrial oily water from 10,000 to 20,000 tonnes.

Note: The above modification should have additionally changed the total liquid waste throughputs from 52,000 tonnes to 62,000 tonnes per calendar year, as was provided for in the originating modification application.

3.4 Adjoining Land Uses

Figure 3.2 is an aerial photo of the site (since development occurred in 2017/2018) and adjoining properties.

Land to the north of the site (across the drainage reserve) is industrial and warehousing.

The lot to the immediate west of the site is transport and warehousing complex, whilst the lot to the south-west of the site across the Rayben Street cul-de-sac is used for the storage of scaffolding.

J.J. Richards & Sons Pty Ltd also own and operate a maintenance workshop, truck holding yard and ancillary offices opposite this site at 7-11 Rayben Street.

Transpacific Industries operate a waste management facility to the immediate east of the site whilst Earthworks Australia (a demolition contractor) occupies the lot further to the east.

Warehousing and industrial activities are undertaken to the southeast on the opposite side of Rayben Street.

The closest housing is approximately 420 metres to the north. There is also a buffer of some 900 metres to the closest housing to the east and west of the site.

4 Infrastructure and Operations

4.1 Existing Infrastructure

Existing infrastructure on the site is described in **Sections 4.1.1 to 4.1.5** below.

There are no changes to existing infrastructure as a result of the proposed modification to the Consent / Condition A6.

4.1.1 Site Layout and Civil Works

The existing site layout is shown in **Construction Drawing RI456-10-02** and described below:

- Perimeter security fencing;
- Concrete pavement graded to the drainage field inlets which in turn drain to the drainage easement to the north of the site;
- 2 industrial driveways;
- Truck and car parking;
- Perimeter landscaping along the front and rear boundaries;
- A weighbridge;
- Stormwater treatment devices;
- Fire services;
- Electrical and water connections;

4.1.2 Office

The existing office is described below:

- 9.2 m x 21.3 m concrete block construction;
- Colorbond roof;
- 3 offices;
- Lunch rooms and amenities;

4.1.3 Organics Building

The Organics Building is shown in **Construction Drawings RI456-20-01 to 03, Photos 1 to 8** and described below:

- 20m x 26m x 8.5m eave height steel portal frame and colorbond walls plus 10m x 21m x 6m unloading bay annex and 10.5m x 28m x 6m loading bay annex;
- Motorised rotovents;
- Colorbond roof, translucent strips and insulation;
- Reinforced concrete floor, with epoxy coating;

- Bunded loading and unloading bays, including 75mm high driveover bunds and spill control sumps;
- 400mm high bunded tank farm (218m³ capacity);
- Electrically operated roller shutters;
- Amenities room and office;

4.1.4 Oil Storage Area

The Oil Storage Roof Structure is shown in **Construction Drawings RI456-20-05 to 07** and described below:

- 19m x 28.5m x 8.5m eave height steel portal frame and colorbond walls plus 10.5m x 20m x 6m loading and unloading bay annex;
- Colorbond roof and translucent strips;
- Reinforced concrete floor with epoxy coating;
- Bunded loading and unloading bay, including 75mm high driveover bunds and spill control sumps;
- 600mm high bunded tank farm (300m³ capacity) and 4m x 10m bunded pump area;

4.1.5 Plant and Equipment

Grease Trap Waste Treatment

The existing plant and equipment used for grease trap waste treatment is presented as **Construction Drawings OT703333-1001-PFC/ A and OT703333-1011-LAY/ G**, and **Photos 1 to 8** and described below:

- Solids strainer;
- Pumps;
- 3 x 50 kL Tanks (Receival);
- 1 x 120 kL Tank (Process Water Balance);
- 3 x 50 kL Tanks (Sludge);
- 1 x 35 kL Tank (Lime);
- 1 x 10 kL Tank (Caustic);
- Carbon filter;
- Dissolved Air Flotation (DAF) unit*;
- DAF sealed enclosure;
- Associated pipework and valves;

Key aspects of a Dissolved Air Flotation (DAF) unit include:

- Feed water may be dosed with a coagulant (such as ferric chloride or aluminium sulfate) to flocculate the suspended matter;
- A portion of the clarified effluent water leaving the DAF tank is then pumped into a small pressure vessel (called the air drum) into which compressed air is also introduced. This results in saturating the pressurized effluent water with air;
- The air-saturated water stream is recycled to the front of the float tank and flows through a pressure reduction valve just as it enters the front of the float tank. This results in the air being released in the form of tiny bubbles;
- The bubbles adhere to the suspended matter, causing the suspended matter to float to the surface and form a froth layer which is then removed by a skimmer;
- The froth-free water exits the float tank as the clarified effluent from the DAF unit;

Liquid Food Waste Storage

Existing plant and equipment for the food waste facility is presented as **Construction Drawing OT703333-1011-LAY/ G** and described below:

- Solids strainer;
- Pumps;
- 1 x 50 kL Tank (Receival);
- 1 x 50 kL Tank (Loadout);
- Associated pipework and valves;

Used Oil Storage

Existing plant and equipment for the used oil facility is presented as **Construction Drawings OT703333-2001-PFC and OT703333-2101-LAY** and described below:

- Solids strainer;
- Pumps;
- 7 x 60 kL Tanks (Oil Receival);
- 2 x 120 kL Tanks (Finished Oil);
- 2x 60 kL Tanks (Oily Water Storage);
- 1 x 30 kL Self Bunded Tank (Non-Compliant Product);
- Associated pipework and valves;

All used oil tanks and equipment have been constructed to comply with *AS1940 The storage and handling of flammable and combustible liquids*.

Industrial Oily Water Treatment

Existing plant and equipment proposed for the industrial oily water facility is presented as **Construction Drawing OT703333-2101-LAY** and described below:

- Strainer;
- Pumps;
- 2 x 60 kL Tanks;
- Dissolved Air Flotation (DAF) unit*(future);
- Associated pipework and valves;

All industrial oily water tanks and equipment have been constructed to comply with *AS1940 The storage and handling of flammable and combustible liquids*.

There will be no changes to existing infrastructure as a result of the proposed modification to the Consent / Condition A6.

4.2 Existing and Proposed Operations

4.2.1 Overview

Truck and Car Parking

Parking is available on the site for cars on the concrete pavement. Truck parking is also available within the loading and unloading bays. All vehicles enter the site via a driveway to the east and leave the site via the existing industrial driveway (refer **Construction Drawing RI456-10-02**).

There are no changes to existing parking as a result of the proposed modification to the Consent / Condition A6.

Administration

The existing office and amenities building (refer **Construction Drawing RI456-10-02**) is used to accommodate managerial and administration personnel as well as providing amenities for personnel working on or from the site.

There are no changes to existing office and amenities as a result of the proposed modification to the Consent / Condition A6.

Bin Storage

Bin and container storage is undertaken on the concrete pavement.

There are no changes to existing bin and container storage as a result of the proposed modification to the Consent / Condition A6.

4.2.2 Waste Volumes

Existing approved annual waste volumes are provided below:

Existing Approved Volumes (approved 9 July 2019)

Material	Receipts (tonnes)
Liquid Organic Waste	42,000
Used Oil/Industrial Oily Water	20,000
TOTAL	62,000¹

The proposed modification seeks to only combine the total liquid waste receipts stated in Condition A6, as well as rectify total waste volumes per calendar year

4.2.3 Traffic Volumes

Traffic movements (approved) for the site are provided below, established via the previous 2019 modification to the consent:

<i>Forecast two-way average daily traffic movements</i>	
	Approved (2019)
Truck Parking	28
Inward Movements	
Greasetrap Collection Tankers	14
Liquid Food Waste Collection Tankers	14
Used Oil Collection Tankers	20
Industrial Oily Water Collections	2
Outward Movements	
Greasetrap Sludge Tankers	4
Liquid Food Waste Line Haul Tankers	8
Used Oil Line Haul Tankers	4
Industrial Oily Water Sludge Tankers	2
Total Trucks	96
Car Parking – Truck Drivers	28
Car Parking – Depot Staff + Visitors	24
Total Cars	52
Total Vehicles	148

¹ The modification seeks to amend the approval to reflect the total liquid wastes approved under the previous (2019) modification.

<i>Forecast two-way annual traffic movements</i>	
	Approved (2019)
Truck Parking	7,000
Inward Movements	
Greasetrap Collection Tankers	3,500
Liquid Food Waste Collection Tankers	3,500
Used Oil Collection Tankers	5,000
Industrial Oily Water Collections	500
Outward Movements	
Greasetrap Sludge Tankers	1,000
Liquid Food Waste Line Haul Tankers	2,000
Used Oil Line Haul Tankers	1,000
Industrial Oily Water Sludge Tankers	500
Total Trucks	24,000
Car Parking – Truck Drivers	7,000
Car Parking – Depot Staff + Visitors	6,000
Total Cars	13,000
Total Vehicles	37,000

The proposed modification to combine the total liquid waste receipts stated in Condition A6 will not increase overall total vehicle movements in the above Tables.

4.2.4 Operating Hours

Existing operations occur within the following hours:

Activity	Hours
Truck movements to and from the site	4am to 9pm Monday to Saturday
Office	7am to 6pm Monday to Saturday

The nature of the waste management industry however necessitates works outside of these hours, including vehicles leaving and returning to the site, occurring.

There will be no changes to approved operating hours as a result of the proposed modification to Condition A6.

4.2.5 Staffing Levels

Staffing levels at the existing site include:

- Truck drivers – up to 14;
- Administration/Waste Treatment – up to 12;

There will be no changes to staffing hours as a result of the proposed modification to Condition A6.

4.2.6 Grease Trap Waste

Acceptance Criteria

Waste acceptance criteria includes wastes as defined in the POEO Act, in force from time to time including grease trap waste that is liquid waste (K110 type waste);

Delivery and Unloading Method

Waste is delivered in collection tankers of up to 24,000 L capacity. Initially, collection vehicles drive into the unloading bay (which is bunded) within the Organics Building (refer **Construction Drawings RI456-20-01 to 03 and Photos 1 to 8**);

- Vehicles and equipment undergo a series of pre-start and completion checks;
- They then discharge by pump through a static strainer into a Receiving Tank;
- Expressed air passes through an activated carbon filter prior to discharge into the atmosphere within the building;
- Following unloading, vehicles drive out of the unloading bay;

If the waste does not comply with the licensed acceptance criteria, the waste is not to be accepted and returned to the client or to an appropriately licensed facility.

If an odorous load is received, work procedures are in place to minimise any potential impact. These include:

- Shutting any open doors;
- Dousing the load with an odour neutraliser;
- Identifying the waste source and investigating;

If required, all future loads from this source are either pre-treated (at the source) or diverted to another waste facility.

Treatment Method

An Organics Treatment Flowchart is provided in **Construction Drawings OT703333-1001-PFC/A** and described below:

- After settling for 10 minutes, the liquid waste is transferred (by pumps) to the Process Water Balance Tank, where a lime and coagulant is added to facilitate the separation of liquids;
- Sludge from the Process Water Balance Tank is then transferred by pumps to one of the Sludge Tanks;

- Floccs in the Process Water Balance Tank are removed to one of the Sludge Tanks, whilst water is pumped at approximately 10,000 L per hour into the Dissolved Air Flotation (DAF) System;
- The chemical mix tank / reaction chamber of the DAF incorporates pH correction, whilst the floatation / dissolved air chamber further removes solids and sludges;
- These sludges are transferred to one of the Sludge Tanks; whilst the treated effluent flows to a water drop tank from which it can be tested and discharged to sewer;
- All tanks are vented to an appropriately sized carbon filter; expressed air passes through an activated carbon filter prior to discharge into the atmosphere in the building;
- The DAF is fully enclosed within a sealed room and vents to the carbon filter;
- Sludge from Sludge Tanks are removed for disposal;

If the waste does not comply with the licensed acceptance criteria, the waste is not to be accepted and returned to the client or to an appropriately licensed facility.

If an odorous load is received, work procedures are in place to minimise any potential impact. These include:

- Shutting any open doors;
- Dousing the load with an odour neutraliser;
- Identifying the waste source and investigating;

If required, all future loads from this source would be either pre-treated (at the source) or diverted to another waste facility.

Spill Containment

Spill containment measures are shown in **Construction Drawing RI456-20-01**.

Unloading activities of liquid waste are undertaken in the unloading bay, which is enclosed, and has a bunded concrete floor which drains to two blind sumps. Any liquids from the inground sumps are transferred to the process tanks for treatment.

Loading activities of waste (sludge) are undertaken in the loading bay, which is enclosed, and has a bunded concrete floor which drains to blind sumps. Any liquids from the inground sumps are transferred to the process tanks for treatment.

All treatment equipment and chemicals / additives are located within the 400mm high tank farm (with a capacity approximately 218m³) within the buildings. Such also drain to a blind sump and any liquids from the inground sumps are transferred to the process tanks for treatment.

Disposal – Liquid

Trade waste discharges result from the treatment of grease trap wastes. The discharge is in keeping with the quality limits determined by Sydney Water, with monitoring and verification as required by that Authority.

Sydney Water confirmed on 30 April 2015 that the receiving sewer at the proposed Glendenning site has the capacity to accept the requested max 180 kL/day discharge, at a maximum instantaneous rate of 5 litres/second.

Disposal – Sludges

Sludges are removed in tankers and beneficially reused for the cultivation of feed crops on farms in the Sydney region. The Resource Recovery Exemption under Part 9, Clauses 91 and 92 of the Protection of the Environment Operations (Waste) Regulation 2014 (the Treated Grease Trap Waste Exemption 2014) exempts a consumer of treated grease trap waste from certain requirements under the POEO Act and the Waste Regulation in relation to the application of that waste to land, provided the consumer complies with the conditions of this exemption.

This exemption is conditional on compliance to the Resource Recovery Order under Part 9, Clause 93 of the Protection of the Environment Operations (Waste) Regulation 2014 (the Treated Grease Trap Waste Order 2014). A sampling plan (as required in the above order) for sludges prior to application to land has been developed by SESL Australia.

There will be no changes to grease trap waste acceptance criteria, delivery or unloading methods, treatment, spill containment or disposal methods as a result of the proposed modification to Condition A6.

4.2.7 Liquid Food Waste

Acceptance Criteria

Waste acceptance criteria include wastes as defined in the POEO Act, in force from time to time including food waste that is liquid waste;

Delivery and Unloading Method

Waste is delivered in collection tankers of up to 24,000 L. Initially, collection vehicles drive into the bunded unloading bay within the Organics Building (refer **Construction Drawings RI456-20-01 to 03**);

- Vehicles and equipment undergo a series of pre-start and completion checks;
- They then discharge by pump through a static strainer into a Receiving Tank;
- Expressed air passes through an activated carbon filter prior to discharge into the atmosphere within the building;
- Following unloading, vehicles drive out of the unloading bay;

If the waste does not comply with the licensed acceptance criteria, the waste is not to be accepted and returned to the client or to an appropriately licensed facility.

If an odorous load is received, work procedures are in place to minimise any potential impact. These include:

- Shutting any open doors;
- Dousing the load with an odour neutraliser;
- Identifying the waste source and investigating;

If required, all future loads from this source would be either pre treated (at the source) or diverted to another waste facility.

Aggregation and Transfer Method

Liquid food waste handling operations (proposed infrastructure) are described below:

- Liquid waste is transferred (by pumps) to one of the two Receiving/Storage tanks;
- All tanks are vented to an appropriately sized carbon filter;
- Expressed air passes through an activated carbon filter prior to discharge into the atmosphere;

If an odorous load is received, work procedures are in place to minimise any potential impact. These include shutting any open doors; dousing the load with an odour neutraliser; identifying the waste source and investigating.

Disposal Destination

Liquid food waste is removed in tankers and beneficially reused for the cultivation of feed crops on farms in the Sydney region. The Resource Recovery Exemption under Part 9, Clauses 91 and 92 of the Protection of the Environment Operations (Waste) Regulation 2014 (the Liquid Food Waste Exemption 2014) exempts a consumer of liquid food waste from certain requirements under the POEO Act and the Waste Regulation in relation to the application of that waste to land, provided the consumer complies with the conditions of this exemption.

This exemption is conditional on compliance to the Resource Recovery Order under Part 9, Clause 93 of the Protection of the Environment Operations (Waste) Regulation 2014 (the Liquid Food Waste Order 2014).

Spill Containment

Spill containment measures are shown in **Construction Drawing RI456-20-01**.

Unloading activities of liquid waste are undertaken in the unloading bay, which is enclosed, and has a bunded concrete floor which drains to two blind sumps. Any liquids from the inground sumps are transferred to the process tanks for treatment.

Loading activities of waste (sludge) are undertaken in the loading bay, which is enclosed, and has a bunded concrete floor which drains to blind sumps. Any liquids from the inground sumps are transferred to the process tanks for treatment.

All treatment equipment and chemicals / additives are located within the 400mm high tank farm (with a capacity approximately 218m³) within the buildings. Such also drain to a blind sump and any liquids from the inground sumps are transferred to the process tanks for treatment

There will be no changes to liquid food waste acceptance criteria, delivery or unloading methods, aggregation or transfer methods, disposal or spill containment as a result of the proposed modification to the Condition A6.

4.2.8 Used Oil

Acceptance Criteria

Waste acceptance criteria for the used oil resource recovery and aggregation facility includes waste lubricating oil, oil water emulsions and oily water. Used oil containing polychlorinated biphenyls (PCBs) and radioactive materials is not accepted. Used oil with a flash point lower than 61°C is also not be accepted.

Delivery and Unloading Method

Used oil is delivered in collection tankers of up to 15,000 L capacity. Used oil delivery and unloading operations are described below:

- Drivers make a preliminary assessment of oils prior to loading eg uncharacteristic odour, colour, viscosity etc;
- If uncertain, the driver notifies the Supervisor for directions;
- Upon arrival at the site, collection vehicles drive into the bunded unloading and loading bay within the Oil Storage Area (refer **Construction Drawings RI456-20-05 to 07**);
- A representative sample of used oil is initially taken from the collection vehicle;
- If used oil meets acceptance criteria (<61°C by a flash test), commence the unloading process;
- If used oil does not meet acceptance criteria, the Supervisor is notified for directions;
- These directions will be to unload the load into in the 30 kL non-compliant product tank to the north of the Oil Storage Roof Structure OR to remove the load to another appropriately licenced site;
- Vehicles and equipment undergo a series of pre-start checks, including tanks, valves, filters and flexible pipework;
- Used oil is then pumped into a Receiving Tank and water allowed to separate (by gravity);
- Vehicles and equipment undergo a series of completion checks, including tanks, valves, filters and flexible pipework;
- All details of unloading are recorded;

- Following unloading vehicles drive out of the unloading and loading bay;

If the waste does not comply with the licensed acceptance criteria, the waste is not to be accepted and returned to the client or to an appropriately licensed facility.

Aggregation and Transfer Method

Industrial oily water is stored as follows (refer **Construction Drawings RI456-20-05 to 07 and OT703333-2101-LAY**):

Material	Class / Package Group	UN Number	No of Containers / Packages	Quantity of Containers/ Packages	Amount	Location/Safety Measures
Used Oil	C1	1071	2	120,000 L	240,000 L	Vertical steel tanks to AS1692 and AS1940
Used Oil	C1	1071	7	60,000 L	420,000 L	Vertical steel tank to AS1692 and AS1940
Non-compliant liquids	-	-	1	30,000 L	30,000 L	Vertical steel tanks to AS1692 and AS1940

Used oil aggregation and transfer operations are described below:

- Water is removed from the Receiving Tank to an Oily Water Tank (within the same bunded compound);
- The tanks are inter-connected by a network of pipes and valves so they are able to be used individually or in banks of two or more tanks as determined from time to time by the liquid type and the chosen destination;
- Used oil from the Receiving Tank is then transferred to a Storage Tank;
- Used oil from Storage Tanks is reloaded into larger vehicles for transport to appropriately licensed facilities;
- Oily water is also reloaded into larger vehicles for transport to appropriately licensed facilities for treatment and reuse;
- Upon arrival at the site, line haul vehicles drive into the unloading and loading bay (which is bunded) within the Oil Storage;
- Line haul vehicles and equipment undergo a series of pre-start and completion checks, including tanks, valves, filters and flexible pipework;
- Following loading, vehicles drive out of the unloading bay;

A Used Oil Flowchart is provided in **Construction Drawing OT703333-2001-PFC**.

Disposal Destinations

Where possible used oil is transported to the Southern Oil Re-refinery at Wagga Wagga.

Decanted water is transported to an appropriately licenced facility for further treatment.

Spill Containment

Spill containment measures are shown in **Construction Drawing OT703333-2101-LAY**.

Unloading and loading activities of liquid waste are undertaken in the unloading and loading bay, which is roofed, and has a bunded concrete floor which drains to blind sumps. Any liquids from the inground sumps is transferred to the process tanks for treatment and disposal.

All treatment equipment and chemicals / additives are located within the 600mm high tank farm (with a capacity of approximately 300m³) within the buildings. Such also drains to a blind sump and any liquids from the inground sumps is transferred to the process tanks for treatment and disposal.

There will be no changes to used oil / industrial oily water acceptance criteria, delivery or unloading methods, aggregation or transfer methods, disposal or spill containment as a result of the proposed modification to the Condition A6.

4.2.9 Industrial Oily Water

Acceptance Criteria

Waste acceptance criteria for industrial oily water includes washdown water and contaminated stormwater from commercial enterprises, vehicle washdown waters and other dirty waters. Industrial water containing polychlorinated biphenyls (PCBs) and radioactive materials are not accepted.

Delivery and Unloading Method

Industrial oily water is delivered in collection tankers of up to 15,000 L capacity. Industrial oily water delivery and unloading operations are described below:

- Drivers make a preliminary assessment of industrial oily water prior to loading eg uncharacteristic odour, colour, viscosity etc;
- If uncertain, the driver is to notify the Supervisor for directions;
- Upon arrival at the site, collection vehicles drive into the bunded unloading and loading bay within the Oil Storage Area (refer **Construction Drawings RI456-20-05 to 07**);
- Vehicles and equipment undergo a series of pre-start checks, including tanks, valves, filters and flexible pipework;
- Industrial oily water is then pumped into the Industrial Oily Water Tank and water allowed to separate (by gravity);
- Vehicles and equipment undergo a series of completion checks, including tanks, valves, filters and flexible pipework;
- All details of unloading are recorded;

- Following unloading vehicles drive out of the unloading and loading bay;

Aggregation and Transfer Method

Industrial oily water is stored as follows (refer **Construction Drawings RI456-20-05 to 07 and OT703333-2101-LAY**):

Material	Class / Package Group	UN Number	No of Containers / Packages	Quantity of Containers/ Packages	Amount	Location/Safety Measures
Industrial Oily Water	C1		2	60,000 L	120,000 L	Vertical steel tanks to AS1692 and AS1940

Oily water aggregation and transfer operations are described below:

- Water is removed from the Used Oil Reveal Tank to an Oily Water Tank (within the same bunded compound);
- The tanks are inter-connected by a network of pipes and valves so they are able to be used individually or in banks of two or more tanks as determined from time to time by the liquid type and the chosen destination;
- Oily water is also reloaded into larger vehicles for transport to appropriately licensed facilities for treatment and reuse;
- Upon arrival at the site, line haul vehicles drive into the unloading and loading bay (which is bunded) within the Oil Storage Area (refer **Construction Drawings RI456-20-05 to 07 and OT703333-2101-LAY**);
- Line haul vehicles and equipment undergo a series of pre-start and completion checks, including tanks, valves, filters and flexible pipework;
- Following loading, vehicles drive out of the unloading bay;

Disposal Destination

Where possible used oil is transported to the Southern Oil Re-refinery at Wagga Wagga.

Decanted water is transported to an appropriately licenced facility for further treatment.

Spill Containment

Spill containment measures are shown in **Construction Drawing RI456-20-05**.

Unloading and loading activities of liquid waste are undertaken in the unloading and loading bay, which is roofed, and has a bunded concrete floor which drains to blind sumps. Any liquids from the inground sumps is transferred to the process tanks for treatment and disposal.

All treatment equipment and chemicals / additives are located within the 600mm high tank farm (with a capacity of approximately 300m³) within the buildings. Such

also drains to a blind sump and any liquids from the inground sumps is transferred to the process tanks for treatment and disposal.

There will be no changes to used oil / industrial oily water acceptance criteria, delivery or unloading methods, aggregation or transfer methods, disposal or spill containment as a result of the proposed modification to the Condition A6.

4.3 Existing and Proposed Volumes and Traffic Numbers

4.3.1 Waste Volumes

The impact of the proposed change will have no net impact on the total waste volumes. Below is a summary of annual waste tonnages for:

- 2019 – previously approved and actual
- Forecast scenarios (based on 50%/50%, 100%/0% and 0%/100% splits between organic waste and used oils)

	Annual 2019 (tonnes)		Annual Forecast Scenarios (tonnes)		
	Approved	Actual	31k/31k Split	62k/0 Split	0/62k Split
Inward Movements					
Organic Tankers	42,000,000	29,497,000	31,000,000	62,000,000	1
Oil Collection Tankers	20,000,000	18,223,000	31,000,000	1	62,000,000
Total Inwards	62,000,000	47,720,000	62,000,000	62,000,001	62,000,001
Outward Movements					
Sewer	25,200,000	17,698,200	18,600,000	37,200,000	1
Greasetrap Sludge Tankers	12,600,000	8,849,100	9,300,000	18,600,000	0
Fat Tankers	4,200,000	2,949,700	3,100,000	6,200,000	0
Oil Line Haul Tankers	18,000,000	16,400,700	27,900,000	1	55,800,000
Oily Water Tankers	2,000,000	1,822,300	3,100,000	0	6,200,000
Total Outwards	62,000,000	47,720,000	62,000,000	62,000,001	62,000,001

** Included as Greasetrap Sludge Tankers

Organic waste is treated and liquids are discharged as trade waste to sewer, whilst sludges and fats are transported by truck from the site, as originally proposed.

Used oil and oily waters are treated and aggregated as used oil and oily water for transport from the site, as originally proposed.

The above figures show total actual 2019 throughput was some 77% of the approved total waste volumes. Organic waste was some 70% of the approved volume and used oil was some 91% of the approved volume.

4.3.2 Traffic Numbers

The split in volumes between organic waste and used oils / oily water will impact traffic numbers to and from the site due to load sizes and the % of organic waste being discharged to sewer however will not increase overall traffic movements to and from the site.

Note: The numbers of trip movements from truck and car parking will not be impacted on by the proposed changes and have not been included in this analysis.

Below is a summary of annual and daily two way truck movements to and from the site for:

- 2019 – previously approved and actual
- Forecast scenarios (based on 50%/50%, 100%/0% and 0%/100% splits between organic waste and used oils)

	Annual Numbers 2019		Annual Numbers Forecast Scenarios		
	Approved	Actual	31k/31k Spilt	62k/0 Split	0/62k Split
Inward Movements					
Organic Tankers	7,000	5,298	5,568	11,136	0
Oil Collection Tankers	5,500	3,416	5,811	0	11,622
Total Inwards	12,500	8,714	11,379	11,136	11,622
Outward Movements					
Sewer	0	0	0	0	0
Greasetrap Sludge Tankers	3,000	521	547	1,094	0
Fat Tankers	**	295	310	620	0
Oil Line Haul Tankers	1,350	698	1,187	0	2,374
Oily Water Tankers	150	364	620	0	1,240
Total Outwards	4,500	1,878	2,664	1,714	3,614

Total Trucks	17,000	10,592	14,043	12,850	15,237
---------------------	---------------	---------------	---------------	---------------	---------------

** Included as Greasetrap Sludge Tankers

	Daily Numbers 2019		Daily Numbers Forecast Scenarios		
	Approved	Actual	31k/31k Spilt	62k/0 Split	0/62k Split
Inward Movements					
Organic Tankers	28	21	22	45	0
Oil Collection Tankers	22	14	23	0	46
Total Inwards	50	35	46	45	46
Outward Movements					
Sewer	0	0	0	0	0
Greasetrap Sludge Tankers	12	2	2	4	0
Fat Tankers	**	1	1	2	0
Oil Line Haul Tankers	5	3	5	0	9
Oily Water Tankers	1	1	2	0	5
Total Outwards	18	8	11	7	14
Total Trucks	68	42	56	51	61

** Included as Greasetrap Sludge Tankers

The above figures show total actual 2019 traffic numbers were some 64% of the approved traffic numbers. Forecast scenarios (based on 50%/50%, 100%/0% and 0%/100% splits between organic waste and used oils) show 82%, 75% and 90% of the 2019 approved traffic numbers respectively.

4.3.3 Average Load Sizes

Average load sizes are provided below for:

- 2019 – previously approved and actual
- Forecast scenarios (based on 50%/50%, 100%/0% and 0%/100% splits between organic waste and used oils)

	Annual 2019 (tonnes)		Annual Forecast Scenarios (tonnes)		
	Approved	Actual	31k/31k Spilt	62k/0 Split	0/62k Split
Inward Movements					

Organic Tankers	12.0	11.1	11.1	11.1	11.1
Oil Collection Tankers	7.3	10.7	10.7	10.7	10.7
Outward Movements					
Sewer	0.0	0.0	0.0	0.0	0.0
Greasetrap Sludge Tankers	8.4	34.0	34.0	34.0	0.3
Fat Tankers	**	20.0	20.0	20.0	0.3
Oil Line Haul Tankers	36.0	47.0	47.0	47.0	47.0
Oily Water Tankers	8.0	10.0	10.0	10.0	10.0

** Included as Greasetrap Sludge Tankers

The above figures show substantial increases in actual vehicle weights for oil collection vehicles and outward line haul movements for both greasetrap sludge and used oil.

4.3.4 Conclusions

Figures in Section 4.3.2 show total actual 2019 traffic numbers were some 64% of the approved traffic numbers. Forecast scenarios (based on 50%/50%, 100%/0% and 0%/100% splits between organic waste and used oils) show 82%, 75% and 90% of the 2019 approved traffic numbers respectively.

The split in volumes between organic waste and used oils / oily water will impact traffic numbers to and from the site due to load sizes (refer Section 4.3.3 above) and the % of organic waste being discharged to sewer however will not increase overall traffic movements to and from the site.

Note: The numbers of trip movements from truck and car parking will not be impacted on by the proposed changes and have not been included in Sections 4.3.2 or 4.3.3 above.

As such the proposed change will not result in an increase to the approved traffic numbers.

4.3.5 Design Capacity

A summary of inwards and outwards average daily tonnages and relative days storage capacities, together with current daily design production tonnages for organics are provided below for:

- 2019 – previously approved and actual

- Forecast scenarios (based on 50%/50%, 100%/0% and 0%/100% splits between organic waste and used oils)

	2019 (tonnes)		Forecast Scenarios (tonnes)		
	Approved	Actual	31k/31k Split	62k/0 Split	0/62k Split
Organic Inwards					
Average Daily Tonnage	168,000	117,988	124,000	248,000	0
Tank Capacities	320,000	320,000	320,000	320,000	320,000
Days Storage Capacity	1.9	2.7	2.6	1.3	
Organic Outwards					
Average Daily Tonnage	67,200	47,195	49,600	99,200	0
Tank Capacities	300,000	300,000	300,000	300,000	300,000
Days Storage Capacity	6.0	6.4	6.0	3.0	
Inwards Daily Tonnage	168,000	117,988	124,000	248,000	0
Outwards Daily Tonnage	58,800	47,195	49,600	99,200	0
Daily Design Production	288,000	288,000	288,000	288,000	288,000

The above shows that 2019 daily tonnages of the organic facility is approximately 41% of the current daily design capacity. Forecast daily tonnages (based on 50%/50% and 100%/0% splits between organic waste and used oils) will result in daily tonnages of up to up to 86% of the current daily design capacity.

Plant upgrades will allow for substantial increases in daily design production increases.

Similarly. a summary of inwards and outwards average daily tonnages and relative days storage capacities, together with current daily design production tonnages for used oils are provided below for:

- 2019 – previously approved and actual
- Forecast scenarios (based on 50%/50%, 100%/0% and 0%/100% splits between organic waste and used oils)

	2019 (tonnes)		Forecast Scenarios (tonnes)		
	Approved	Actual	31k/31k Spilt	62k/0 Split	0/62k Split
Oil Inwards					
Average Daily Tonnage	80,000	72,892	124,000	0	248,000
Tank Capacities	540,000	540,000	540,000	540,000	540,000
Days Storage Capacity	6.8	7.4	4.4		2.2
Oil Outwards					
Average Daily Tonnage	80,000	72,892	124,000	0	248,000
Tank Capacities	360,000	360,000	360,000	360,000	360,000
Days Storage Capacity	4.5	4.9	2.9		1.5
Inwards Daily Tonnage	80,000	72,892	124,000	0	248,000
Outwards Daily Tonnage	80,000	72,892	124,000	0	248,000
Daily Design Production	312,000	312,000	312,000	312,000	312,000

The above shows that 2019 daily tonnages of the organic facility is approximately 23% of the current daily design capacity. Forecast daily tonnages (based on 50%/50% and 0%/100% splits between organic waste and used oils) will result in daily tonnages of up to up to 80% of the current daily design capacity.

Again, plant upgrades will allow for substantial increases in daily design production increases.

4.4 Mitigation Measures

Major pollution controls incorporated in the facility's design include:

Site Layout and Civil Works

- Trafficked areas are sealed;
- Appropriate distances to sensitive receivers;
- 28 passenger vehicle spaces in accordance with AS2890.1 for use by administration / management / operation staff and visitors are provided for;
- 14 heavy vehicle parking spaces are provided for;

- Commercial vehicles and tankers can enter and leave the site in a forward direction;

Organics Building

- The building is roofed and walled to prevent the ingress of rain and generation of additional trade waste; and egress of odours and unacceptable air and noise emissions;
- Electric operated roller shutters prevent the ingress of rain and egress of odours and unacceptable air emissions;
- The unloading and loading bays are bunded (including 200mm edge bunding a 75mm high drive over bund at the entrance) and drain to inground sumps to collect any spillage during unloading activities;
- Any liquids from the inground sumps is then be transferred to the process tanks for treatment;
- Floor levels within the proposed building are greater than 0.5m above the Blacktown City Council Probable Maximum Flood (PMF) event;
- Roofwater is collected in a water tank for reuse in washdown and irrigation;
- Overflow from the water tank is treated prior to discharge from the site;
- All storage tanks and the DAF are within a 400mm high bunded tank farm (approximate capacity 218 m³);
- All tanks are vented through an appropriately sized carbon filter;
- The DAF is fully enclosed and vented to the carbon filter;

Oil Storage Area

- The building is roofed (with overhangs) to prevent the ingress of rain and generation of additional trade waste;
- The unloading and loading bay is bunded (including 200mm edge bunding a 75mm high drive over bund at the entrance) and drain to inground sumps to collect any spillage during unloading activities;
- Any liquids from the inground sumps is then be transferred to the used oil or oily water tanks for aggregation and transport to an appropriately licenced facility;
- Floor levels within the proposed building are greater than 0.5m above the Blacktown City Council Probable Maximum Flood (PMF) event;
- Roof water is collected in a water tank for reuse in washdown and irrigation;
- Overflow from the water tank is treated prior to discharge from the site;
- All storage tanks and the future DAF are within a 600mm high bunded tank farm (approximate capacity 301 m³);

Vehicles

- All trucks carry an emergency spill kit and the necessary equipment to prevent waste from entering the environment;
- All vehicles purchased by J.J. Richards for the performance of waste management duties have built-in emission control measures to ensure exhaust emissions are kept to a minimum in compliance with Australian Design Rules and emission standards;

Operational measures to minimise unacceptable emissions include:

- Implementation of established systems and procedures, including driver inductions and ongoing training);
- Trafficked areas are to be kept clean;
- All on site equipment and vehicles are properly maintained;
- Spill kits to be kept on site, and where possible used for mopping up any spillages;
- Where possible, wash down is limited to within bunded areas;
- Only material in accordance with specific acceptance criteria is permitted at the facility;
- On-site odorous waste storages are minimised;
- Trucks are kept clean;
- All plant and equipment including trucks are fitted with efficient exhaust mufflers;
- The receipt of waste only occurs during normal operating hours;
- Noise generation is covered in the Vehicle Pre-trip Inspection procedure (SBMP 9.2-2) and the Vehicle Breakdown and Defects procedure (WP-GEN-209);
- Where possible oils and lubricants from site plant and machinery are collected for recycling by Southern Oil Refinery in Wagga Wagga;
- Treated liquids are discharged to Sydney Water's sewer system;
- The resultant solids or sludge from grease trap waste and aggregated liquid food waste are transported for beneficial reuse in the cultivation of feed crops on farms in the Sydney region;
- Where possible, office waste such as paper, cardboard, glass, metals and plastics, as well as Ewaste, including computers, printers and ink cartridges are sorted and sent to recycling services;
- Used oil is aggregated and transported for recycling to the Southern Oil Refinery in Wagga Wagga;

The proposed change will not require any additional mitigation measures that have not already been put in place for the existing development.

4.5 Air and Noise Review

Air Noise Environment has reviewed the proposed modification and advised as follows (refer to **Appendix 3**):

It is understood that a modification (Modification 2) to the development consent for the JJ Richards & Sons liquid waste transfer station at 14 Rayben Street, Glendenning, is being proposed. The modification involves changes to the ratio of total organic and waste oil quantities processed per annum (the total waste throughput of 62,000 tonnes per annum will remain the same). Currently, the site is approved to process 42,000 tonnes of organic waste and 20,000 tonnes of waste oil/oily water.

Three potential operating scenarios are being considered in the modification:

- *Scenario 1: 31 kL/ 31 kL split between waste oil / oily water and organic liquid waste;*
- *Scenario 2: 62 kL / 0 kL – waste oil / oily water only (nil organic liquid waste);*
- *Scenario 3: 0 kL / 62 kL – organic liquid waste only (nil waste oil / oily water).*

The most recent air and noise modelling assessment for the site was undertaken in April 2019 for Modification 1 (SSD-6767-Mod1), which assessed an increase in the waste oil throughput from 10 kL to 20 kL per annum. The modelling was highly conservative by assuming that organic waste unloading and waste oil unloading was occurring simultaneously and 24 hours 7 days a week. The results of air and noise modelling showed predicted compliance with the relevant noise and air quality criteria for this conservative scenario. With regards to road traffic noise, no changes to total traffic movement to/from the site is expected to occur as a result of the modification.

Therefore, on the basis of the previous modelling completed for the site, compliance with the air and noise criteria is expected irrespective of the waste split (organic waste to waste oil ratio).

5 Planning Assessment

5.1 Scoping Meeting Request

A scoping meeting was held with the Department on 1 July 2020. As a consequence of that meeting, the Department requested the following considerations which have been incorporated into this Report (as indicated below):

Department requests the following matters be addressed in the Modification Report:

- *Traffic* (refer to **Section 4.3** above)
- *odour* (refer to **Section 4.5** above)
- *capacity constraints to demonstrate the site has sufficient capacity to store and treat up to 62,000 tonnes per year of liquid organic waste or 62,000 tonnes per year of used oil/industrial oily water* (refer to **Section 4.3** above)

5.2 s.4.55 Modification of consents – generally (cf previous s 96)

The proposed modification relates to amending the Consent / *Limits of Consent* contained in Condition A6, as follows:

- A. Condition 6 b) was previously modified in 2019 by amending part b) as follows:

Waste Limits

A6. The Applicant shall not receive or process on Site more than 52,000 tonnes of liquid waste per calendar year comprising:

- a) 42,000 tonnes of liquid organic waste (K110 and K120 wastes); and
b) 20,000 tonnes of used oil/industrial oily water (J110 and J120 wastes).*

The 2019 modification increased part b) of Condition A6 above however should have additionally changed the total liquid waste throughputs to **62,000 tonnes**, as was provided for in the originating modification application. This current proposal therefore seeks to resolve the anomaly by amending the of total tonnes of liquid waste per calendar year to 62,000 as part of the new modification proposal.

- B. The proposed Modification also seeks a further amendment to Condition A6 – to allow for combining total organic and waste oil quantities per annum in Condition A6 as follows:

*A6. The Applicant shall not receive or process on Site more than ~~52,000~~ **62,000** tonnes of liquid waste per calendar year comprising:*

- a) ~~42,000 tonnes~~ of liquid organic waste (K110 and K120 wastes); and
b) ~~20,000 tonnes~~ of used oil/industrial oily water (J110 and J120 wastes).*

As a consequence of the proposed change, any increase in used oil/industrial oily water throughputs would therefore result in a consequential decrease in liquid organic waste (and vice versa), such that the total quantity of throughputs would remain no greater than the approved 62,000 tonnes of liquid waste per calendar year.

The modification in A above involves a minor error, misdescription or miscalculation. The modification in B above not an application to which s.4.55 (1) applies i.e. the modification does not involve a minor error, misdescription or miscalculation.

The proposed modification relates to s.4.55 (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.

Comments:

Draft Guidelines from the Department (Modifying an Approved Project) state, for a modification classification as follows:

Type 2 Modification - Application (Minor)

- *Modification Applications involving minimal environmental impact*
- *adequate Environmental Assessment (EA), supported by technical expertise if required. Mandatory application details also required*

The Draft Guidelines further state:

For Type 2 Modification Applications the Minister for Planning may, in response to a Modification Application, modify a consent for a SSD project under section 96(1A) of the Act if:

- *the proposed application is of minimal environmental impact*
- *the application is substantially the same development as the original that was granted consent*
- *the application has been publicly notified.*

Minimal environmental impact is taken to mean that the impacts associated with the proposed Modification Application are expected to be within the same scale as those that were approved under the original consent.

Examples of such applications may include changes to internal or external building layouts, minor changes to scheduling of stages of projects, minor design changes such as façade changes, or minor intensification or expansion of activities at a site with “very small” or “negligible” overall environmental impacts.

All SSD Modification Applications under section 96(1A) of the Act, and SSI Modification Applications that meet the ‘minimal environmental impacts’ meaning are classified as ‘Type 2’ Modification Applications.

The proposed modification relates to amending the Consent / *Limits of Consent* contained in Condition A6 b), to allow for combining total organic and waste oil quantities per annum in Condition A6 and rectifying an anomaly in total liquid waste throughputs per annum.

In seeking the proposed modifications, the following salient points are noted:

- i. The proposed modifications will **not** result in any additional plant or equipment on site – with Construction Drawings submitted with this application provided solely for the purpose of indicating existing site infrastructure already in place under the existing Consent (SSD 6767);
- ii. The proposed modifications will **not** result in any increase in throughputs of liquid waste at the facility or increase in approved traffic movements to and from the site;
- iii. The proposed modifications will **not** affect any of the processes or procedures on site, with all site activities remaining in accordance with the submitted Operational Environmental Management Plan, as approved by the Department on 22 November 2017;
- iv. **No change** to operating hours or personnel is proposed as part of this application;
- v. **No changes** are required to, or any additional mitigation measures required, that have not already been put in place for the existing development.

5.3 S.115 – EP&A Regulation 2000

Clause 115 (*Application for modification of development consent*) of the EP&A Regulation 2000 requires an application for modification of a development consent under section 4.55 (1), (1A) or (2) or 4.56 (1) of the Act must contain certain information.

The provisions of this Clause have been met, as provided for in the following Table:

Clause	Comments
<i>(1) An application for modification of a development consent under section 4.55 (1), (1A) or (2) or 4.56 (1) of the Act must contain the following information:</i>	
<i>(a) the name and address of the applicant,</i>	J.J. Richards & Sons Pty Ltd 3 Grant Street Cleveland QLD 4163
<i>(b) a description of the development to be carried out under the consent (as previously modified),</i>	The Minister for Planning issued a Development Consent for the Glendenning Liquid Waste Treatment Facility under Section 89E of the EP & A Act 1979 on 11 January 2017 (Ref: SSD 6767), as modified on 9 July 2019. Construction of the Facility commenced in April 2017 and a final Occupation Certificate was issued on 9 May 2018. The EPA issued an Environment Protection Licence (EPL 21053) for the facility on 4 April 2018. The Minister for Planning issued a modification of Development Consent on 9 July 2019. The Facility is currently operational, with no other previous modifications. Refer to Section 2 of this Report.
<i>(c) the address, and formal particulars of title, of the land on which the development is to be carried out,</i>	14 Rayben Street, Glendenning NSW 2761 Lot 123 DP870988
<i>(d) a description of the proposed modification to the development consent,</i>	Modification of Consent / Condition A6 - to allow for: A. Resolving an anomaly from the 2019 modification - by amending the of total tonnes of liquid waste per calendar year to 62,000 as part

	<p>of the new modification proposal.</p> <p>B. Combining total organic and waste oil quantities per annum in Condition A6</p>
<p>(e) a statement that indicates either:</p> <p>(i) that the modification is merely intended to correct a minor error, misdescription or miscalculation, or</p> <p>(ii) that the modification is intended to have some other effect, as specified in the statement,</p>	<p>(e) (i) The modification in A. above merely corrects a minor error in the 2019 modification approval;</p> <p>(e) (ii) - The modification is intended to allow for the Glendenning Liquid Waste Treatment Facility to increase used oil/industrial oily water throughputs with a consequential decrease in liquid organic waste (and vice versa), such that the total quantity of throughputs would remain no greater than the approved 62,000 tonnes of liquid waste per calendar year.</p> <p>The modification does not result in any additional plant or equipment on site or affect any of the processes or procedures on site.</p> <p>No change to operating hours or personnel is proposed.</p>
<p>(f) a description of the expected impacts of the modification,</p>	<p>There are no physical changes to site infrastructure / building or works as a consequence of the development.</p> <p>The modification does not result in any additional plant or equipment on site or affect any of the processes or procedures on site.</p> <p>The modification will not result in any increase in throughputs of liquid waste at the facility or increase in approved traffic movements to and from the site.</p> <p>No change to operating hours or personnel is proposed.</p> <p>There is no significant change to traffic movements (refer to Section 4.3) or adverse impacts on air quality / odour (refer to Section 4.5) as a consequence of the modification</p> <p>The proposed amendment is considered to result in substantially the same</p>

	development – refer to Section 5.5 below.
<i>(g) an undertaking to the effect that the development (as to be modified) will remain substantially the same as the development that was originally approved,</i>	<p>The development (as to be modified) will remain substantially the same as the development that was originally approved.</p> <p>There are no physical changes to site infrastructure / buildings or works as a consequence of the development.</p> <p>The modification does not result in any additional plant or equipment on site or affect any of the processes or procedures on site.</p> <p>The modification will not result in any increase in throughputs of liquid waste at the facility or increase in approved traffic movements to and from the site.</p> <p>No change to operating hours or personnel is proposed.</p>
<i>(g1) in the case of an application that is accompanied by a biodiversity development assessment report, the reasonable steps taken to obtain the like-for-like biodiversity credits required to be retired under the report to offset the residual impacts on biodiversity values if different biodiversity credits are proposed to be used as offsets in accordance with the variation rules under the Biodiversity Conservation Act 2016,</i>	Not applicable
<i>(h) if the applicant is not the owner of the land, a statement signed by the owner of the land to the effect that the owner consents to the making of the application (except where the application for the consent the subject of the modification was made, or could have been made, without the consent of the owner),</i>	Not applicable. The applicant is the owner of the subject site.
<i>(i) a statement as to whether the application is being made to the Court (under section 4.55) or to the consent authority (under section 4.56), and, if</i>	Not applicable. The application is not being made to the Court (s.4.55(8)) or under s.4.56.

<p><i>the consent authority so requires, must be in the form approved by that authority.</i></p>	
<p><i>(2) The notification requirements of clause 49 apply in respect of an application if the consent of the owner of the land would not be required were the application an application for development consent rather than an application for the modification of such consent.</i></p>	<p>Not applicable</p>
<p><i>(3) In addition, if an application for the modification of a development consent under section 4.55 (2) or section 4.56 (1) of the Act relates to residential apartment development and the development application was required to be accompanied by a design verification from a qualified designer under clause 50 (1A), the application must be accompanied by a statement by a qualified designer.</i></p>	<p>Not applicable</p>
<p><i>(3A) The statement by the qualified designer must:</i></p> <p><i>(a) verify that he or she designed, or directed the design of, the modification of the development and, if applicable, the development for which the development consent was granted, and</i></p> <p><i>(b) provide an explanation of how:</i></p> <p><i>(i) the design quality principles are addressed in the development, and</i></p> <p><i>(ii) in terms of the Apartment Design Guide, the objectives of that guide have been achieved in the development, and</i></p> <p><i>(c) verify that the modifications do not diminish or detract from the design quality, or compromise the design intent, of the development for which the development consent was granted.</i></p>	<p>Not applicable</p>
<p><i>(3B) If the qualified designer who gives the design verification under subclause (3) for an application for the modification of development consent</i></p>	<p>Not applicable</p>

<p><i>(other than in relation to State significant development) does not verify that he or she also designed, or directed the design of, the development for which the consent was granted, the consent authority must refer the application to the relevant design review panel (if any) for advice as to whether the modifications diminish or detract from the design quality, or compromise the design intent, of the development for which the consent was granted.</i></p>	
<p><i>(4) If an application referred to in subclause (3) is also accompanied by a BASIX certificate with respect to any building, the design quality principles referred to in that subclause need not be verified to the extent to which they aim:</i></p> <p><i>(a) to reduce consumption of mains-supplied potable water, or reduce emissions of greenhouse gases, in the use of the building or in the use of the land on which the building is situated, or</i></p> <p><i>(b) to improve the thermal performance of the building.</i></p>	<p>Not applicable</p>
<p><i>(5) The consent authority may refer the proposed modification to the relevant design review panel but not if the application is for modification of a development consent for State significant development.</i></p>	<p>Not applicable – development consent relates to <i>State significant development</i>.</p>
<p><i>(6) An application for the modification of a development consent under section 4.55 (1A) or (2) of the Act, if it relates to development for which the development application was required to be accompanied by a BASIX certificate or BASIX certificates, or if it relates to BASIX optional development in relation to which a person has made a development application that has been accompanied by a BASIX certificate or BASIX certificates (despite there being no obligation under clause 2A of Schedule 1 for it to be so accompanied),</i></p>	<p>Not applicable</p>

<i>must also be accompanied by the appropriate BASIX certificate or BASIX certificates.</i>	
<i>(7) The appropriate BASIX certificate for the purposes of subclause (6) is: (a) if the current BASIX certificate remains consistent with the proposed development, the current BASIX certificate, and (b) if the current BASIX certificate is no longer consistent with the proposed development, a new BASIX certificate to replace the current BASIX certificate.</i>	Not applicable
<i>(8) An application for modification of a development consent under section 4.55 (1), (1A) or (2) or 4.56 (1) of the Act relating to land owned by a Local Aboriginal Land Council may be made only with the consent of the New South Wales Aboriginal Land Council.</i>	Not applicable
<i>(9) The application must be accompanied by the relevant fee prescribed under Part 15.</i>	The scheduled fee will be paid at the time of lodgement of the application
<i>(10) A development consent may not be modified by the Land and Environment Court under section 4.55 of the Act if an application for modification of the consent has been made to the consent authority under section 4.56 of the Act and has not been withdrawn.</i>	Not applicable

5.4 Substantially the same development

For State significant development, a proponent must demonstrate that the change, if carried out, would result in a development that would be *substantially the same* development as the original development. In order to draw this conclusion, a proponent must have regard to the following considerations, which have been established through decisions of the NSWLEC (per the Draft Guidelines from the Department - *Modifying an Approved Project*):

- “Substantially” means “essentially or materially” or “having the same essence.”
- A development can still be substantially the same even if the development as modified involves land that was not the subject of the original consent

(provided that the consent authority is satisfied that the proposal is substantially the same).

- *If the development as modified, involves an “additional and distinct land use”, it is not substantially the same development.*
- *Notwithstanding the above, development as modified would not necessarily be substantially the same solely because it was for precisely the same use as that for which consent was originally granted.*
- *To determine whether something is “substantially the same” requires a comparative task between the whole development as originally approved and the development as proposed to be modified. In order for the proposal to be “substantially the same”, the comparative task must:*
 - *result in a finding that the modified development is “essentially or materially” the same*
 - *appreciate the qualitative and quantitative differences in their proper context*
 - *in addition to the physical difference, consider the environmental impacts of proposed Modification Applications to approved developments.*

The proposed modification does not result in an ‘additional’ or ‘distinct land use’, with there being no change of use or physical changes to site infrastructure / buildings or works as a consequence of the development.

The modification does not result in any additional plant or equipment on site or affect any of the processes or procedures on site.

No change to operating hours or personnel is proposed.

There is no significant change to traffic movements (refer to **Section 4.3**) or adverse impacts on air quality / odour (refer to **Section 4.5**) as a consequence of the modification

A comparative task between the whole development as originally approved and the development as proposed to be modified can be determined by reference to approved plans and construction drawings.

Resolving the anomaly from the 2019 modification, by amending the of total tonnes of liquid waste per calendar year to 62,000 as part of the new modification proposal merely corrects a minor error in the 2019 modification approval

The proposed modification to combining total organic and waste oil quantities per annum in Condition A6 is considered to be a modification to which to s.4.55 (1A) *Modifications involving minimal environmental impact* can be applied, in consideration that it can be demonstrated that the environmental impacts associated with the modification are not significant in the context of the above development.