



# Bettergrow Resource Recovery Facility Wetherill Park Modification 3

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State Significant Development Modification Assessment  
(SSD-7401-Mod-3)

March 2022



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Title: Bettergrow Resource Recovery Facility Wetherill Park Modification 3

*Cover image: 3D render of proposed food depackaging and processing (source: Style Developments Pty Ltd)*

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# Glossary

Abbreviation	Definition
<b>Applicant</b>	Bettergrow Pty Ltd
<b>BCD</b>	Biodiversity and Conservation Division, DPE
<b>BDAR</b>	Biodiversity Development Assessment Report
<b>Council</b>	Fairfield City Council
<b>Department</b>	Department of Planning and Environment (DPE)
<b>EES</b>	Environment, Energy and Science, DPE
<b>EPA</b>	Environment Protection Authority
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979</i>
<b>EP&amp;A Regulation</b>	Environmental Planning and Assessment Regulation 2000
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
<b>EPL</b>	Environment Protection Licence
<b>LEP</b>	Local Environmental Plan
<b>Minister</b>	Minister for Planning
<b>Planning Secretary</b>	Secretary of the Department
<b>RRF</b>	Resource Recovery Facility
<b>RtS</b>	Response to Submissions
<b>SEARs</b>	Planning Secretary's Environmental Assessment Requirements
<b>SEPP</b>	State Environmental Planning Policy

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# 1 Introduction

This report provides the NSW Department of Planning and Environment's (the Department's) assessment of an application to modify the State significant development (SSD) consent for Bettergrow Resource Recovery Facility (RRF) in Wetherill Park (SSD-7401, as modified). The modification application seeks consent for changes to the configuration of weighbridges, carparking and the stormwater management system, including relocation of the rainwater harvesting tank and stormwater treatment device.

The application was lodged on 7 January 2022 by Bettergrow Pty Ltd (the Applicant) pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

## 1.1 Background

Since late 2020, the Applicant has been constructing a RRF at 24 Davis Road, Wetherill Park in the Fairfield local government area. The approved development (as modified) allows for the construction and operation of a RRF to process up to 350,000 tonnes per annum (tpa) of general solid waste (non-putrescible), hydro-excavation drilling muds and fluids, and general solid waste (putrescible) including food organics (FO), garden organics (GO) and mixed FOGO.



Figure 1 | Regional Context Map

## 1.2 Site Description

The site is zoned IN1 General Industrial under the Fairfield Local Environment Plan 2013. The site is within the Wetherill Park Industrial Estate and is approximately 29 kilometres (km) west of the Sydney CBD and 10 km west of Parramatta (see **Figure 1**). The site is legally described as Lot 18 in Deposited Plan (DP) 249417 and has an area of approximately 20,292 square metres (m<sup>2</sup>).

The site is rectangular in shape and slopes moderately from the northern boundary down to Davis Road on the southern boundary. The site has three main areas of varying elevation separated by retaining

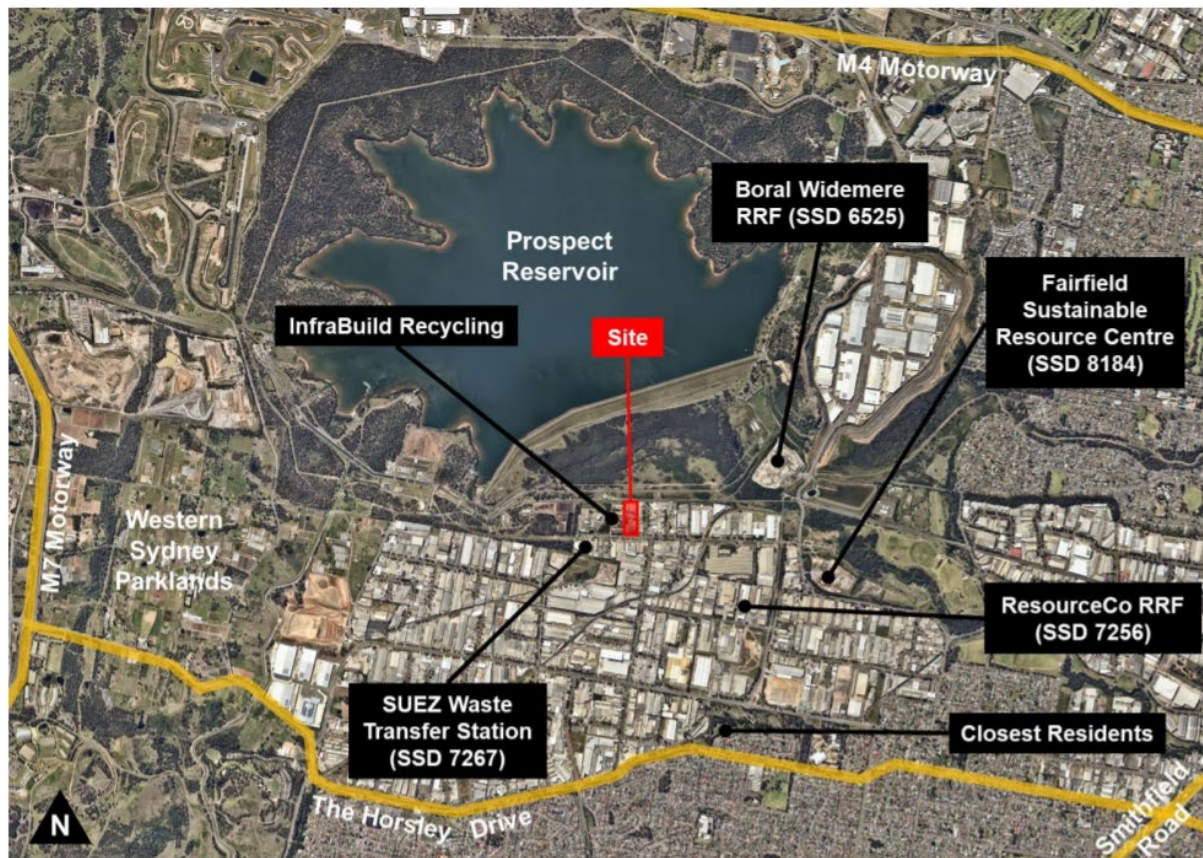
walls, being an upper level, middle level and lower level. The site is predominately concrete hardstand and bare soil. There is strip of remnant Cumberland Plain Woodland (CPW) across the site frontage, providing screening to Davis Road, and along the western boundary of the site.

The site is accessed from Davis Road which connects to the industrial roads of Prospect Highway and Elizabeth Street. These roads have access to the M7 and M4 Motorways via the major arterial roads of Horsley Drive and Prospect Highway, respectively.

The site connects to Fairfield City Council's (Council) stormwater network, which conveys stormwater towards the east along Davis Road to an unnamed concrete-lined channel discharging to Prospect Creek near Widemere Road.

### 1.3 Surrounding Land Uses

Several waste facilities are located in the vicinity of the site including the SUEZ Waste Transfer Station (SSD-7267), ResourceCo Waste and Resource Management Facility (SSD-7256), Council's Sustainable Resource Centre and the Boral Construction and Demolition RRF (SSD-6525) (see **Figure 2**).



**Figure 2 | Local Context Map**

Adjoining the site to the east and south are industrial units with various industrial, commercial and warehousing uses. Immediately adjoining the site to the west is the existing Infrabuild Recycling scrap metal facility. To the north of the site is a Sydney Water pipeline and Prospect Reservoir with Western Sydney Parklands to the west. To the south is Davis Road which connects to Elizabeth Street and the Prospect Highway.

Further east of the site is Prospect Creek, a watercourse running south between Prospect Reservoir and the Georges River. The nearest residential dwellings are located approximately 1.5 km to the south-east on Maugham Crescent, off The Horsley Drive.

## 1.4 Approval history

The site previously operated as an asphalt batching plant from 1986 to 2004. After the asphalt batching plant was decommissioned, the site was remediated and deemed suitable to be used as an RRF by a site auditor. On 12 August 2015, Council granted development consent (493.1/2015) for the demolition of office buildings, four ancillary buildings and a carport.

On 22 December 2017, development consent was granted by the then Executive Director, Key Sites and Industry Assessments for the development of the Bettergrow RRF Wetherill Park (SSD-7401). The development consent, as modified, currently permits the construction and operation of an RRF to process up to 350,000 tpa of waste comprising:

- 100,000 tpa of hydro-excavation, drill muds and fluids
- 70,000 tpa of FOGO and GO
- 30,000 tpa of FO, including package and bulk food and liquids
- 150,000 tpa of general solid waste, including virgin excavated natural material (VENM), excavated natural material (ENM), soils, gravels, aggregates, street sweepings, clean timber, asphalt waste, cured concrete, rail ballast and construction and demolition waste.

The consent also permits the operation of a landscaping material supplies facility for the storage and sale of up to 40,000 tpa of landscaping supplies.

The development consent has been modified on two occasions (see **Table 1**).

**Table 1 | Summary of Modifications**

Mod No.	Summary of Modifications	Approval Authority	Type	Approval Date
<b>MOD 1</b>	Increase in processing capacity from 160,000 tpa to 350,000 tpa, the introduction of additional waste streams and increasing operational hours.	Director	s.4.55(2)	21 April 2021
<b>MOD 2</b>	Amend the stormwater treatment device to include the use of an in-ground concrete pit with a sand filter.	Team Leader	s.4.55(1A)	30 November 2021

Of relevance to this modification, both MOD 1 and MOD 2 included clearing of areas of vegetation on the site, with MOD 2 also involving changes to the stormwater management system.

## 2 Proposed modification

### 2.1 Proposed Modification

On 7 January 2022, the Applicant lodged a modification application (MOD 3) under section 4.55(1A) of the EP&A Act to modify development consent for SSD-7401. The modification is described in full in the Statement of Environmental Effects (SEE) included in **Appendix A** and is illustrated on **Figure 3** to **Figure 5**.

The RRF is currently under construction, and the changes proposed in this modification are to components of the development not yet constructed. The proposed changes are summarised below.

#### Stormwater System

Minor amendments are proposed to the approved stormwater infrastructure to be installed on the site.

The approved stormwater treatment device, which removes total suspended solids (TSS) and entrained hydrocarbons, would be relocated to the north-west corner of the central portion of vegetation on site (see **Figure 4**). The type of treatment device would also be changed from a Humeceptor to a SPEL Ecoceptor 6000 series, which has the same dimensions as the Humeceptor. Also, the 5 kilolitre (kL) underground rainwater tank would be changed to an above-ground tank and relocated to inside the drill muds processing shed.

The basic treatment train for stormwater would change only slightly from approved, with stormwater from the office building now being diverted to the stormwater system rather than the rainwater tank. The modified stormwater system is as follows:

- runoff from part of the warehouse roof would be captured in the relocated rainwater tank and reused in onsite amenities.
- stormwater runoff from other roofs, hardstand areas and the rainwater tank overflow would be conveyed to the inground concrete pit and sand filter via underground stormwater pipes before being passed through the Ecoceptor system.
- runoff from onsite gravel roads would drain directly to the Ecoceptor.
- treated water from the Ecoceptor would then be discharged into Council's existing stormwater system along Davis Road, utilising the existing outlet connection point.

#### Weighbridge and Parking

The proposed changes to the weighbridge and carparking arrangements involve replacement of the five approved weighbridges located within the semi-enclosed shed (**Figure 3**) with one 4.2 metre (m) long weighbridge located externally, approximately 55 m from the site entrance on Davis Road (**Figure 4**). To facilitate the new external weighbridge, changes are proposed to the 12 carparking spaces in the south west corner of the site, with the total number of car parking spaces remaining unchanged. Five spaces would be relocated to directly east of the office building, two would be located north of the inground concrete pit and another five would be located immediately north of the south west portion of vegetation.

## Biodiversity

MOD 1 approved the removal of 755 m<sup>2</sup> of CPW at locations along the western and southern boundaries of the site. A Biodiversity Assessment Report (BDAR) was prepared for MOD 1 to consider the vegetation removal and two ecosystem credits were retired to offset this. Later, changes to the stormwater system under MOD 2 resulted in a reduction in the actual amount of vegetation needing to be removed (485 m<sup>2</sup> instead of 755 m<sup>2</sup>). As a result of the proposed changes to the weighbridge and carparking arrangements, this modification application (MOD 3) requires another adjustment to the amount vegetation to be removed (see **Figure 5**).

The Applicant now proposes to remove 700 m<sup>2</sup> of CPW along the site's western boundary (which has already been offset) and in the southern part of the site. While this area of vegetation removal is greater than what was approved under MOD 2, it corresponds to 55 m<sup>2</sup> less than the 755 m<sup>2</sup> approved for removal under MOD 1. A small portion of vegetation to be removed under this modification was previously designated for protection, however this is balanced by the retention of other vegetation previously designated for removal. Vegetation removal has previously been considered via a BDAR prepared for MOD 1.

## 2.2 Applicant's Justification for the Proposed Modification

The Applicant advised that following approval of MOD 2, an electrical kiosk was identified in close proximity to the Humeceptor. As such, the Applicant wishes to change the approved location of the Humeceptor to avoid any adverse impacts during construction and operation.

The Applicant also identified it would not require the approved five weighbridges as Redirect Recycling Pty Ltd, who will operate the facility on behalf of Bettergrow, plan to implement alternative weight measuring devices. As such, this would allow for those areas within the semi-enclosed shed to be utilised for other activities and operations. The Applicant advised the proposed reconfiguration of the weighbridges and car parking would also facilitate improved safety between pedestrians, cars and heavy vehicles. The relocation of parking spaces allows for office workers to park along the eastern extent of the site office, avoiding having to cross the main driveway to access the office.

Furthermore, the Applicant notes the modified development would still provide critical waste infrastructure which will service existing and future waste recycling needs in the greater Sydney region. There are no proposed changes to the processing capacity or building footprint of the development as modified.



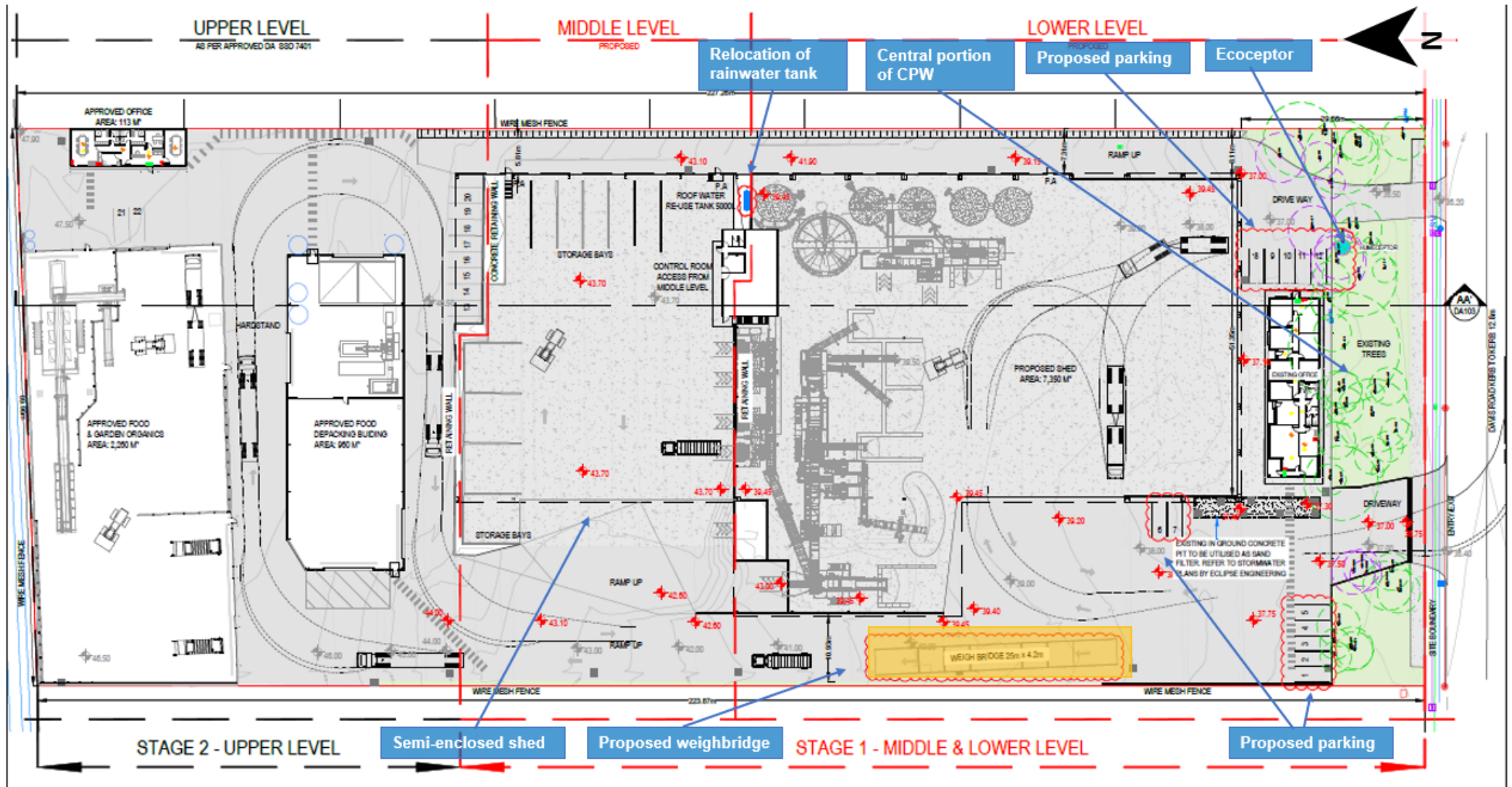


Figure 4 | Proposed Site Plan at Ground Level (DA004 Issue D) SSD-7401-Mod-3

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**Figure: 1**

## MOD-3 Vegetation Impacts

Source: Esri Community Maps Contributors, Spatial Services, Esri, HERE, Garmin, METI/NASA, USGS, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, USGS, Nearmap - 2021, MJD Environmental - 2021

User: deaneb    Version 1

Date: 21/02/2022 3:34 PM

Scale: 1:1,100

0 5 10 15 20 25 Metres

**Figure 5 |** Vegetation Impacts – All Modifications

## 3 Statutory context

### 3.1 Scope of Modifications

The Department has reviewed the scope of the modification application and considers 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
- the primary function and purpose of the approved development would not change as a result of the proposed modification
- any potential environmental impacts would be minimal and appropriately managed through the existing or modified conditions of consent
- the modification is of a scale that warrants the use of section 4.55(1A) of the EP&A Act
- is substantially the same development as originally approved.

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 (DA). 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 DA to be lodged.

### 3.2 Consent Authority

The Minister for Planning (Minister) is the consent authority for the application under section 4.5(a) of the EP&A Act. Under the Minister's delegation of 9 March 2022, the Team Leader, Industry Assessments, may determine the application under delegation as:

- the application has not been made by a person who has disclosed a reportable political donation under section 10.4 of the EP&A Act in connection with the modification application
- there are no public submissions (other than a council) in the nature of objections, and
- Council has not made a submission by way of objection under the mandatory requirements for community participation listed under Schedule 1 of the EP&A Act.

### 3.3 Biodiversity Conservation Act 2016

Section 7.17 of the Biodiversity Conservation Act 2016 (the BC Act) specifies that a Biodiversity Assessment Report (BDAR) must be submitted and taken into consideration for any proposed modification to an SSD consent, unless the determining authority is satisfied the modification will not increase the impact of the development upon biodiversity values.

A BDAR was submitted with MOD 1 and two ecosystem credits were retired on 2 June 2021. The Department notes that the amount of native vegetation proposed to be removed under this modification is less than what was considered as part of MOD 1. This modification would require the removal of 700 m<sup>2</sup> of native vegetation, rather than the 755 m<sup>2</sup> approved for removal under MOD 1. For this reason, the Department's assessment concludes there will be no increase in the impact of the development upon biodiversity values and a BDAR is not necessary for the proposed modification.

## 4 Engagement

### 4.1 Department's Engagement

Clause 117(4) of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) requires a section 4.55(1A) modification application to be notified or advertised if specified by a community participation plan. The Department's Community Participation Plan notes the exhibition requirements for such modifications are discretionary, and based on the urgency, scale and nature of the proposal.

Given the proposed changes would result in minimal environmental impacts (see **Section 5**), the application was not notified or advertised. However, it was made publicly available on the Department's website on 13 January 2022 and was referred to Fairfield City Council (Council) and the Department's Biodiversity and Conservation Division (BCD) for comment.

### 4.2 Government Advice

**Council** did not object to the modification, however made recommendations regarding planting and traffic. Council provided recommended tree requirements, with a focus on native species and minimum pot size. Council also requested the Applicant provide a Traffic Management Plan (TMP) and a Construction Traffic Management Plan (CTMP).

**BCD** did not object to the modification, however requested the Applicant provide the total area of native vegetation proposed to be removed and the total number and species of the trees proposed to be removed. BCD also requested additional information on the 2 m nominal buffer. BCD also asked for clarification on whether the proposed carparking spaces and weighbridge would require the removal or disturbance of additional CPW and for additional justification for the chosen location of the relocated carparking spaces.

### 4.3 Response to Submissions

The Applicant provided a Response to Submissions (RtS) report on 23 February 2022. The RtS was made publicly available on the Department's website, and a copy of the RtS is included in **Appendix A**.

The RtS provided:

- clarification on the flora and fauna management measures, which were updated under MOD 2 and contained within Appendix B of the consent
- confirmation that a TMP will be prepared in consultation with Council
- clarification that a CTMP was not a requirement of the original consent and construction is nearing completion
- clarification on the total area of native vegetation proposed to be removed (700 m<sup>2</sup> or 0.07 ha)
- confirmation that the 2 m nominal buffer referred to in Table 6 of the SEE would impact an area of 90 m<sup>2</sup> (0.009 ha)
- confirmation that the relocated carparking spaces would not require the removal of any trees but would impact groundcover within the CPW vegetation parcels

- additional justification for the proposed amendments to the stormwater management system and reconfiguration of the weighbridges and car parking
- further justification for why a BDAR is not necessary, noting a BDAR was prepared in March 2021 for MOD 1 and the total area to be removed is less than what was approved under MOD 1.

## 5 Assessment

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

- the SEE and RtS provided to support the proposed modification (**Appendix A**)
- the documentation and the Department’s assessment report for the original DA and subsequent modification application(s) (**Appendix A**)
- submissions from State government authorities and Council (**Appendix A**)
- relevant environmental planning instruments, policies and guidelines
- requirements of the EP&A Act, including the Objects of the EP&A Act.

The Department’s assessment of issues is provided in **Table 2**.

**Table 2 | Assessment of Issues**

Findings	Recommendations
<b>Biodiversity</b>	
<ul style="list-style-type: none"> <li>• The proposed changes to the site layout, including the relocation of carparking and the stormwater treatment device, would require the removal of patches of CPW, which has the potential to impact threatened flora and fauna species.</li> <li>• CPW is a critically endangered ecological community (CEEC) under the BC Act and the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act).</li> <li>• CPW is located on the western and southern boundaries of the site. The proposed modification would require removal of 700 m<sup>2</sup> of CPW, with 780 m<sup>2</sup> of CPW to be retained.</li> <li>• Concerns about biodiversity were raised by BCD during notification of the modification. BCD requested additional information on any tree removal, total areas to be cleared and justification for not needing a BDAR.</li> <li>• Council did not raise concerns about biodiversity, however provided recommendations on the tree species and size to be planted in the event tree removal is required.</li> <li>• The RtS confirmed the reconfiguration of carparking would not require the removal of any trees; only groundcover within the CPW parcels would be impacted. The Applicant maintained a BDAR would not be required as one was previously prepared for the same vegetation under MOD 1, the required ecosystem credits have already been retired and the extent of vegetation proposed to be removed is now reduced by 55 m<sup>2</sup>.</li> <li>• The RtS also confirmed the Applicant’s existing commitment to the approved flora management measures which relate to compensatory planting and management of vegetation removal.</li> </ul>	<p>No additional conditions required.</p>

- The Department notes the site has been highly modified with minimal native vegetation remaining due to its historic use as an asphalt batching plant in the 1980's. Furthermore, the modification would not result in additional impacts to biodiversity beyond what has already been assessed and previously approved and the total area to be cleared is less than what was approved for removal under MOD 1.
- The Department's assessment concludes the impact of the modification on biodiversity is low and finds the Applicant's existing biodiversity management and mitigation measures are satisfactory and appropriate. As such, no additional conditions are recommended.

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### Stormwater

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| <ul style="list-style-type: none"> <li>• The modification application proposes some minor changes to the stormwater management system, which have the potential to impact downstream watercourse ecology and health.</li> <li>• An updated Stormwater Management Plan (SMP) prepared by Eclipse Consulting Engineers considered the surface water impacts of the relocation of the water tank and treatment device, slight changes to water flow, and the change in water treatment device.</li> <li>• The SMP found the amended stormwater system would still effectively reduce all residual pollutant loads to target quantities specified by Council before the water is released into Council's stormwater network. The SMP demonstrated that overall, the Ecoceptor is more efficient in reducing pollutant loads than the Humeceptor, removing a higher percentage of phosphorous, nitrogen and gross pollutants. Although the Ecoceptor's reduction of TSS would be 5% lower than with the Humeceptor, it is still 3.8% above Council's reduction target of 80%.</li> <li>• The Department is satisfied the Applicant has provided sufficient information to demonstrate the proposed amended stormwater management system would capture and treat stormwater to an acceptable quality with no adverse effects on the receiving environment.</li> <li>• The Department notes existing Condition B43 would remain applicable. Condition B43 requires the site's stormwater management system to be designed by a suitably qualified person and installed and operated in accordance with the applicable Australian Standards.</li> <li>• However, the Department recommends that three conditions (Condition B43(f), Condition B46 and Condition B49(d)) be updated to reflect the minor changes to stormwater due to the modification.</li> <li>• With the updated conditions in place the Department's assessment concludes any impacts of the modification can be sufficiently managed.</li> </ul> | <p>Amend conditions B43(f), B46 and B49(d) to reflect the modification.</p> |
|--|---|

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### Traffic

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• The modification application proposes to remove the five approved weighbridges, install one new weighbridge and reconfigure light vehicle</li> </ul> | <p>No additional conditions required.</p> |
|---|---|
-

parking. This has the potential to impact internal traffic movements and heavy vehicles entering the site to be weighed.

- The original consent allowed for two weighbridges, located at the entrance of the facility. MOD 1 subsequently permitted an additional three weighbridges located within the semi-enclosed shed and the relocation of the two original weighbridges to within the shed. The Applicant has identified that five weighbridges are no longer needed for operations.
  - A Traffic Impact Assessment (TIA) was prepared by Pavey Consulting Services and showed the new location of the weighbridge allows for up to three incoming heavy vehicles to queue within the site while waiting to be weighed. As traffic queuing for the facility was predicted to be one to two heavy vehicles at any one time under a worst-case scenario (Stage 2 operations), the TIA advised that queuing of trucks would not occur on Davis Road. Also, the TIA advised onsite pedestrian safety would be improved due to relocation of some staff parking to nearer the office.
  - The swept path plans provided in the TIA confirmed 19 m heavy vehicles can safely manoeuvre within the site with the reconfigured car parking and the weighbridge in its proposed position.
  - Council requested the Applicant provide a CTMP and TMP. The RtS clarified that a CTMP was not needed as it is not a requirement of the conditions of consent and construction is nearing completion. As required by Condition B55, the RtS confirmed that a TMP for operation would be prepared in consultation with Council.
  - Given the information provided in the TIA, the Department's assessment concludes the weighbridge consolidation and car parking reconfiguration would not result in any queuing on the public road network and would improve safety between pedestrians and vehicles.
  - The Department notes that existing conditions already specify that no vehicles are to queue on the public road network, particularly Davis Road (Condition B54(d)) and no heavy vehicles are to park on local roads or footpaths within the vicinity of the site (Condition B54(e)). Also, Condition B55 requires preparation of a TMP prior to commencement of operations.
  - As such, the Department is satisfied that the existing conditions of consent would adequately address truck queuing and internal traffic movements, and maintain site safety.
-

## 6 Evaluation

The Department has assessed the proposed modification in accordance with the relevant requirements of the EP&A Act. The Department has reviewed the SEE and the RtS. The Department also consulted with BCD and Council.

The Applicant is proposing to modify the consent to allow for amendments to the parking and weighbridge configuration and the stormwater management system.

The Department considered biodiversity, stormwater and traffic in its assessment of the modification application. Given the extent of the proposed changes to the development are relatively minor, the level of impact is considered minimal.

The Department considers the proposed modification is appropriate on the basis that:

- the proposed modification will result in minimal environmental impacts beyond the approved facility
- the amount of vegetation proposed to be removed is less than what was approved under SSD-7401-Mod-1
- the Stormwater Management Plan demonstrated that the proposed stormwater management system would capture and treat stormwater to an acceptable quality prior to discharge
- the Traffic Impact Assessment demonstrated that reconfiguration of the weighbridges and carparking would improve safety between pedestrians, cars and heavy vehicles whilst making sure no heavy vehicles would queue on local roads
- any biodiversity impacts can be effectively managed through existing mitigation measures
- the development would continue to generate an anticipated 25 operational jobs.

The Department is satisfied that the modification should be approved, subject to the recommended modifying conditions of consent.

## 7 Recommendation

It is recommended that the Acting Team Leader – Industry Assessments, as delegate of the Minister for Planning:

- **considers** the findings and recommendations of this report
- **determines** that the application SSD-7401-Mod-3 falls within the scope of Section 4.55(1A) of the EP&A Act
- **forms the opinion** under section 7.17(2)(c) of the *Biodiversity Conservation Act 2016* that a BDAR is not required to be submitted with this application as the application will not increase the impact on biodiversity values on the site
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to approve the modification
- **modify** the consent SSD-7401
- **signs** the attached approval of the modification (**Appendix B**).

Recommended by:



31/03/2022

**Kathryn Moreira**  
Planning Officer  
Industry Assessments

Recommended by:



31/03/2022

**Bianca Thornton**  
A/Senior Environmental Assessment Officer  
Industry Assessments

## 8 Determination

The recommendation is **Adopted** by:

A handwritten signature in blue ink, appearing to read 'Sheelagh Laguna'.

01/04/2022

**Sheelagh Laguna**

A/Team Leader

Industry Assessments

as delegate of the Minister for Planning

# Appendices

## Appendix A – List of Documents

The Department has relied upon the following key documents during its assessment of the proposed development:

### Modification Application

- Modification Application prepared by Space Urban dated 20 December 2021 - <https://pp.planningportal.nsw.gov.au/major-projects/projects/mod-3-amendment-weighbridges-carparking-and-stormwater>

### Submissions and Advice

- <https://pp.planningportal.nsw.gov.au/major-projects/projects/mod-3-amendment-weighbridges-carparking-and-stormwater>

### Response to Submissions

- ‘SSD-7401-MOD-3 Response to Submissions’ prepared by Space Urban dated 21 February 2022 - <https://pp.planningportal.nsw.gov.au/major-projects/projects/mod-3-amendment-weighbridges-carparking-and-stormwater>

### Department’s Assessment Report for SSD-7401

- <https://pp.planningportal.nsw.gov.au/major-projects/projects/bettergrow-resource-recovery-facility-wetherill-park>

## **Appendix B – Notice of Modification**

<https://www.planningportal.nsw.gov.au/major-projects/projects/mod-3-amendment-weighbridges-carparking-and-stormwater>

## **Appendix C – Consolidated Consent**

<https://www.planningportal.nsw.gov.au/major-projects/projects/mod-3-amendment-weighbridges-carparking-and-stormwater>