Sheelagh Laguna
Senior Planning Officer
Industry Assessments
320 Pitt Street | GPO Box 39 | Sydney NSW 2001

Arcadis Australia Pacific Pty Ltd
Level 16, 580 George Street
Sydney NSW 2000
Tel No: +61 2 8907 9000
www.arcadis.com/au

11/09/2018

St Marys Resource Recovery Facility – Additional Information

Dear Sheelagh,

This letter has been provided in response to request for additional information received on 20 August 2018 by the Bingo Recycling Pty Ltd (the Applicant) with regard to the St Marys Resource Recovery Facility Environmental Impact Statement (EIS) (SSD 17_8200). Please find below responses to each item raised.

1. *Please find attached formal advice from the EPA regarding the requirement for the air ventilation and filtration system.*

Thank you for the provision of the confirmation from the Environment Protection Authority removing the requirement to include an air ventilation and filtration system. The Applicant will install a rapid closing door on opening 3 of the building. Amended Concept Plans showing the rapid closing door have been provided in a separate consolidated set of plans.

2. *Construction traffic has been estimated based on an average of up to 12 trips per hour above the 'existing operations'. Many of these construction trips are anticipated to be staff trips in light vehicles, which would normally be at the beginning and end of a shift. Averaging out the trips over the whole day would therefore not appear to be appropriate and does not adequately reflect the impact of construction traffic on the surrounding road network, especially during network peak times. Please provide further clarification of the actual timing of the construction traffic movements.*

The estimation for construction traffic has taken a highly conservative approach to determine a maximum number of daily movements. The maximum trips have been based on the most intense construction period where up to 30 personnel may be accessing the site (refer Section 4.3.2 of the EIS). It is unlikely that the maximum number of construction workers would be accessing the site for extended periods as maximum construction worker numbers have assumed multiple intense works going on simultaneously. Primarily, the maximum number of construction workers would likely only occur over a one week period when Stage 2 and Stage 3 overlap (refer Table 4-4 in the EIS).

To estimate total construction traffic movements, movements were accounted for staff arrival to and from site, as well as a proportion of movements during the day (e.g. lunch breaks or to run errands – refer Section 4.3.4 of the EIS). Even under a scenario where all staff arrive and leave site within single hour periods in the morning and evening

(between 6am-7am in the morning and 6pm-7pm), once excluding movements accounted for during the day, a maximum of 30 light vehicle movements would occur within these periods, and only at the absolute maximum staff numbers (which noted above would only likely occur across a single week period). This would have a negligible impact on the road network.

At most, there would be 30 light movements to or from the site in the hour before the start or end of the day (6-7am and 6-7pm). This equates to an average arrival rate of one staff vehicle movement to the site every two minutes (60 minutes / 30 staff vehicles). The same would occur in the hour following the end of the work day. A car that is arriving or departing the site every two minutes would not have any impact on the local road network. Even if all 30 staff were to arrive and leave the site in the 30 minutes before/ after the working day (6.30-7.00am and 6.30-7.00pm), the average arrival/departure rate would be one staff vehicle movement every one minute (30 minutes / 30 staff vehicles). At a rate of one car per minute the surrounding road network would still not experience any noticeable impact.

3. *It is noted that Figures 4.7 and 7.1 of the EIS and Figures 6.2 and 6.3 of the Traffic Impact Assessment are not correct, and that Christie Street and Werrington Road would not be used by heavy vehicles approaching and leaving the site. Please provide an updated map showing the correct inbound and outbound heavy vehicle haul routes for the proposal, including the directions of travel.*

It is acknowledged that the route shown in Figures 4.7 and 7.1 of the EIS and Figures 6.2 and 6.3 of the Traffic Impact Assessment is incorrect. An updated figure is provided in Attachment A.

As noted in Section 6.3 of Appendix of the EIS, the distribution of the site-generated traffic includes trucks travelling via the Great Western Highway, the M4 Western Motorway and the M7 Westlink Motorway. Within the vicinity of the site, heavy vehicles would travel to/from the site via Forrester Road, Links Road and Dunheved Circuit. Traffic associated with the Proposal site would travel to and from the site using the same haulage routes as current. It is noted that although Christie Street is an approved b-double route the primary route used to access the Proposal site would be via Forrester Road and Glossop Street. Further details regarding the proposed heavy vehicle routes will be provided in the Operational Traffic Management Plan for the Proposal.

4. *Figure 4.8 of the EIS shows B-double and small disposal trucks entering the site via a right hand turn off Dunheved Circuit Loop, which conflicts with the information provided in the TIA (page 26) and the swept path diagrams. Please confirm that all heavy vehicles will enter the site via a left turn off Dunheved Circuit Loop only and provide an updated Figure 4.8.*

It is acknowledged that Figure 4-8 within the EIS is incorrect. An updated figure showing the correct movements through the site is provided in Attachment B. All heavy vehicles will enter the site via a left turn off the loop road. Further details regarding the access arrangements and internal traffic flows will be provided in the Operational Traffic Management Plan for the Proposal.

5. *The proposed colours for the roof and accessories are evident from the updated architectural drawings provided, however please advise us of the colour of the concrete panel walls of the new building.*

The proposed colour of the concrete panel walls of the new building will be grey, namely 'Dulux Colourbond Surfmist' and 'Dulux Colourbond Shale Grey. Amended Concept Plans, including updated architectural drawings showing the colour of the concrete panel walls, have been provided in a separate consolidated set of plans (drawing SSD10).

6. *Please note that if designs of the signage proposed are not provided with the EIS, these cannot be approved as part of the development. If you wish for signage to be included, please forward detailed designs as soon as possible.*

Amended Concept Plans, showing the location dimension and indicative design of proposed signage, have been provided in a separate consolidated set of plans. In particular, drawing SSD10 shows the proposed signage.

7. *As previously requested, please provide written evidence from Sydney Water that the easement for the redundant water main has been extinguished.*

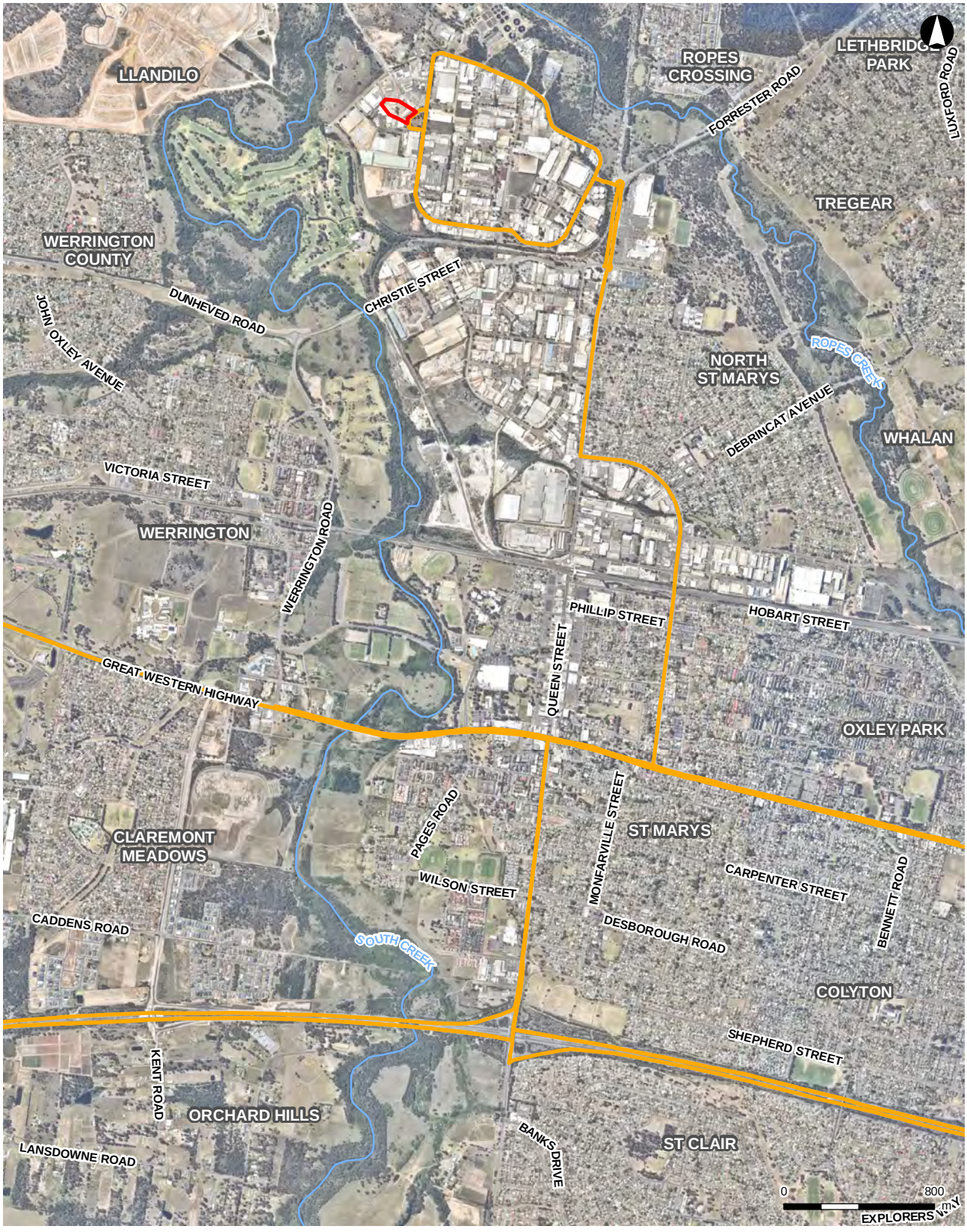
The physical easement has been extinguished and the pipe has been exhumed with approval from Sydney Water. The legal process to formalise the extinguishment of the easement from title is presently being undertaken and is expected to be formalised shortly.

Arcadis, on behalf of the Applicant, trust that the above and attached information addresses the additional information required.

Yours sincerely

Bradley Searle
Business Leader – Environment and Waste
T. + 61 2 8907 9059 | M. + 61 (0)408 204 054

ATTACHMENT A: HEAVY VEHICLE ROUTE



LEGEND

- Proposal site boundary
- Heavy vehicle route
- Watercourse

ARCADIS AUSTRALIA PACIFIC PTY LTD
ABN 76 104 485 289
Level 5, 141 Walker St | North Sydney NSW 2060
P: +61 (0) 2 8907 9000 | F: +61 (0) 2 8907 9001

Coordinate System: GDA 1994 MGA Zone 56
Date issued: August 22, 2018
Aerial imagery supplpied by nearmap (Nov, 2016)

1:30,000 at A4

ARCADIS

Figure 4-7: Access routes to/from the Proposal site

ATTACHMENT B: TRAFFIC FLOW

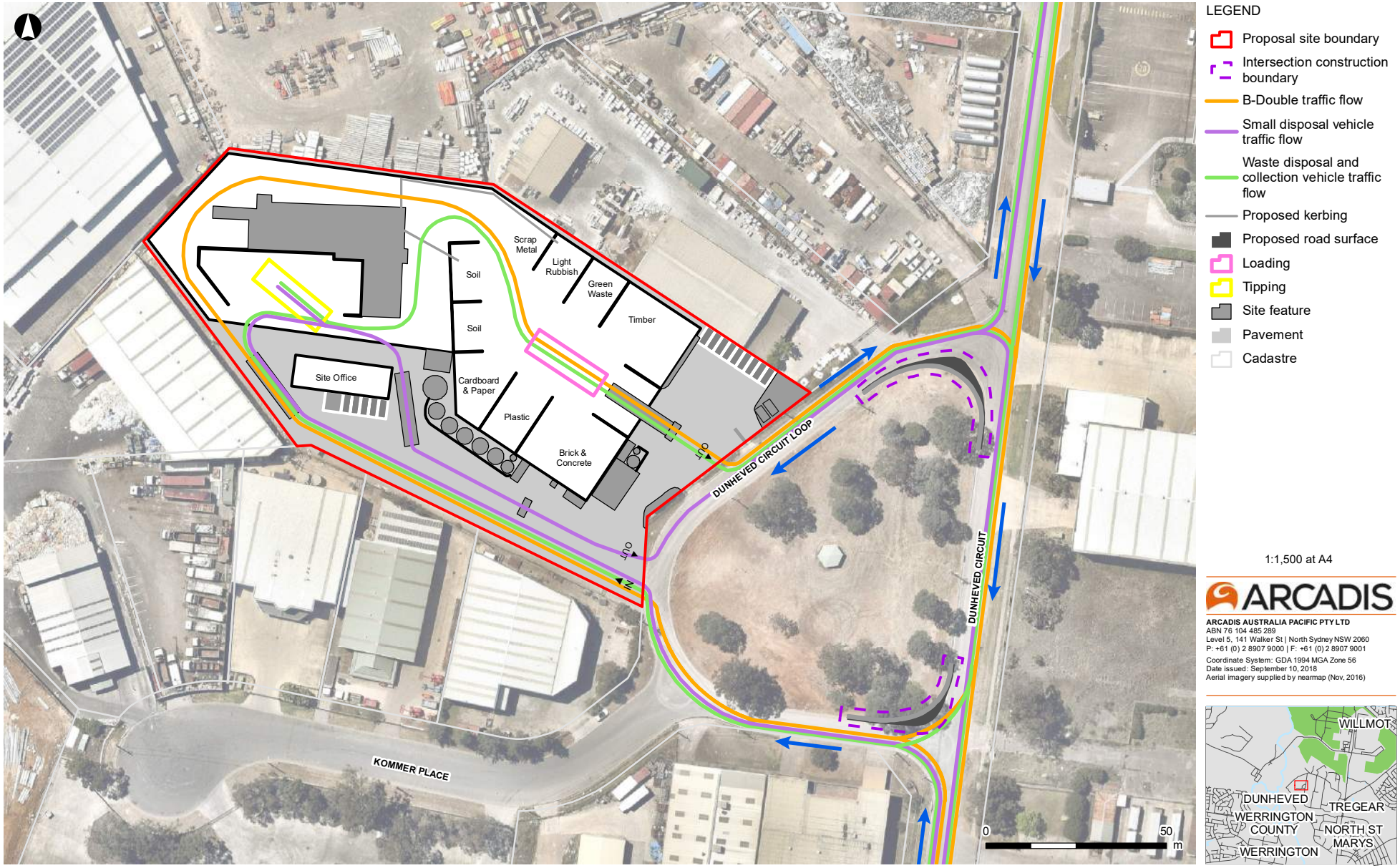


Figure 4-8: Traffic flow around the Proposal site