



## Planning & Environment

### ASSESSMENT REPORT

#### AMCOR New Paper Mill Project (05\_0120 MOD 5) Section 75W Modification

##### 1. BACKGROUND

On 20 July 2007, the then Minister for Planning approved a project application (MP 05\_0120) submitted by AMCOR Packaging (Australia) Pty Ltd (now Orora Pty Ltd, the Proponent) for the construction and operation of a new paper mill at Orora's Matraville plant in the Randwick local government area (see Figure 1). The site is 15.5 hectares in area and is located within the Matraville industrial area. The site is bounded to the south by Botany Road, to the north by Australia Avenue, to the west by McCauley Street and extends east to the end of Partanna Avenue.

The site is surrounded by a mix of industrial, commercial and residential land uses. The closest residences are located approximately 30 metres from the mill boundary off Partanna and Australia Avenues. Commercial offices are located to the north-west of the site on McCauley Street. Industry associated with Port Botany is located to the south and south-west of the site.



*Figure 1: Site Location*

Under the Minister's approval, the Proponent is permitted to:

- install a new paper machine (B9) housed in a new industrial building capable of producing around 380,000 tonnes of paper a year from wastepaper;
- decommission two existing paper machines (Buildings B7 and B8);
- build a new finished product store building;
- develop covered loading areas, a new engineering store and workshop;
- expand the waste paper storage area; and
- demolish some redundant buildings and infrastructure.

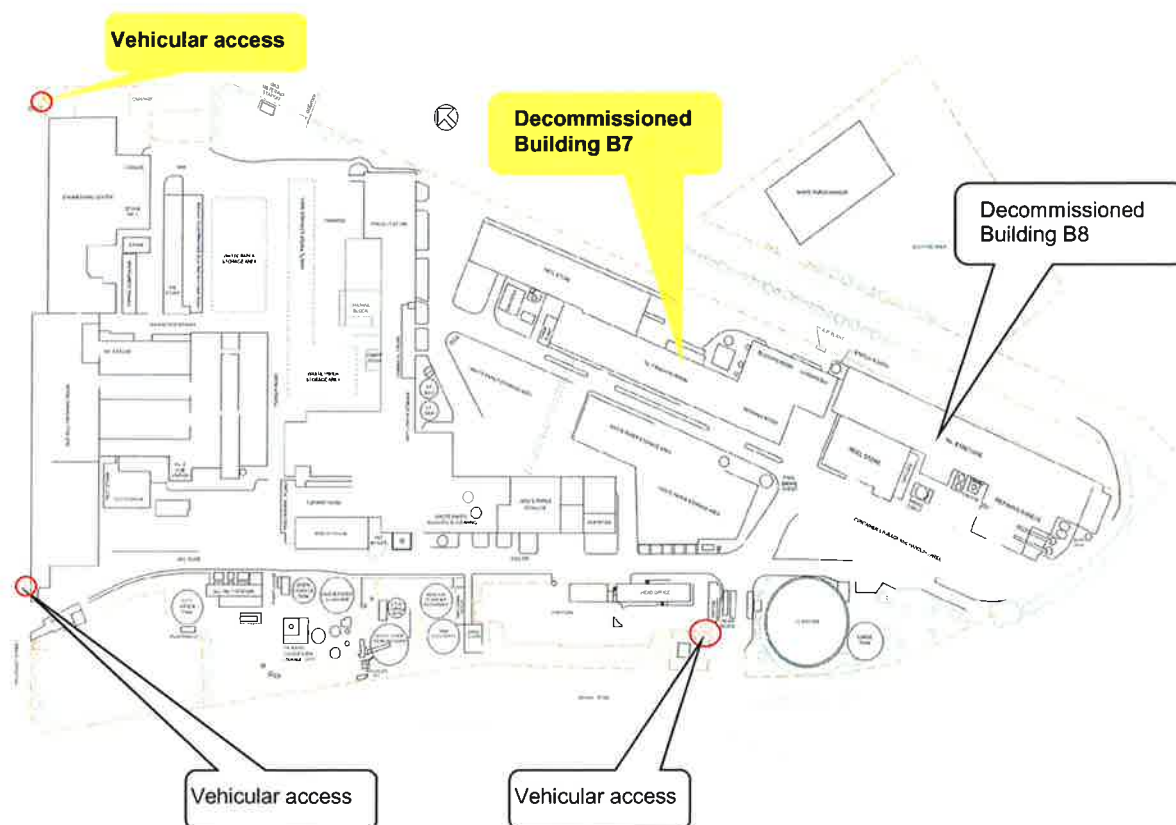
### Historic Operations

The Proponent has operated a paper mill at Botany Road, Matraville since 1901. In the 1960s, two paper machines housed in buildings B7 and B8, were built on the eastern boundary of the site. These paper machines used wastepaper as source material to produce brown paper for boxes, cardboard and similar types of packaging.

The site contained a large waste paper storage area in the centre of the site, numerous tanks for fibre and water storage, a wastewater treatment plant, a substation and boiler house, chemical and engineering stores and an administration office and car parking. Vehicular access to the site was originally provided from McCauley Street and Botany Road (see Figure 2).

In the early 2000s, the Proponent identified that the operational lives of the B7 and B8 machines were coming to an end and planned for a new paper machine. This informed the project application MP 05\_0120.

The new B9 Paper Mill approved under 05\_0120 on 20 July 2007 has now been built and commenced full production in early 2013.

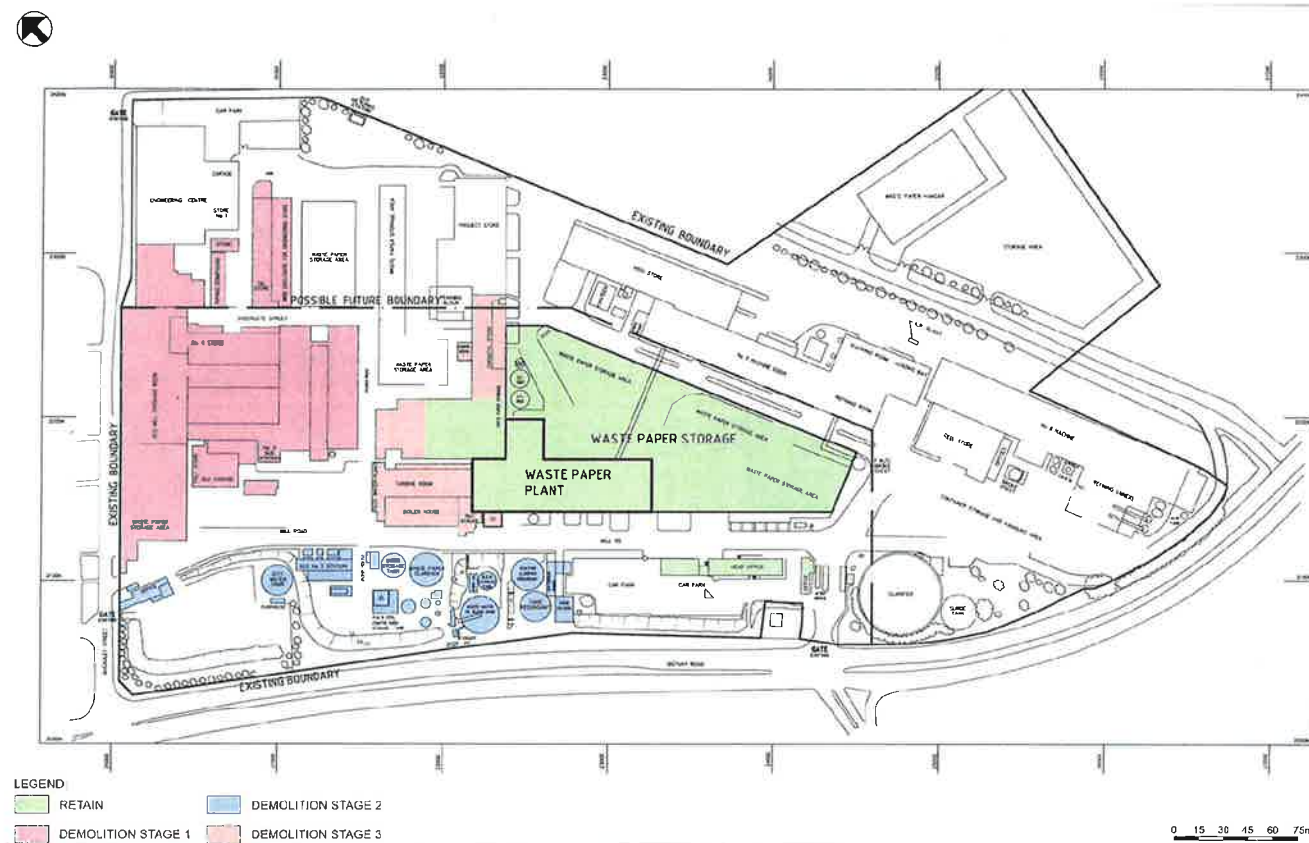


**Figure 2: Original Site Layout**

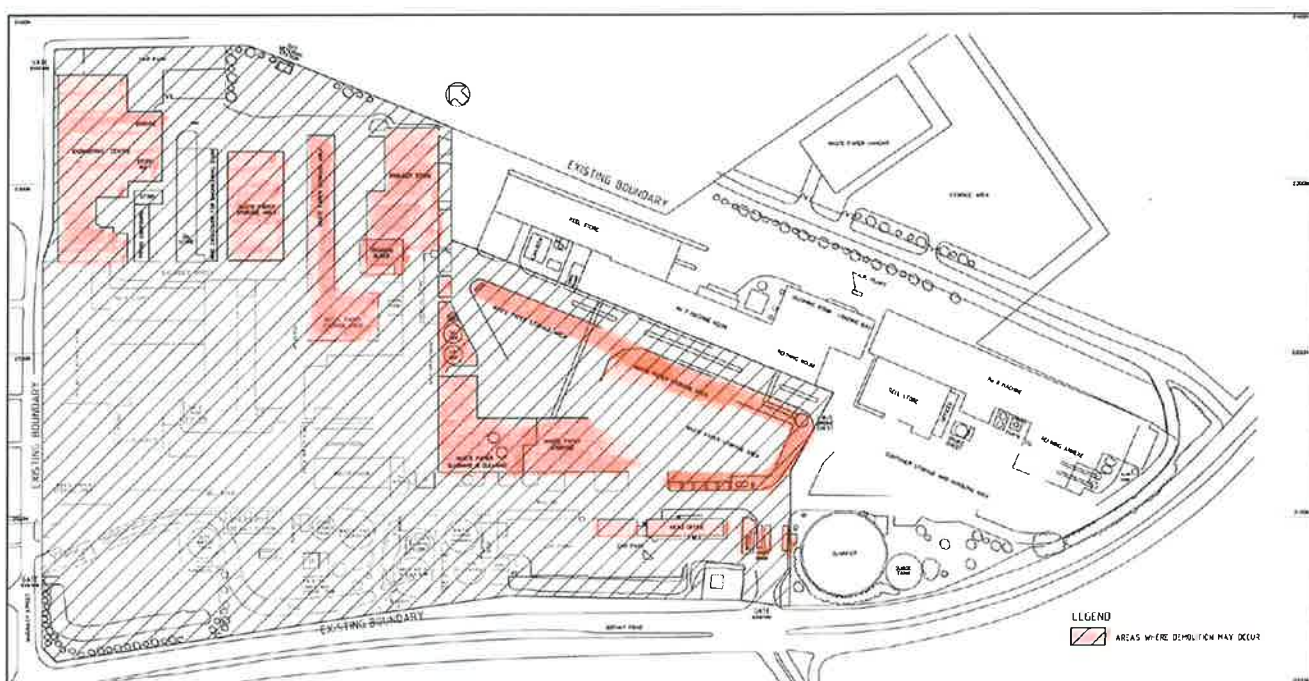


### Additional Demolition (05 0120 MOD 1)

As mentioned above, the original approval permitted the Proponent to undertake the demolition of a number of redundant buildings and infrastructure (see Figure 3). On 25 July 2008, the Department approved a modification to permit additional demolition works at the site which are highlighted in red in Figure 4 below.



**Figure 3: Original approved demolition**



**Figure 4: Additional demolition approved by Mod 1**

### Site Layout, Subdivision and Access (05\_0120 MOD 2)

On 12 July 2010, the Department approved a further modification request (05\_0120 Mod 2) to the project approval to facilitate the subdivision of the site, permit changes to the site layout and access arrangements on McCauley Street (see Figure 5), increase the permitted operational noise limits at the site and allow further noise mitigation works, including construction of a noise wall along the northern boundary and around the waste paper storage yard.

The subdivision of the site enabled the Proponent to identify surplus land that could be the subject of future development.

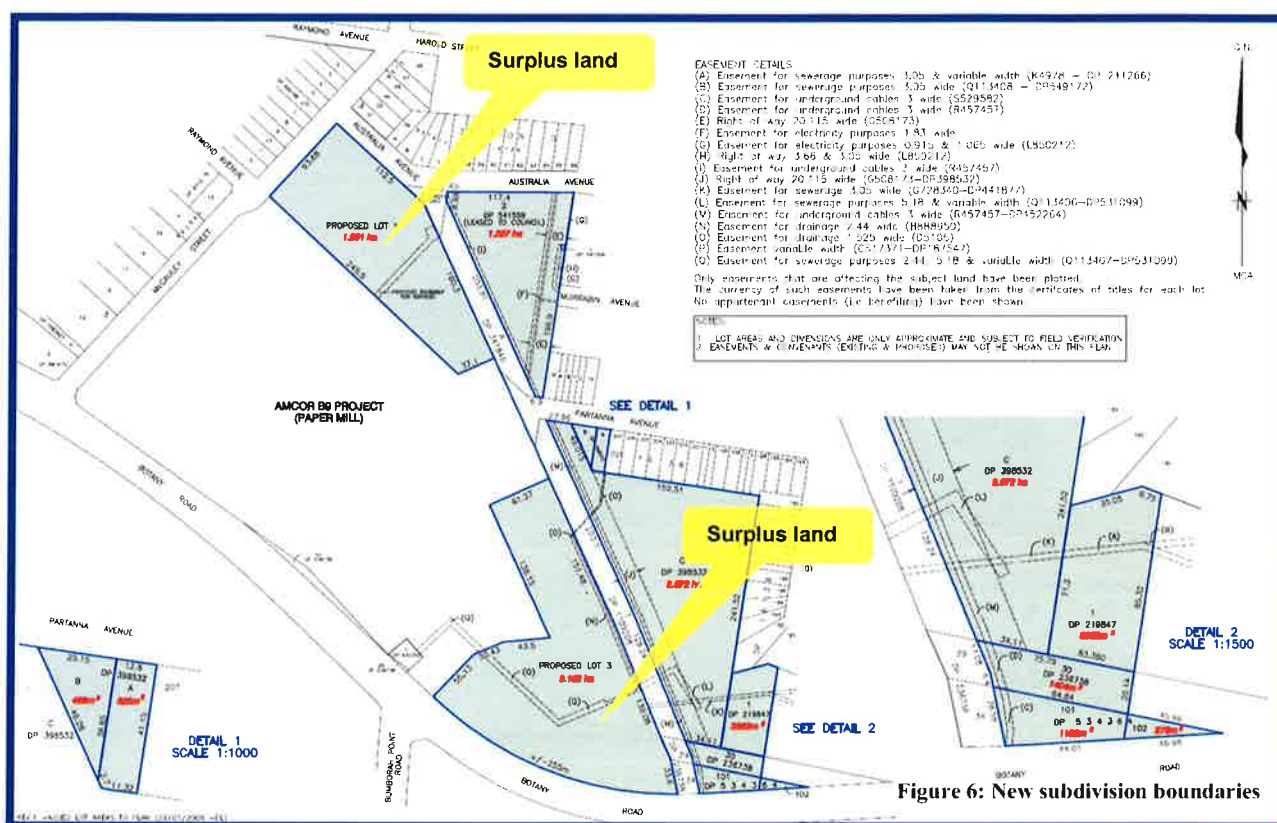


Figure 5: Subdivision layout approved by Mod 2

### Road upgrade works (05\_0120 MOD 3 and MOD 4)

The Proponent modified the approval on two further occasions in December 2012 and February 2013 to address delays that occurred in completing the road work upgrades to McCauley Street and the intersection of McCauley Street and Botany Road that were required under the approval. These delays occurred from a combination of events including poor weather, time taken to relocate a number of services and the complexity of rebuilding the western side of McCauley Street.

## 2. PROPOSED MODIFICATION

In December 2013, a fire occurred in the decommissioned B7 building which caused significant structural damage to the building.

The Proponent considered a number of alternatives including the retention of the damaged building in its current condition and the partial demolition or repair of the building. However, given the structural damage sustained, the Proponent determined that the building poses a safety risk to the site, particularly if it were to be retained. In addition, given the B7 building is redundant and not proposed for any future use, the Proponent advised that it was not economically feasible to repair the building.

As such, the Proponent is now seeking to modify the project approval to include the demolition of the B7 building to ensure the safety of the site.

This modification request also seeks a minor amendment to the subdivision layout to better align with the final internal road alignments. This involves the addition of a small triangular parcel of land (0.077 ha) to Lot 2014 (see Figure 7).

The modification request also seeks to relocate an existing site access on McCauley Street, 30m to the south of the existing access (see Figure 8). The Proponent states that the relocation of the access would improve traffic, safety and noise outcomes to roads users and residential areas. The amendment to the subdivision layout and the relocation of the existing site access would facilitate the future use of the Proponent's surplus land.

This modification request does not propose to alter the existing operations on site or change the approved processing capacity.

The proposed modifications are described and illustrated in further detail below.

*Modification Item 1. Demolition of Building B7*

The demolition of the B7 building would be undertaken in a progressive manner from one end to the other and would take between three to five months and would include the removal of the paper machine and associated services and the demolition of the building and associated infrastructure (see Figure 6).

The concrete slab would remain and there are no excavation works proposed that would impact upon the groundwater. All demolition activities would occur in accordance with the approved hours of demolition and construction.





Modification Item 2. Relocation of the existing driveway

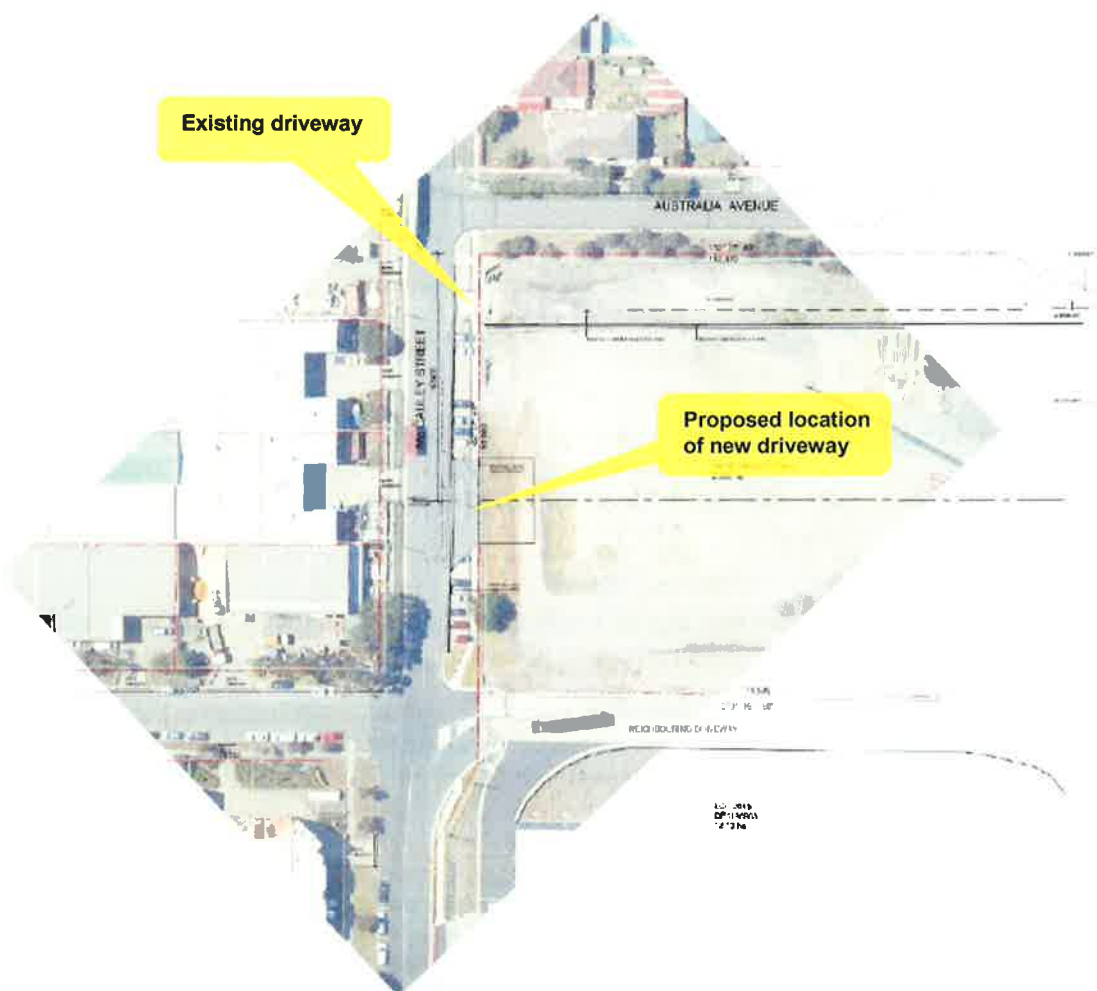


Figure 7: Proposed relocation of existing driveway

Modification Item 3. Amendment to the subdivision plan

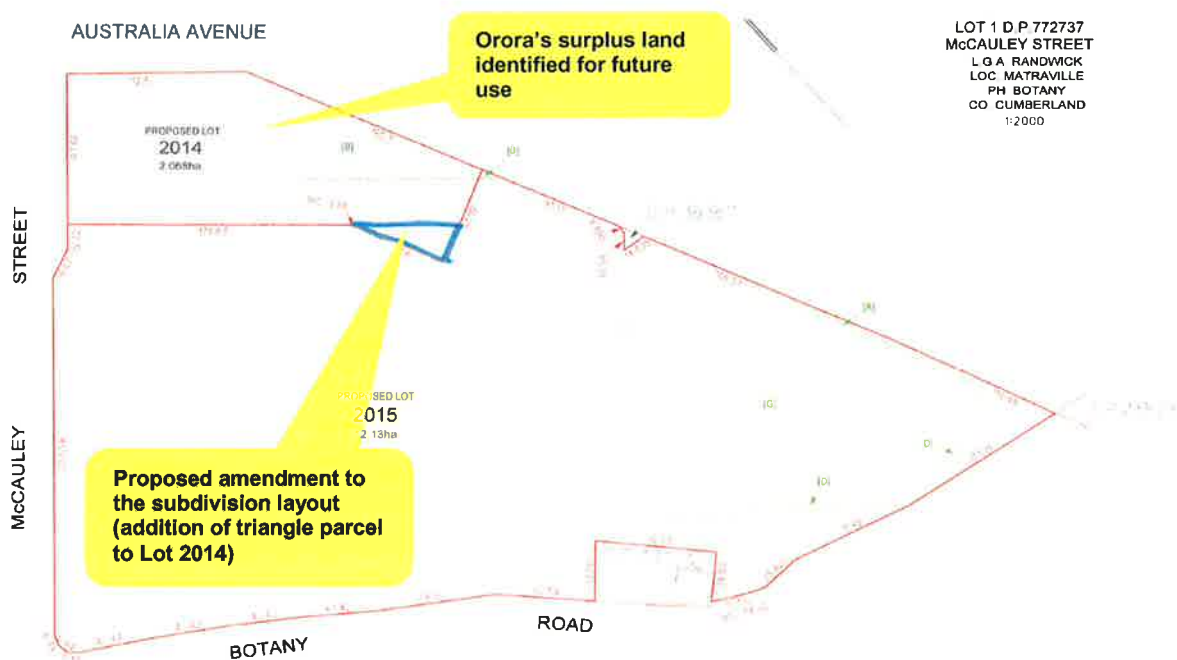


Figure 8: Proposed amendment to the subdivision layout

### 3. STATUTORY CONSIDERATION

#### Section 75W

In accordance with clause 12 of Schedule 6A of the EP&A Act, section 75W of the Act as in force immediately before its repeal on 1 October 2011 and as modified by Schedule 6A, continues to apply to transitional Part 3A projects.

Under Section 75W of the EP&A Act, the Minister is obliged to be satisfied that what is proposed is indeed a modification of the original proposal, rather than being a new project in its own right.

The Department notes that:

- the primary function and purpose of the approved project would not change as a result of the proposed modification; and
- any potential environmental impacts would be minimal and appropriately managed through the existing or modified conditions of consent.

Therefore, it is considered that the proposed modification is within the scope of section 75W of the EP&A Act. Consequently, the Department considers that the modification request should be assessed and determined under section 75W of the EP&A Act rather than requiring a new development application to be lodged.

#### Approval Authority

The Minister was the approval authority for the original project, and is consequently the approval authority for this modification request.

On 16 February 2015, the Minister for Planning delegated responsibility for determination of requests under section 75W of the EP&A Act to the Executive Director, Infrastructure and Industry Assessments where:

- there are less than 25 public submissions in the nature of an objection;
- the relevant local Council/s has not made an objection; and
- a political donations disclosure statement has not been made.

The Department is satisfied that the modification request meets the terms of the delegation as Council did not object to the proposal, a political donations disclosure statement has not been made and only one public submission in the nature of an objection was received. As such, the Executive Director, Infrastructure and Industry Assessments may determine the modification request under delegated authority.

### 4. CONSULTATION AND SUBMISSIONS

#### 4.1 Exhibition

Under section 75W of the EP&A Act, the Minister is required to make the modification request publicly available on the Department's website. Upon receipt, the modification request was placed on the Department's website and following a review of the modification request, the Department did not consider the modification should be formally exhibited. Notwithstanding, the Department sought comments from Randwick City Council (Council), the Environment Protection Authority (EPA), NSW Office of Water (NOW), Roads and Maritime Services (RMS) and nearby landowners.

The Department received a total of seven submissions, including one from a member of the public who objected to the proposal. The submissions received from government authorities either had no issues with the proposal or raised some concerns. A summary of the issues raised in submissions is provided below and a copy of each of these submissions can be found in Appendix B.

#### 4.2 Submissions

**Randwick City Council (Council)** did not object to the proposed modification however, raised a number of concerns relating to the proposed amendment to the subdivision layout and the potential impact on the ongoing management of flooding and stormwater. Council requested the inclusion of a number of stormwater and flooding conditions that were originally requested in response to an earlier modification but were not accepted by the Department.

Council stated that it did not support the relocation of the driveway along McCauley Street and that access to that site should occur via Orora's internal road network. Council noted that there would be a loss of informal parking along McCauley Street with the relocation and that this may lead to cars filtering to other streets to



park. Notwithstanding Council's concerns with the relocated driveway, it provided recommended conditions for its construction.

Council did not raise any concerns with the potential noise impacts from the proposed demolition works given that the works would be for a temporary period. Council reviewed the proposed interim noise impact mitigation measures and was satisfied that the potential noise impacts would be acceptable.

Council requested a number of other conditions relating to drainage, civil works and landscaping to the frontage of Lot 2014 along McCauley Street.

The **Environment Protection Authority (EPA)** did not object to the modification request however, noted that the nearby residential receivers in Partanna and Moorina Avenues would most likely experience increased noise levels during the demolition works and that the demolition of the B7 building would remove a source of noise shielding from the Proponent's operations. As such, the EPA requested that a clear timeframe be provided for additional noise monitoring and the detailed design of the noise wall.

The Proponent provided further details in response to the EPA's issues in a response to submissions report. The EPA confirmed that it was satisfied with this response as discussed further in section 5 below.

The **Roads and Maritime Services (RMS)** did not object to proposed modification however, noted that the modification request should be referred to Council and to the **National Heavy Vehicle Regulator (NVHR)**.

The Department notified the NVHR and received a response stating that the NVHR did not object to the proposal however, noted that if McCauley Street is to be closed to allow for the relocation of the driveway, a detour is to be implemented and the police should be consulted with to confirm that the proposed route would be acceptable.

The **NSW Office of Water (NOW)** did not object to the modification request however, noted that a management plan should be prepared to minimise the risk of the pollution of surface water.

The **Office of Environment and Heritage (OEH)** did not raise any objections to the modification request.

The Department received one public submission that objected to the modification request and raised concerns relating to noise impacts during demolition works, the loss of acoustic and visual protection provided by building B7 and general dust and other amenity impacts arising from the demolition works.

#### 4.3 Response to Submissions

The Proponent provided a response to the issues raised in submissions on 18 June 2015 in the form of a Response to Submissions Report (RTS) and provided further additional information on 29 July 2015 responding to Council's review of the RTS.

In response to concerns raised in submissions, including the EPA, the RTS provided further consideration of noise impacts, including how impacts to residential receivers could be minimised during the period between the demolition of building B7 and the construction of the final noise barrier. This is discussed further in section 5.1.

The RTS and further information also provided a response to Council's concerns regarding the management of flooding and stormwater at the site as well as issues regarding the proposed relocation of the driveway.

The Department recognises Council's concerns with the management of flooding and stormwater at the site and understands they are the subject of ongoing detailed design and discussion between Council and the Proponent. However, the Department is satisfied that the proposed modification would not affect these matters and does not recommend any additional conditions be imposed. Discussions should continue between the two parties outside of this modification process.

The Department notes that the proposed relocation of the driveway on Lot 2014 would facilitate access to a complex of industrial units on that lot for which a complying development certificate (CDC) was issued by a private certifier. Several of Council's recommended conditions regarding civil works along McCauley Street appear to be in relation to the construction of the industrial units and are not considered to be relevant to the works associated with this modification. The Department notes that Council has not raised concerns with the driveway's relocation from a technical perspective as the relevant roads authority and has recommended conditions regarding its construction.

The Department has reviewed the proposal and has considered the submissions in assessing the modification and drafting its recommended conditions.

## 5. ASSESSMENT

In assessing the merits of the modification the Department reviewed:

- the EA for the original project approval 05\_0120 and subsequent modifications;
- the EA for the current modification (see Appendix A);
- relevant environmental planning instruments, policies and guidelines;
- relevant provisions of the EP&A Act, including the objects of the Act;
- issues raised in submissions; and
- the Proponent's RTS.

The Department considers the key issue relates to noise impacts. Other issues including air quality, traffic generation and access, soil and water and waste impacts are considered in Table 3 of Section 5.2 of this report.

### 5.1 Noise

#### Issue

The proposed modification would result in noise impacts to surrounding receivers both during the demolition phase and as a consequence of the demolition of the B7 building. In particular, the noise impact assessment (NIA) submitted with the modification request predicted that during demolition works, elevated noise levels would temporarily be experienced at nearby residential receivers, particularly those on Partanna and Moorina Avenues.

In addition, due to the demolition of the B7 building, the noise levels experienced at nearby residential receivers are predicted to marginally increase. This is because the B7 building which is around six storeys high, currently provides some acoustic protection to the residential properties from existing on site operations and from road noise on Botany Road and activities from Port Botany.

#### Consideration

The nearest residential receivers that would be affected by the noise generated from the demolition works are located approximately 100m northeast of the B7 building in the suburb of Matraville (see Figures 8 and 9).

To determine the impact of the proposed modification, the NIA submitted with the modification request provided details of the background noise levels at nearby residences. These background noise levels are regularly monitored and measured as part of the operational compliance requirements of the Orora site and are shown in Table 1.

The Department notes that the existing noise environment in the Port Botany area is largely dominated by road traffic noise from Botany Road and noise from industrial and port operations and the existing background noise level often exceeds the operational noise limit set for the Orora site, particularly at night.

**Table 1 – Existing background noise levels and Operational Noise Limits**

ID	Location	Background Noise Level (LA90) dB(A)		Operational Noise Limit (LAeq (15 minute) dB(A)) (LAmax dB(A))		
		Day	Night	Day	Night	Night
R1	Cnr. McCauley St and Australia Ave	45	47	46	43	55
R2	Australia Avenue	43	50	45	43	55
R3	Murrabin Avenue	44	52	46	43	55
R4	Partanna Avenue	44	47	42	41	55
R5	Cnr. Partanna and Moorina Avenues	41	46	42	39	55
R6	Moorina Avenue	41	44	43	39	55



Figure 8: Location of sensitive receivers

#### Demolition Noise

The demolition of the B7 building and the redundant machinery and equipment would take approximately three to five months. The NIA has outlined the predicted noise levels associated with the demolition works based on these works being undertaken in 7 stages. Figure 9 illustrates the demolition zone and the residences which would potentially be the most impacted by the proposed works.

The Interim Construction Noise Guidelines (ICNG) is the primary noise guideline that is used for the assessment and management of construction noise impacts. The ICNG considers the existing background noise levels to derive Noise Management Levels (NML) for construction and demolition works.

As the proposed demolition works would be undertaken within the recommended standard hours, the NML would be the existing background noise level plus 10 dB(A). Table 2 illustrates the NML and the predicted demolition noise levels.

Table 2 – Predicted demolition noise levels (daytime)

ID	Location	Day NML criteria L <sub>Aeq,15min</sub>	Demolition stages (Per 3 bays)						
			1	2	3	4	5	6	7
R1	Cnr McCauley Street and Australia Avenue	55	46	46	46	46	46	46	46
R2	Australia Avenue	53	45	42	42	42	43	43	43
R3	Murrabin Avenue	54	47	44	46	46	48	46	44
R4	Partanna Avenue	54	55	59	59	60	59	60	57
R5	Cnr Partanna and Moorina Avenues	51	55	51	49	50	51	53	49
R6	Moorina Avenue	51	49	53	53	53	53	54	48
D1	Partanna Avenue	54	63	59	66	67	66	68	62
D2	Partanna Avenue	51	61	61	62	62	61	63	58
D3	Moorina Avenue	51	57	57	57	58	57	56	52





**Figure 9:** Location of demolition works and closest sensitive receivers

The NIA predicted that the proposed demolition works have the potential to exceed the NML criteria at the receivers in Partanna and Moorina Avenues by up to 13 dB(A) during certain demolition stages. The Proponent argued that these predictions represent a worst-case scenario and that in practice, demolition noise levels would vary depending on the activity and the quantity of plant operating at the time.

The Proponent has committed to a range of noise mitigation measures including consulting with the affected residences about the timing of works, responding to any noise complaints, timetabling the use of equipment and works to minimise noise, maintaining equipment in good working order and the like.

The EPA acknowledged that noise levels may be exceeded at times during demolition works, however, did not provide any further comment on this. Council did not raise demolition noise as an issue of concern.

The Department accepts that the exceedances in the demolition noise criteria predicted for the nearest sensitive receivers would be short term only and considers the noise mitigation measures proposed by the Proponent to be reasonable and feasible. Furthermore, it is acknowledged that measures to address impacts from operational noise (discussed below) may also provide some noise attenuation during demolition works for some residences. Conditions to manage noise during the demolition phase have been recommended and are summarised at the end of this section.

#### Operation Noise

The modification request does not seek to change the existing operations on the site. Notwithstanding, the Proponent acknowledged that the demolition of the B7 building would remove an existing building that provides some acoustic shielding to the nearby residences from the onsite operations as well as from road traffic noise from Botany Road and the Port Botany operations.

To determine the impact of operational noise from the facility on nearby residences as a result of the demolition of the B7 building, the Proponent undertook a number of modelling scenarios. In the first two scenarios, the Proponent looked at the impact of operational noise on nearby residences both with and without mitigation (the mitigation measure being an eight metre high noise wall located at the boundary of the B7 building adjacent to the waste paper yard). The results showed that the Proponent would generally meet the noise limits shown in Table 1 during the day, however, at night, compliance would be marginal (see Table 3). With a noise wall in place, the NIA predicted that the noise limit could be met at all locations in proximity to the B7 building, although it would still be marginal in some locations.

Taking into consideration cumulative noise impacts from road traffic noise along Botany Road and Bunnerong Road, the Proponent's modelling predicted that with the B7 building demolished, noise levels experienced at the residences would be above the noise limits set under the Proponent's approval.

**Table 3 – Predicted noise levels experienced at the residential receivers with the B7 building demolished under several scenarios (predictions shown in bold represent an exceedance of the site's noise limits (reproduced in Table 1)).**

ID	Location	Operational Noise Only (no Mitigation) (L <sub>Aeq</sub> (15 minute) dB(A))		Operational Noise Only (with Mitigation) (L <sub>Aeq</sub> (15 minute) dB(A))		Operational Noise incl. Road Traffic Noise (L <sub>Aeq</sub> (15 minute) dB(A)) Without B7 building		Operational Noise incl. Road Traffic Noise (L <sub>Aeq</sub> (15 minute) dB(A)) With B7 building	
		Day	Night	Day	Night	Day	Night	Day	Night
R1	Cnr. McCauley St and Australia Ave	45.6	<b>44.2</b>	45.6	<b>46.6</b>	<b>48.4</b>	<b>44.2</b>	<b>48.3</b>	<b>46.6</b>
R2	Australia Avenue	41.5	39.5	41.4	44.2	<b>46.2</b>	39.5	<b>45.7</b>	<b>43.6</b>
R3	Murrabin Avenue	42.4	40.6	42.3	44.2	<b>46.4</b>	40.6	45.9	<b>43.9</b>
R4	Partanna Avenue	<b>42.8</b>	<b>42.1</b>	40.5	<b>46.3</b>	<b>48.7</b>	39.3	<b>47.1</b>	<b>44.2</b>
R5	Cnr. Partanna and Moorina Avenues	39.8	<b>39.1</b>	39.3	<b>46.5</b>	<b>49</b>	38.9	<b>47.9</b>	<b>45.1</b>
R6	Moorina Avenue	38.9	38.4	38.0	<b>48.9</b>	<b>52</b>	37.7	<b>51.9</b>	<b>48.6</b>

To ensure the most appropriate location and size of the wall to enable the noise limits to be met, the Proponent stated that it would undertake a noise monitoring survey and further modelling once the B7 building has been demolished. It would then submit an updated Noise Barrier Design Plan for the approval of the Department which would detail the final location and height of the noise wall.

In its submission, the EPA noted the design of the noise wall included in the modification request was indicative only and may not be capable of ensuring noise limits would be met at all the nearby residential receivers. Further, the EPA raised concern about the timing of the final noise mitigation measures, noting that residents would be left exposed to elevated noise levels until such time as the noise wall was constructed. Council stated that the final noise barrier wall should be constructed to provide the most effective noise shielding for operations at the site and where possible, assist in mitigating noise from the Port Botany operations.

To address the EPA's concerns regarding noise impacts, the Proponent is now proposing both an interim and final noise mitigation solution. In particular, to address the EPA's concern regarding the timing of construction of the final noise wall, the Proponent is proposing to construct an interim noise wall using a combination of an existing earth mound located on the site and containers stacked adjacent to the Ausgrid easement to a height of 7.5 metres. These mitigation measures would be in place prior to the demolition of the B7 building until such time as the final noise wall is constructed. Revised modelling undertaken in the RTS showed that noise would be reduced by up to 9 dB(A) at the properties along Partanna and Moorina Avenues resulting in a maximum of 47 dB(A) during the night time period at these properties (see Figure 10). Whilst this solution would not meet the noise limits at all sensitive receivers, the Proponent considered it would provide significantly better noise mitigation than no interim noise mitigation, as was initially proposed.

The Department recognises that there is the potential for residents to be exposed to greater noise impacts until such time as the final noise wall is in place. To this end, the Department supports the implementation of an interim noise wall that will assist in minimising the noise experienced during this time. The Department also acknowledges that the container wall would also provide some mitigation from demolition noise, however, in practice, due to the scale of the demolition works, noise would not be fully shielded from the nearest residences.

In the RTS, the Proponent stated that its final noise solution would need to factor in the longer term operational plans for the site as well as the future sale of the "Hangar Block" located to the east of the B7 building (see Figure 9). At this stage, the RTS has included a final noise solution that includes a combination of the existing earth mounds and the construction of a 15 m high noise wall located approximately where the existing B7 building is now. With these measures in place, the noise modelling predicted that the noise limits could be met at the nearest residential receivers (see Figure 11).

This noise wall may also provide some noise mitigation for other sources such as road traffic noise and noise from Port Botany, however, the Proponent stated that the primary objective of the noise wall would be to mitigate noise from its own operations and it could not be responsible for the generation of and mitigation of noise from other sources. The Department accepts this argument.

The Proponent reiterated that the final design would be determined in consultation with Council and be subject to further noise monitoring and geotechnical investigations following demolition of the B7 building to ensure the most appropriate outcome is achieved. The Proponent also noted that any future development of its surplus land would likely include buildings that would be 10-12m in height and would also offer additional noise shielding and this may be a factor in the final noise solution.

The EPA raised no further comments in relation to the RTS. Council stated its support for the interim noise solution and stated that the modification should not lead to any increase in overall noise in the area.

The Department has considered the Proponent's arguments in the RTS and the issues raised in submissions and is satisfied that the Proponent would be able to mitigate noise arising from the operation of the facility. The Department accepts that the location and design of the final noise wall should be determined following further detailed investigations to ensure the most accurate reflection of the noise impacts is established and appropriately mitigated.

The Department has recommended a number of conditions to mitigate operational noise arising from the demolition of the B7 building. These conditions are summarised at the end of this section.

#### Vibration

The closest residential dwellings are situated around 100 metres from the nearest point on the B7 building. The activities to be undertaken for the demolition of the B7 building do not require extensive subsurface earthworks and therefore would have minimal opportunity to generate vibration impacts at these residential locations.

Notwithstanding, there is the potential for infrequent vibration from falling debris. Whilst these impacts are not expected to generate significant vibration, the Proponent has outlined mitigation measures during the demolition works to respond to any complaints and offering respite periods where required.

The Department notes that the EPA and Council raised no concerns with vibration impacts and is also satisfied with the Proponent's proposed mitigation measures.

#### Conclusion

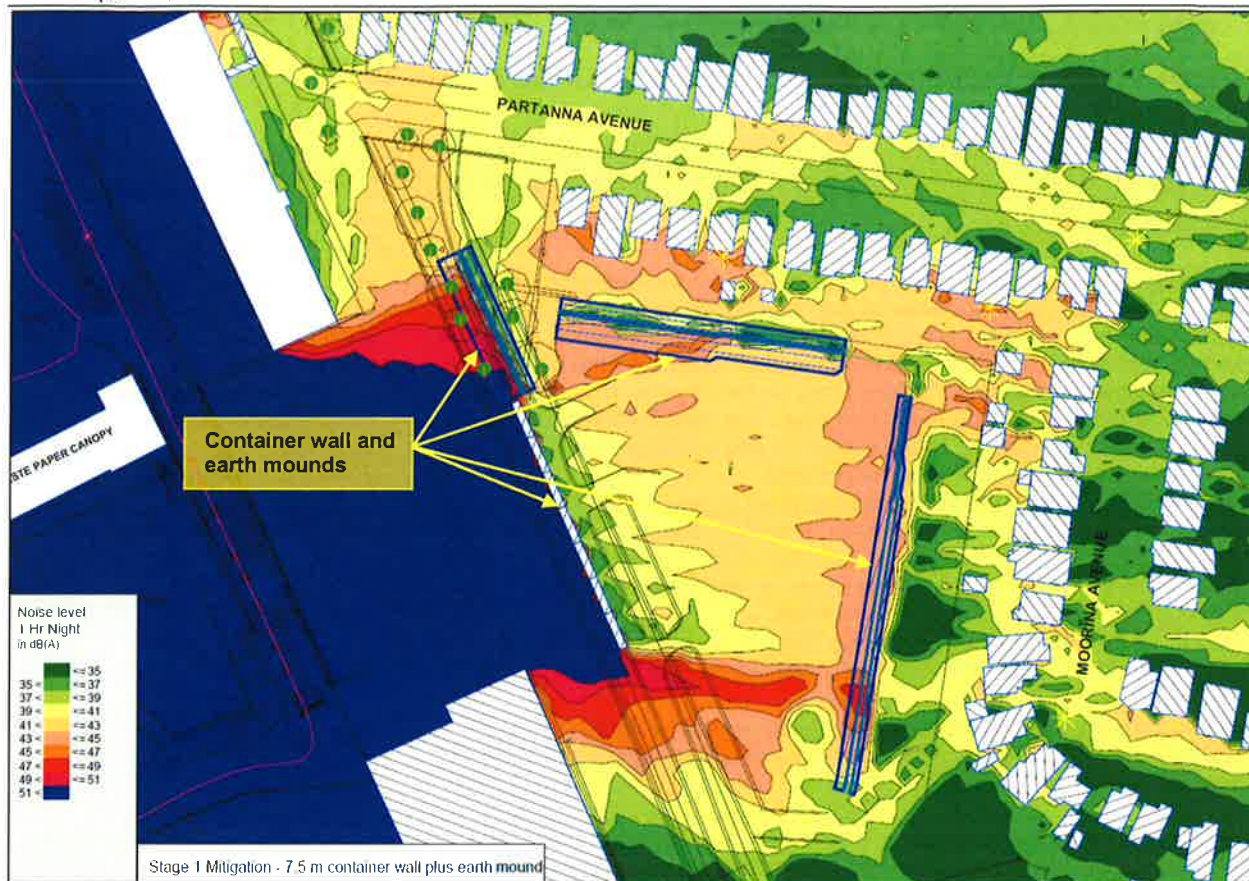
The existing acoustic environment in the area is already dominated by both the traffic noise on very busy roads servicing the area and the industrial and commercial land uses associated with Port Botany. Whilst the B7 building provides some attenuation from these noise sources, the Department accepts that future operations at the site should not be restricted by this factor. The Department is satisfied that the B7 building presents a safety concern and should therefore be demolished.

The Department supports the Proponent's measures to mitigate noise during demolition of the B7 building and the measures to ensure operational noise impacts do not exceed the noise limits at the nearest residential receivers. The Department has recommended a number of conditions to address noise impacts arising from the proposed modification. These include a requirement to:

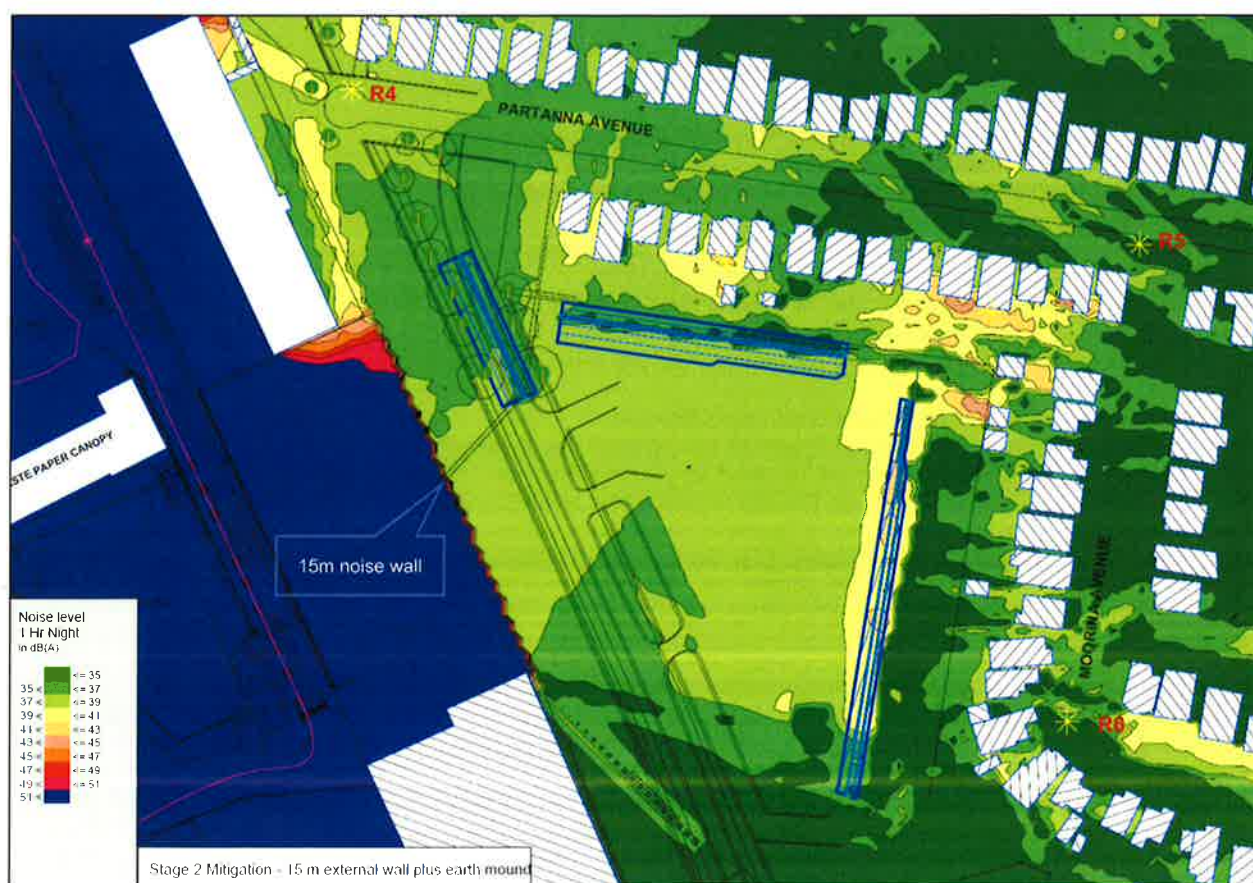
- update the existing Construction Noise Management Plan to address the noise associated with the demolition of the B7 building and that includes the noise mitigation measures outlined in the Environmental Assessment and RTS;
- submit a detailed Noise Barrier Design Plan to the Secretary for approval, within three months of completing the demolition of the B7 building;
- complete the construction of the Noise Barrier within nine months of completing the demolition of the B7 building; and
- submit a noise verification study to the Secretary within three months of completing the construction of the Noise Barrier to confirm the predictions. Any non-compliance would require further noise mitigation measures to be implemented.

Overall, the Department is satisfied that noise impacts arising from the proposed modification can be appropriately managed through the Proponent's proposed mitigation measures and the Department's recommended modifying conditions.





**Figure 10:** Predicted night-time noise levels from operation noise with interim noise mitigation works



**Figure 11:** Predicted night-time noise levels from operational noise with final noise mitigation works

## 5.2 Other Issues

The Department's assessment of other issues is provided in Table 4.

**Table 4 – Assessment of other issues**

Consideration	Recommended Conditions
<b>Traffic and Access</b>	
<p><b>Traffic</b></p> <ul style="list-style-type: none"> <li>The proposed demolition activities would result in a peak of up to 26 truck trips (52 two-way truck movements) per day for the removal of demolition waste which is considered to be a negligible temporary increase given the existing volume of traffic on Botany Road and McCauley Street. Further, whilst demolition is expected to take three to five months, major demolition activities would only be for around 3 months. The modification request does not seek to alter the existing operations of the site and therefore, there would be no change to operational traffic movements.</li> <li>The approved hours of demolition and construction are 7am to 6pm, Monday to Friday and 8am to 1pm on Saturdays. Therefore, the proposed demolition works would result in an average of less than 3 truck trips (6 two-way truck movements) per hour which would have a negligible impact upon the performance of the surrounding road network.</li> <li>Council, RMS and the National Heavy Vehicle Regulator (NVHR) did not raise any objection to the additional traffic generated by the demolition activities.</li> <li>Notwithstanding, the Department has recommended a condition requiring the Proponent to update the existing traffic management plan to include the proposed demolition activities.</li> </ul> <p><b>Access</b></p> <ul style="list-style-type: none"> <li>The modification request includes the relocation of an existing driveway that is located near the corner of Australia Avenue and McCauley Street.</li> <li>The modification request seeks to move the driveway 30m to the south of its existing location.</li> <li>The EA included an Access Driveway Report prepared by Varga Traffic Planning Pty Ltd which concluded that the proposed driveway could accommodate semi-trailer trucks and would not have a material impact upon the performance of the surrounding road network.</li> <li>In addition, the new access would be further from the intersection leading to residential areas which would improve safety.</li> <li>As discussed in section 4, Council raised concerns with the relocation of the existing driveway, including loss of informal parking on the street.</li> <li>The Proponent has argued that the relocation of the driveway is for operational reasons and that the loss in parking would be minor.</li> <li>The Department is satisfied that the loss of informal parking on the street is not significant and that Council has not raised any concerns with the driveway's relocation from a technical perspective as the relevant roads authority.</li> <li>RMS and NVHR did not raise any objections to the proposal.</li> <li>The Department has no objection to the proposed relocation of the driveway and notes that the Proponent would be required to obtain a section 138 approval under the <i>Roads Act 1993</i> from Council for the works on McCauley Street.</li> <li>The Department's assessment concludes that traffic impacts from the development would be appropriately managed via implementation of the recommended conditions of approval.</li> </ul>	<p>Require the Proponent to:</p> <ul style="list-style-type: none"> <li>update the existing traffic management plan to include the proposed demolition activities; and</li> <li>close the existing driveway and construct the new driveway in accordance with the relevant Australian Standards and in consultation with Council.</li> </ul>
<b>Air Quality</b>	
<ul style="list-style-type: none"> <li>There is the potential for dust generation during the demolition process and the handling of demolition waste.</li> <li>The closest sensitive receivers to the B7 building are approximately 100m away to the northeast on Partanna Avenue.</li> <li>The Department acknowledges that the demolition of the other redundant buildings under the original approval did not generate significant quantities of dust or complaints from the surrounding community.</li> <li>Notwithstanding, the Proponent has committed to updating the existing air quality management plan required under the approval to include the demolition of the B7 building.</li> </ul>	<p>Require the Proponent to prepare an overall Demolition Environmental Management Plan that would include the mitigation measures outlined in the Statement of Commitments for Mod 5.</p>

Consideration	Recommended Conditions
<ul style="list-style-type: none"> <li>The mitigation measures to be detailed in the plan include notifying the surrounding residents when demolition activities would occur, ensuring that truck loads would be covered, the use of water sprays and the cessation of demolition works during high winds.</li> <li>The Department's assessment concludes that air quality impacts from the development would be appropriately managed via implementation of the existing and recommended conditions of approval.</li> </ul>	
<p><b>Soil and Water</b></p> <ul style="list-style-type: none"> <li>The existing concrete slab would be retained and there would be no excavation in the groundwater table, therefore there is minimal risk of contamination of the groundwater.</li> <li>Notwithstanding, NOW has raised concern that there is the potential for surface water to enter the demolition area and create run-off into Botany Bay.</li> <li>The Proponent has committed to preparing a surface water management plan to limit the water entering the demolition area. The management plan would also outline measures to capture and treat any runoff from the demolition area. The Department acknowledges the low likelihood of run-off entering Botany Bay, but agrees the Proponent should prepare a management plan to detail how this impact would be managed.</li> <li>As discussed in section 4 above, Council raised concerns relating to the ongoing management of flooding and stormwater for the site and requested a number of conditions to address this.</li> <li>The Department understands that flooding and stormwater management remain a key issue of the site and that there have been ongoing discussions between the Proponent and Council relating to the detailed design for flood and stormwater mitigation works on the site.</li> <li>However, the Department is satisfied that the proposed works associated with this modification request would not impact upon these matters and has not included these recommendations in the recommended modifying instrument.</li> <li>The Department's assessment concludes that soil and water impacts from the works associated with the modification request would be appropriately managed via implementation of the recommended conditions of approval.</li> </ul>	<p>Require the Proponent to prepare a Surface Water Management Plan, in consultation with NOW, that would outline the measures to minimise water entering the demolition area and the treatment of any runoff.</p>
<p><b>Waste</b></p> <ul style="list-style-type: none"> <li>The demolition of the B7 building would generate waste material that would predominantly consist of bricks, concrete and metals.</li> <li>The Proponent would seek to salvage metals for recycling however, the bricks and concrete would be sent to landfill.</li> <li>There is the potential for waste oil and asbestos to be encountered during the demolition of the building. The Proponent has undertaken sampling of the oil in the redundant machinery which have found concentrations of PCB contaminants. As such, the contaminated oil would be sent to the Lidcombe Liquid Waste processing facility for disposal.</li> <li>Where possible, asbestos would be removed prior to the demolition of the B7 building. The Proponent has committed to preparing an asbestos management plan to ensure the removal, handling and disposal of asbestos would be undertaken in accordance with relevant guidelines and legislation.</li> <li>Council and the EPA did not comment on the waste aspects of the development.</li> <li>The Department's assessment concludes that the waste generated from the development would be appropriately managed via implementation of the recommended conditions of approval.</li> </ul>	<p>Require the applicant to update the waste management plan for the site to include the proposed demolition works</p>



## 6. CONCLUSION

The Department has assessed the merits of the modification having regard to the objects of the EP&A Act and the principles of ecologically sustainable development.

This assessment has concluded that with the implementation of the recommended modifying conditions of approval, the impacts of the proposed modification can be mitigated and/or managed to ensure an acceptable level of environmental performance.

The Department's assessment concluded that:

- the demolition of the B7 building is necessary to ensure the safety of the site;
- the potential noise impacts at the nearby sensitive receivers to the north of the site would be for a temporary period only and the proposed interim and final noise mitigation measures would provide adequate acoustic shielding to the nearby residential receivers;
- the relocation of the driveway access would not have an adverse impact upon the performance of the surrounding road network;
- traffic generated by the future use of Orora's surplus land would be the subject of future development assessment;
- air quality, soil and water impacts from demolition activities would be adequately managed; and
- the amendment to the subdivision plan would not have any material impact upon the performance of the site.

The Department considers that the proposed modification is acceptable, particularly given that separate development approval is required for any future development within Orora's surplus land. The Department is satisfied that the existing and modified conditions would ensure the ongoing performance and management of the site.


Consequently, the Department considers that the modification to the project approval is in the public interest and should be approved, subject to conditions.

## 7. RECOMMENDATION


Under delegation of the Minister, it is **RECOMMENDED** that the Acting Executive Director, Infrastructure and Industry Assessments:

- **approve** the proposed modification (MP 05\_0120 Mod 5) under Section 75W of the EP&A Act; and
- **sign** the attached instrument (tagged A).

Ashley Cheong  
Planning Officer

 24/9/15  
Joanna Bakopanos  
Team Leader  
Industry Assessments

Approved:

 25/9/15  
Daniel Keary  
Acting Executive Director  
Infrastructure and Industry Assessments