Light Horse Business Centre
Application No: 06_0139
Proponent's Response (PR1) to Submissions to DOP during the Exhibition Period
Objectors: Telephone Callers and Writers to the DOP

Executive Summary

The DOP has advised that it received a total of 93 submissions by telephone and correspondence during the Exhibition Period, 13 of which were listed as "anonymous".

The DOP has collated the submissions into a document sent to the Proponent and the Proponent has, in turn, categorised these issues into categories. The issues identified by the telephone submitters and writers, as percentages are as follows:

54.8% Health

50.5% Air quality/dust

48% Noise

48% Proximity

46% Property values

42% Odour

41% Asbestos

20% Vermin

16% Consultation

15% Need

14% Leachate

12% Traffic

11% Operating hours

6.4% On-going monitoring

3% Employment

3% Planning policy

General response to the telephone submitters and writers

Having regard to the number of responses, the Proponent believes it useful to re-cap on the community consultation process that has been undertaken to date, both before the Proposal was lodged with the DOP and during the Exhibition Period. The Proponent did incorporate results of the community consultation process into its EA.

It will become clear that the issues raised by the telephone submitters and writers are the same issues raised by the residents throughout the entire consultation process.

Background to Community Consultation Process

Prior to commissioning ERM to prepare the EA, the Proponent pro-actively undertook voluntary and wide ranging consultation with Minchinbury residents and relevant State and local authorities. The primary objective of the initiative was to provide a mechanism for dissemination of information about the Project to these groups and for obtaining feedback. The stakeholder consultation approach adopted by the Proponent throughout the EA process was structured to provide open and transparent communication with the local community and key stakeholders.

Additionally, this process aimed to ensure that:

- the community was fully aware of the Project;
- there were multiple mechanisms for community participation and for ongoing communication and feedback. These mechanisms included information pamphlets, website message board, website correspondence and a media release;
- opportunities were provided for residents' queries to be addressed directly by the Project team to minimise the likelihood of incorrect information being passed through the community;
- community issues and concerns about the Project were identified at an early stage of the EA process;
- issues raised by the community were to be pro-actively assessed and managed throughout the Project; and
- appropriate solutions and mitigation strategies were developed by the Project team and through the EA to minimise perceived adverse potential impacts of the Project.

Overview of Proponent's consultation process

In October 2006, the Proponent prepared and distributed pamphlets to all Minchinbury residences and businesses via a letterbox drop.

The pamphlets provided information about the Project and the Proponent and responded to issues of potential community concern relating to the Project, including noise and dust management and traffic generation. The pamphlet also invited residents to make comments and/or inquires. A copy of this pamphlet is provided in *Annex B* to the EA. The pamphlet contains an overview description of the Project and issues initially identified in the first pamphlet were noted as:

- Odour
- Dust
- Traffic
- Noise

These were subsequently the subject of approximately 50% of all callers to the DOP during the Exhibition Period.

In addition, the Proponent gave a media release in October 2006 which provided an overview of the Site history, the Project, the current stage in the approvals process and proposed environmental management measures (also refer to *Annex B* of the EA).

As a result of the Proponent's pamphlet and media release a number of Minchinbury residents contacted members of the Proponent project team by telephone, in writing or by email.

The queries and concerns raised by individual members of the local community were responded to in writing.

Additionally, the Proponent used the following methods to raise community awareness of the Project:

- 2 letterbox drop pamphlets to the residents of Minchinbury;
- information booklets distributed via Council officers;
- information booklets distributed via the local State Member, Richard Amery MP;
- information available on the Proponent's website and blog;

- DVD presentation to Council;
- information contained within the EA and accompanying specialist consultants' reports;
- information contained within the Proponent's Statement of Commitments that forms part of the Project's application;
- information contained within the Site Landfill Environmental Management Plan;
- direct correspondence; and
- public display of the DVD presentation on U Tube throughout the Exhibition Period.

Social research – focus groups

ERM's engagement to prepare the Part 3A application for the Project required ERM to undertake social research into community perceptions of the Project.

Social research was conducted in the form of 2 focus group meetings held by ERM at Rooty Hill RSL on 16 October and 24 October 2007 respectively.

Residents were selected randomly, with the selection criterion designed to ensure group attendees were representative of Minchinbury's demographic profile. A total of 18 people attended the focus groups.

Issues raised related to potential and perceived environmental, social and economic impacts, along with requests for further information about the Project. The results of the focus group are discussed in Section 5.4 of the EA and summarised in Table 5.1 of the EA (at page 121).

Specific issues raised by the telephone and written objectors

The Proponent deals with each of the issues raised below.

Health

Over half of the submissions related to concern about dust and allergens and concern that the proposed facility may have a deleterious effect on the health of members of the public, including a concern about vermin.

The Proponent has addressed these concerns through proposed mitigation measures to minimise potential for soil and water contamination, together with the safe handling and

disposal of asbestos waste and control of materials sent to landfill. Further response about dust is made below.

The likelihood of vermin was raised by residents. Measures to control vermin will be incorporated into the SEWMP developed for the Site. It needs to be emphasised that the facility is not a putrescible waste facility. The types of materials processed within the facility include bricks, concrete, sand and soil. These do not of themselves provide a foodstuff or habitat attractive to vermin.

As a further safeguard, conditions will be imposed upon the Project to ensure the Site is generally maintained in a clean and tidy manner. Physical and chemical pest control measures will be employed if vermin problems arise, although the Proponent believes vermin problems are unlikely.

In line with DECC requirements, the Proponent will address site safety issues through the use of bunding and fencing to stop trespassing and illegal dumping. The Site will be locked outside of operating hours. A security service will be contracted to regularly patrol the Site after hours.

Air quality/dust

The Proponent refers the submitters to Chapter of the EA (page 189) that presents the outcomes of the air quality assessment undertaken for the Project, which assessed the potential for dust and odour emissions from the Project to impact air quality of the surrounding community. Measures are included to ensure identified potential impacts are appropriately managed. The Chapter sets out the key findings of the assessment of the Holmes Air Sciences report in Appendix E of the EA.

An air quality assessment was undertaken for the Project, addressing both construction and operational activities. Management and mitigation measures proposed to reduce particulate matter emissions generated by the Project will ensure that dust emissions are minimised to the most practical extent. These measures are set out on page 200 as follows:

- *"All operating internal roads outside of the pit, and operational areas at the RRF will be sealed;*
- *Water spray mists and/or sprinkler systems to be used for dust suppression as follows:*

  - *At crushing, grinding and chipping operations;*
  - *Along perimeter berms;*
  - *At all material stockpiles;*
  - *Along internal unsealed haul roads, applied by water cart at an application rate of at 1-2L/minute;*

- *Use of onboard reservoirs on the site dump trucks to allow wetting whilst in motion;*
- *Wetting of vehicles with potentially dusty loads, prior to unloading;*
- *Construction of perimeter berms approximately 10m in height around the main area of operations to provide a barrier for dust emissions;*
- *Planting of trees in berms, which when mature will serve as further mitigation of off-site dust emissions;*
- *Cleaning spills of potentially dust materials immediately;*
- *Regular cleaning of paved roads;*
- *Consideration to application of binding agents to pit haul roads if required; and*
- *Wheel wash for all vehicles travelling off-site.*

In practice, the dust emissions are likely to be controlled beyond the level assumed in the modelling, however given that the air dispersion modelling ha highlighted the potential for short-term air quality impacts to occur, the operations will need to adopt best practice mitigation measures.

The EA concludes at the annual average particulate matter emissions and dust deposition rates are predicted to comply with DECC air quality criteria throughout the Project.

Noise

Noise was identified as a matter of concern particularly to those residents whose homes abut the northern edge of the M4 Motorway.

During the focus groups it was explained that mitigation measures have been incorporated into the Project design and the Proponent's proposed draft Statement of Commitments to help ensure community amenity is preserved. This includes limiting the hours of operation, siting of operational areas, and construction of amenity berms and containment of the MPC/WTS area behind the amenity berms.

The Proponent also refers the submitters to Section 10 of the EA (at page 204) that provides an assessment of the potential for noise from the Project to impact the surrounding community, taking into consideration the existing noise conditions. It also outlines noise mitigation measures to be employed.

The noise impact assessment assessed potential noise impacts associated with construction works, general site operations, project-related traffic on the roads surrounding the site and cumulative impacts from the Project and existing industrial facilities in the area.

The methodology used was in accordance with the DECC (2000) *Industrial Noise Policy* (INP), together with the DECC (1994) *Environmental Noise Control Manual* (ENCM) and DECC (1999a) *Environmental Criteria for Road Traffic Noise* (ECRTN).

The EA recommends certain management/mitigation measures that the Proponent is prepared to undertake as part of its conditions of consent, should the Project be given approval. The EA (at page 219) provides:

"Given the site's location near to residences, due consideration was given from the outset to minimising potential noise impacts to the surrounding neighbours. The Project design incorporates the following noise mitigation measures, which were included in the noise modelling:

- *restriction of normal hours of operation to 6am to 10pm, with landfilling operations further restricted to the hours between 6am and 6pm (receipt of material would only occur after 10pm on occasion); and*

- *construction of impervious barriers at various positions around the facility, including 10m high barriers to the north, north-west, west and south of the main*

area of operations and retention of the existing earth mound to the north-east of the quarry pit.

In addition, it is recommended that the following noise mitigation measures be included in a Noise Management Plan prepared for the site, potentially as part of the overall WMP:

- *all on-site, fixed and mobile diesel powered plant, excluding road vehicles, are to be correctly fitted and maintained in accordance with the manufacturer's specifications. Particular attention is to be given to engine exhaust systems and the care and maintenance of mufflers.*

To reduce construction noise experienced at the nearby residences, the following ENCM time limits for construction activities where construction noise is audible at residential premises will be adhered to:

- *Monday to Friday, 7am to 6pm;*
- *Saturday, 8am to 1pm (or 7am to 1pm if inaudible at residential premises); and*
- *No construction on Sundays or public holidays."*

The report concludes (at page 220) that noise levels generated by the Project during construction and operations are not predicted to exceed relevant DECC criteria at sensitive receivers and can be managed by implementation of management measures outlined above.

Further, the EA concludes, *"**no adverse cumulative impacts from Project noise plus existing industrial noise in the area are predicted. Night-time operations are not expected to cause sleep disturbance and no significant noise impacts from road traffic generated by the Project are predicted.**"* (Emphasis ours)

Proximity

This relates to a general concern that the Project is too close to residential areas. The issue of proximity seemed concern with health, air quality, noise, odour and potential impact upon property values. These are all matters dealt with elsewhere in this document.

Interestingly, during the focus group meetings, it was found that when participants were shown an aerial photo of the Site it was revealed that the majority of participants were

not aware of the quarry's existence or of how close they in fact lived to the Site and the current quarry operations.

A further issue raised by "proximity" of the Project to local residences is potential adverse visual amenity. In response the Proponent says that the visual character of the locality is variable with the Site surrounded by urban areas of Minchinbury to the north and Erskine Park to the south-west, industrial development including Hanson Asphalt Batching Works to the south-east, and transport and utilities infrastructure including the M4 Motorway and an associated landscaped buffer adjacent to the north.

The Hanson site to the south-east of the quarry pit is the only receiver which can experience uninterrupted views across the area where the majority of operations are to be focused. The other receptors views of the site are shielded by existing Cumberland Plain Woodland along to northern boundary and 10 m high earthen amenity berms designed along the north, south and western boundary of the operations area.

Interrupted views of the proposed location of the north and north-west amenity berms and visual barrier can be experienced from the M4 and from a small number of residences in Minchinbury; however views from these residences are fully screened by vegetation and the M4 embankments.

Some residences in Erskine Park will have distant obscured views of part of the internal road network through a narrow gap between the west and south berms. Otherwise, there are no views into the proposed area of operations from the west,

Subject to the implementation of recommended mitigation measures including lighting, landscaping of amenity berms and design of the built form elements the Project is not expected to adversely affect the visual amenity of the surrounding area.

Property values

A major concern identified by Minchinbury residents, including the focus group participants was the potential adverse impact upon property values in the surrounding area. There is no evidence to support this conclusion.

Further, the Proponent has accessed the Residex Pty Limited database (www.residex.com.au) which has compiled real estate information from all state and territory governments into one database. This website reports that Minchinbury falls into the top suburbs with a median house price range of less than $400,000 and where the predicted values are expected to grow at more than 4% per annum, with an average

predicted growth of 9.1% per annum in the value of houses during the period from Jan 99 to Jan 09.

This growth has occurred notwithstanding the existence in Minchinbury of 2 x 6 lane motorways, an active rock quarry and at least 2 existing landfills, both of which accept and dispose of asbestos. The Proponent submits that there is no evidence to support a submission that the Project will lead to a diminution in property values in the surrounding area.

Odour

Potential adverse odour impacts were identified by the community as an issue of concern, including the issue of green waste.

The Proponent refers the submitters to Appendix E of the EA, being the Air Quality – Odour and Dust report prepared by Holmes Air Sciences (**Holmes Report**).

The Holmes Report has assessed the dust and odour impacts associated with the proposed materials processing centre, waste transfer station and non-putrescible Class 2 inert and solid waste landfill facility. Dispersion modelling has been used to predict off-site dust and odour levels due to the proposed activities.

Holmes has used DECC requirements for meteorological data for air dispersion modelling (see page 5) in preparing its report. Odour modelling results in accordance with DECC odour assessment criteria are set out in Table 10 (page 21) and show the extent to which odours are predicted to occur for 99% of the time of the Project's operations.

The assessment of odour impacts is set out on page 26 and provides:

"*Odour modelling results are shown in Figure 11.* The contours extend further to the north and south, consistent with the predominant wind patterns in the area. It can be seen that the most stringent DECC odour criteria of 2 odour units, which is considered (Emphasis ours)

The Holmes report concludes (at page 27):

"Odour levels at nearest receptors were predicted to be below the most stringent assessment criterion noted by the DECC. The results therefore suggested that there would be no adverse odour impacts associated with the project. Modelling assumed

that some reduction to "standard" odour emissions from Class 2 landfills were appropriate and landfill gas monitoring would be important to show that the odour emissions are as low as anticipated".

In relation to green waste, the Proponent directs the submitters to page 42 of the EA in which justification for the acceptance and recycling of green waste at the RRF is clearly set out. The listed advantages to accepting and recycling green waste at the Site are:

- more flexibility as a wider range of materials are able to be accepted;
- in keeping with the Proponent's core business and enables the Proponent to take advantage of green waste processing and environmental management experience developed at the Alexandria landfill facility;
- maximises resource recovery undertaken at the facility, in line with NSW waste avoidance and resource recovery goals;
- recycling of green waste reduces greenhouse gas emissions associated with landfilling of biodegradable waste, by maximising recycling and recovery of these materials; and
- facilitates production of a valuable recycled product and generates revenue from its sale.

In conclusion, the EA provides (at page 43) that recycling of green waste is a, "*preferred option as it facilitates a higher level of resource recovery at the site and is in keeping with DECC goals of maximum resource recovery"*.

It is proposed that segregated green and wood waste loads, along with green and wood waste recovered by sorting at the MPC will be tipped at the respective stockpiles adjacent to the work floor for processing (refer to *Figure 3.2* of the EA).

Green waste will be shredded and stockpiled in windrows, which will be turned every two weeks or as required if the temperature in the pile gets over 70 degrees Celsius. The composting process will be aided by spraying the stockpiles with water collected from a sump at the green/wood waste stockpiles.

The composting process may be accelerated with the use of the oxidising agent Biomagic that will be used for control odour within the leachate collection system.

In Table 3.2 of the EA the Proponent indicated certain stockpile quantities proposed to be kept on Site at any given time. This table is extracted below.

Stockpile Limits

Material	Stockpiled quantity (t)
Green Waste & Timber for re-use	20,000
Shredded green waste and timber	20,000
Glass	5,000
Plastic	5,000
Scrap metals	10,000
Other material for processing and re-use	600,000

Asbestos

Residents identified concerns about toxins, chemicals or environmentally hazardous materials, blasting and fires.

The Proponent has legal obligations pursuant to the *Occupational Health and Safety Act* and the *Protection of the Environment Operations Act* in relation to the management and handling of asbestos. If the Project proceeds the Proponent will meet its legal obligations in relation to the handling and disposal of asbestos waste.

Consultation

Residents raised concerns that there had been insufficient and/or inadequate consultation and that the consultation period had been too short. The Proponent refutes this. It has engaged in wide ranging consultation, as outlined above. Further, the DOP extended the Exhibition Period for a further 2 weeks.

Need for the Project

Some submitters stated that there are existing facilities (principally for asbestos) and accordingly there is no demonstrated need for the Project. The Proponent refutes this submission and refers the objectors to Section 1.5 of the EA (at page 15) which provides:

"In addressing requirements for the Project, 2 separate criteria of "needs" are addressed:

- *The need for the Project as set out in the Director General's requirements; and*

The "justifiable demand" for the landfill as required by State Environmental Planning Project 59 – Central Western Sydney Economic and Employment Area.

The consideration of "need for the project" in this EAR as looked at the overall scope of the Project on a number of bases set out below, whereas the justifiable demand for the landfill has focussed more heavily upon issues relating to potential waste streams in the Sydney Metropolitan region and the capacity of the landfill site to receive this waste and the capacity of the Materials Processing Centre to cater for recyclable waste.

The need for the Project derives principally from the inherent environmental, social and economic benefits it will enable to be realised, including:

- *provision of a waste disposal and resource recovery facility for up to 20 million tonnes of Sydney's inert and solid waste (non putrescible) per annum;*
- *ability to optimise the use of a former quarry site that is no longer economically viable for use as a quarry;*
- *provision of employment, with approximately 30 people to be directly employed during construction and approximately 54 people during operations (includes 20 truck drivers for transportation of waste material to and from the Site), and indirect employment generated via support services such as maintenance workers and short term contractors;*
- *economic benefits to the local and regional community via capital injection and value added spending;*
- *enhancement of the economic position of the Proponent which in turn will fuel investment in other projects;*
- *rehabilitation of the former quarry site, by infilling, to facilitate its future re-sue for uses consistent with the surrounding precinct;*
- *preservation of an area of Cumberland Plains Woodland and its associated ecological, heritage and amenity values;*

- *reduction in green house gas emissions through recycling of incoming waste materials into the Site;*
- *contribution to meeting the aims of SEPP 59 and overarching government waste avoidance and recovery legislation, policy and directives;*
- *recycling of building and construction materials to minimise quarrying for natural resources;*
- *provision of a supply of building, construction and landscaping materials; and*
- *help to address the scarce commodity of landfill space being available in Sydney.*

To facilitate future economic development for the site and hence meet the SEPP 59 aims for long term economic development and employment within western Sydney, the quarry void must be rehabilitated.

An assessment of alternative uses for the quarry void (refer Chapter 2) found landfilling to be the most feasible use/rehabilitation strategy. This is recognised in the SEPP 59 provision for use of the Site for a waste facility (refer Section 4.3.5)."

Leachate

Concerns were raised that leachate may escape into the environment or ground waters. The Proponent refers the submitters to Chapter 8 of the EA (at page 163) that provides a conceptual leachate collection system. A treatment system is also discussed to provide holistic management of leachate generated by the Project. An assessment of leachate generation and management measures to be employed for the collection and treatment system are also discussed.

The report concludes (at page 188):

"A variety of options for different components of the leachate collection system have been set out and reviewed in this chapter. The preferred options selected are based on site geology, hydrogeology, water chemistry, water balance and client specifications….

The principal areas where the leachate collection system has the potential to fail are:

- *clogging of the drainage and pipe network; and*
- *pump failure.*

Clogging can be prevented by good system design. Use of a suitable, open rock drainage material to prevent clogging (as above), ensuring gradients at the base are at least 1% and providing a means of flushing the system will help to prevent this.

As a further contingency, the technology exists to flush leachate collection pipe networks from the ground surface using water jets controlled by robotic systems.

There will be one service and one standby pump and two risers to ensure that there is always a means of removing a failed pump."

Traffic

The main traffic and transport concerns identified by the telephone submitters were that the Project will result in additional and unacceptable traffic volumes in the Minchinbury area.

The Proponent refers the submitters to Chapter 11 of the EA (at page 222) which provides an assessment of impacts of the Project upon traffic and transport, taking into consideration the existing traffic conditions and predicted traffic generation for construction and operation. Mitigation measures are included to ensure identified potential impacts are appropriately managed.

A traffic impact assessment has been undertaken for the Project by Transport and Traffic Planning Associates. The traffic assessment critiqued potential traffic impacts associated with construction works and operations. The full assessment is set out in Appendix G to the EA.

The methodology for the traffic and transport assessment is set out at section 11.2 and provides:

"The assessment addresses the Director General's requirements and issues raised by DECC, DOP and Blacktown City Council, specifically addressing traffic generation under different operation scenarios and the predicted traffic impacts on the existing road network including the intersection of Old Wallgrove Road and Wallgrove Road. The impact assessment addressed the traffic and transport issues associated with the Project in the following manner:

- *discussion of the existing traffic and transport situation based upon the previous use of the quarry by Hanson Construction Materials Pty Limited and the accessibility of the existing traffic network;*
- *identification of the surrounding land uses and predicted traffic impacts on the existing transport network;*
- *assessment of the existing transport network and the predicted traffic volumes associated with the construction and operation of the Project; and*
- *recommendation proposed to ensure that the traffic network can be constructed to service the predicted traffic volumes and connect to the future transport network envisaged by the Eastern Creek Precinct Plan and SEPP 59."*

Following this assessment, the report concludes that both the existing and proposed road systems in the precinct will more than adequately cater for the traffic generated by the proposed development. Notwithstanding this, mitigation measures are set out at Section 11.6 as follows:

"Assessment in relation to the potential traffic implications of the proposed redevelopment has concluded that the internal access and external road systems will be suitable for the traffic needs and circumstances related to the Project. This outcome is largely due to:

- *the existing provisions for the historical uses on the Site involving heavy vehicle activity; and*
- *the traffic generation outcome with the proposed development being of a relatively low order and significantly less than that foreseen in the studies undertaken for the planning of the road system to serve development in the area.*

Nevertheless, there are a number of amelioration measures relative to each element of access and circulation which will be necessary to ensure appropriate and safe traffic outcomes.

11.6.1 Access Road – Contractual Right of Way

Proposed Road Network

In order for the road network to accommodate the predicted traffic volume the following works are required to the existing contractual Right of Way (ROW):

- *construct a sealed industrial standard road pavement generally 7 metres wide along the existing section of 'haulage road' (AS 2890.2 for design and Council standards for construction);*
- *install a guard rail along the northern side of the road along the edge of the quarry road to RTA standard for design;*
- *install 'barrier' centreline' along the roadway with 40kph speed restriction and appropriate lighting.*

Internal Circulation

- *construct a sealed industrial standard road pavement (Council design standard);*
- *provide appropriate directional and regulatory signposting;*
- *provide appropriate lighting along the internal road network;*
- *provide appropriate fencing and barriers to avoid any safety issues in relation to the quarry wall (vehicular and pedestrian);*
- *provide paved parking areas and line marked areas (AS2890.1 design standard) and*
- *ensure that the design provides for the access and manoeuvring for all vehicles accessing the Site (AS2890.2 design standard).*

The proposed internal traffic flow for delivery and pick up of different material types at the facility is identified in Section 5.2 – Internal Circulation of the Traffic Impact Assessment (Appendix G, Volume 2).

Future Road Network

The Eastern Creek Precinct Plan identifies a 'standard collector road' through the south-western corner of the Site. The future access way to the Site is expected to be as indicated in the Precinct Plan."

To conclude, the Proponent submits that the Project is not expected to have a significant impact on traffic within Minchinbury and uses the community's preferred access option. Impacts from traffic numbers and heavy vehicles on local roads will be

further minimised by implementation of a traffic management plan, adopting the mitigation measures identified above.

Operating hours

The residents identified a concern that the proposed operating hours of the Project are 24 hours per day, 7 days per week. This is not correct. Once operational, the RRF will generally operate 7 days a week between the hours of 6am and 10pm. From time to time, the RRF may receive materials after 10pm, from essential works such as millings and asphalt from out of hours road works. For operations after 10pm, only waste receival will occur, with no sorting or processing of materials to take place. The landfill will generally operated 7 days a week, between the hours of 6am and 6pm. Accounting for gazetted public holidays and annual closedown period the facility will not operate for more than 350 days per year.

On-going monitoring

This related to submitters' concerns that the Project will not be conducted in accordance with its guidelines or the law applicable to it and that on-going monitoring will be inadequate.

There is no basis for this submission. The Proponent will be obliged to operate within its conditions of approval and applicable legislation. If it fails to meet these obligations it risks prosecution and/or injunctive proceedings being taken against it.

Further, the Proponent refers the submitters generally to Chapters 6 to 10 of the EA. The Proponent anticipates regular periodical monitoring of the Project including inspections by regulatory bodies such as DECC, the EPA and Council.

Staff records of waste sent to landfill will be audited as part of the Project's licensing requirements.

The Proponent is also happy to add to its Statement of Commitments that it will convene, on an ongoing basis, a small environmental amenity monitoring committee, involving relevant stakeholders and an environmental officer from Council to receive information and feedback on the operation of the facility.

Employment

Two questions that arose from the focus groups were:

- *"What is this going to do for Minchinbury?"* and
- *"How will Minchinbury benefit from this new development?"*

The construction workforce is estimated to comprise 30 people. It is anticipated that the on-site workforce will comprise 49 staff, including approximately:

- 3 mechanics;
- 3 weighbridge operators;
- 12 plant operators;
- 3 foreman;
- 2 sales personnel;
- 8 labourers/spotters;
- 6 drivers (on-site);
- 15 truck drivers (for waste transportation to and from the site); and
- 2 managers.

An estimated 10 sub-contractors are expected to be employed, up to 4 of which may be on the site any one time during the operation of the facility.

Through employment generation, the Project will have a positive outcome for the local community, through the flow-on economic impacts.

Planning policy

A small number of residents raised concern that the proposed use of the Site is not permitted by state planning law or policy. This is inaccurate. The Proponent refers the submitters to Chapter 4 of the EA (page 81) that details the statutory context in which the Project is to be considered and the required approvals. It identifies the Commonwealth, State, Regional and Local Environmental Planning Policies relevant to the Project including as assessment of:

- *Environmental Protection and Biodiversity Conservation Act 1999 (Cth);*
- *Environmental Planning and Assessment Act 1979 (NSW);*

- *Protection of the Environment Operations Act 1997 (NSW);*
- *State Environmental Planning Policy – Major Projects 2005;*
- *State Environmental Planning Policy (Infrastructure) 2007;*
- *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development;*
- *State Environmental Planning Policy No. 55 – Remediation of Land;*
- *State Environmental Planning Policy N. 59 – Central Western Sydney Economic and Employment Area;*
- *Sydney Regional Environmental Plan No. 9 – Extractive Industry;*
- *State Regional Environmental Plan No. 20 – Hawkesbury-Nepean River (No. 2 – 1997);*
- *Sydney Metropolitan Strategy;*
- *Planning for Bushfire Protection 2006;*
- *Section 94 Contributions; and*
- *RTA Regional Transport Infrastructure Contributions.*

The EA concludes (at page 115):

"The Project is within the Employment Zone under SEPP 59. Within this zone the Project is permissible with approval from the Minister for Planning.

The Project is classified as a Major Project in accordance with the provisions of Part 3A of the EP&A Act. Consequently, the Minister for Planning is the consent authority. This EA addresses the DGRs issued for this Project contained within Annex A. The inclusion of a draft VPA (Annex I) also demonstrates the Proponent's willingness to address infrastructure contributions to ensure safety and efficient access to the site and to the surrounding Eastern Creek Precinct.

Infrastructure provision to the Precinct will be provided in line with the future development of the precinct.

The Project is considered to be generally consistent with the aims, objectives and provisions of SEPP 59 and the objectives and provisions of the Precinct Plan and all other relevant EPIs. Where non-compliances are identified within the Eastern Creek Precinct Plan adequate justification ha been provided in support of the Project."

Conclusion

The Proponent has undergone substantial community consultation as part of its EA process. The objections received from the telephone submitters and writers to the DOP were addressed either at earlier forums or within the EA. No technical evidence has been brought forward to support any of the objections made by the telephone submitters or writers.

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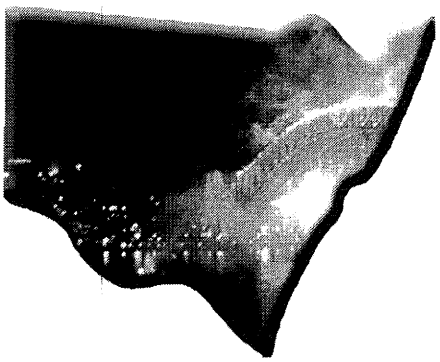
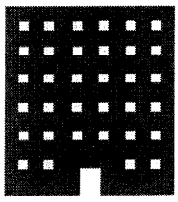


Houses & Units

quarter ending January 2009



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#7 Houses - Lemon Tree Passage

Postcode 2319

8.81% pa.	1.46%	1.33%	-7.98%
Jan 99-Jan 09 last 10 years.	Jan 06-Jan 07 3 years ago	Jan 07-Jan 08 2 years ago	Jan 08-Jan 09 last year

Growth History

10+% pa.	10+% pa.
5 years Jan 2009-Jan 2014	8 years Jan 2009-Jan 2017

Projections

Results for quarter ending Jan 31, 2009
Sale Count 5
Median Value $289,500
Median Rent $300 /wk
Rental Yield 5.41%

#8 Houses - Minchinbury

Postcode 2770

9.10% pa.	2.51%	1.54%	-0.51%
Jan 99-Jan 09 last 10 years.	Jan 06-Jan 07 3 years ago	Jan 07-Jan 08 2 years ago	Jan 08-Jan 09 last year

Growth History

10+% pa.	9+% pa.
5 years Jan 2009-Jan 2014	8 years Jan 2009-Jan 2017

Projections

Results for quarter ending Jan 31, 2009
Sale Count 16
Median Value $376,500
Median Rent $340 /wk
Rental Yield 4.72%

#9 Houses - Erskine Park

Postcode 2759

9.19% pa.	2.16%	3.21%	-1.73%
Jan 99-Jan 09 last 10 years.	Jan 06-Jan 07 3 years ago	Jan 07-Jan 08 2 years ago	Jan 08-Jan 09 last year

Growth History

10+% pa.	9+% pa.
5 years Jan 2009-Jan 2014	8 years Jan 2009-Jan 2017

Projections

Results for quarter ending Jan 31, 2009
Sale Count 17
Median Value $362,000
Median Rent $360 /wk
Rental Yield 5.20%