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REMONDIS Australia Pty Ltd
Tomago Resource Recovery Facility and Truck Parking Depot
SEAR's Preliminary Environmental Assessment Report

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Executive summary

This Preliminary Environmental Assessment has been prepared for REMONDIS Australia Pty Ltd's Resource Recovery Facility and Truck Parking Depot proposed for 21D and 21F School Drive, Tomago (Lot 11, DP270328 and Lot 8, DP270328). REMONDIS is considering relocating its existing truck parking depot and resource recovery facility in Thornton to these two lots.

The relocation will enable the growth of the business into the future. REMONDIS is seeking approval for the receipt and processing of up to 98,200 tonnes of solid and liquid waste materials per annum. Waste materials include dry non-putrescible waste materials from domestic sources, commercial and industrial sources. It will also receive within this total a small amount of putrescible waste materials from the depackaging of food, such as drinks and packaged food items. The facility will also receive and recycle liquid wastes such as drill muds from hydro-excavation and oily wastes from mining and industrial activities across the region.

The recycling operations will be established within existing buildings on the Site, which were approved under Major Project MP 10_003. Each recycling operation will be established in discreet parts of the existing industrial warehousing, and collectively, the Tomago Resource Recovery Facility will provide a wide range of recycling services through:

- A fully integrated Materials Recovery Facility for sorting and processing dry recycling;
- A Cardboard Baling Facility for source separated cardboard collected from businesses;
- A Drill Mud Recycling Facility for drill muds;
- A Packaged Food Recycling Plant, which will accept packaged foods and drinks, separating the food contents and packaging for recycling;
- A Garden Organics Primary Processing plant, which will receive, decontaminate and shred woody garden organics for off-site composting;
- A Hazardous Waste Recycling Facility, for sorting and aggregating a range of spent solid materials and liquids containing oils and chemicals;
- A Copper Processing area; and
- A Metals Recycling Facility.

A truck parking depot will be established on the adjacent vacant lot referred to as 21F School Drive.

Under clause 23(6b) of Schedule 1 of the *State Environmental Planning Policy (State and Regional Development)* 2011, the proposed development is declared State Significant Development as REMONDIS propose to treat, store and dispose of industrial liquid waste and will handle more than 1,000 tonnes per year of other aqueous or non-aqueous liquid industrial waste. State Significant Development is assessed the Department of Planning, Industry and Environment or the Independent Planning Commission, under delegation from the Minister of Planning.

Before the EIS is prepared, the proponent needs to conduct a 'Preliminary Environmental Assessment' of the project (this report) and request the Secretary's Environmental Assessment Requirements (SEARs) from the Department of Planning, Industry and Environment (DPIE). This is a requirement under Section 5.18 of the *Environmental Planning and Assessment Act* 1979.

A preliminary environmental assessment has been performed and is documented in this report to help inform the range of issues that will need to be considered in the EIS to ensure that human health and the environment are protected. This has been undertaken in accordance with the Department of Planning and Environment (2017) *Scoping an Environmental Impact Statement - Draft Environmental Impact Assessment Guidance Series*.

The assessment has considered planning and legislative requirements, as well as site conditions, topography, geology and soils, air quality, noise, bushfire, contamination, flora and fauna, surface water management, groundwater, heritage, landscape and visual amenity, social and economic factors, flooding, surrounding land uses, traffic, visual catchment, easements, stakeholder and community consultation, and a stakeholder consultation strategy.

As part of this assessment, we have also considered the strategic drivers, including State and Local Planning Policies. The preliminary environmental assessment has also considered the sustainability benefits of the project, including the environmental, economic and social benefits.

The preliminary environmental assessment found that the consideration will need to be given to an increase in the number of vehicles entering the site which must be carefully considered to avoid any impact on neighbours or on the local road network. Storage of hazardous wastes will need careful assessment to ensure that the risks can be adequately managed. Fire safety will need assessment given that potentially combustible materials will be received, processed and stored indoors. However, impacts on noise, air quality and emissions to water are expected to be minimised by maintaining operations within the fully enclosed environment. Though water quality impacts will need to be considered for the truck parking depot.

These factors and other issues raised by the Department of Planning, Industry and Environment and other regulatory authorities should be considered in the Environmental Impact Statement to ensure that the proposed development is carried out to protect human health and the environment, while supporting the development of important recycling infrastructure for the region.

The development is also considered to be an Integrated Development. An application for an Environmental Protection Licence will be sought from the NSW EPA under Schedule 1 of the *Protection of the Environment Operations Act* 1997.

The proposed development will provide a broader range of recycling options and make progress towards the NSW Government's recycling targets. It will also deliver on key priorities of the NSW Government to develop new recycling infrastructure to boost the recovery of waste in the region.

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1. Introduction

1.1 Overview

This Preliminary Environmental Assessment has been prepared for REMONDIS Australia Pty Ltd's Resource Recovery Facility and Truck Parking Depot proposed for 21D and 21F School Drive, Tomago (Lot 11, DP270328 and Lot 8, DP DP270328). REMONDIS is considering relocating its existing truck parking depot and resource recovery facility in Thornton to these two lots.

1.2 Proposed development

REMONDIS proposes to use the Site for the receipt and processing of up to 98,200 tonnes of solid and liquid waste materials per annum. Waste materials include dry non-putrescible waste materials from domestic sources, commercial and industrial sources. It will also receive within this total a small amount of putrescible waste materials from the depackaging of food, such as drinks and packaged food items. The facility will also receive and recycle liquid wastes such as drill muds from hydro-excavation and oily wastes from mining and industrial activities across the region.

The recycling operations will be established within Buildings 1 and 2 on the site. Each recycling operation will be established in discreet parts of the existing industrial warehousing, and collectively, the Tomago Resource Recovery Facility will provide a wide range of recycling services through:

- A fully integrated Materials Recovery Facility for sorting and processing dry recycling;
- A Cardboard Baling Facility for source separated cardboard collected from businesses;
- A Drill Mud Recycling Facility for drill muds sourced from the mining and coal seam gas industry;
- A Packaged Food Recycling Plant, which will accept packaged foods and drinks, separating the food contents and packaging for recycling;
- A Garden Organics Primary Processing plant, which will receive, decontaminate and shred woody garden organics for off-site composting;
- A Hazardous Waste Recycling Facility, for sorting and aggregating a range of spent solid materials and liquids containing oils and chemicals;
- A Copper Processing area; and
- A Metals Recycling Facility.

A truck parking depot will be established on the adjacent vacant lot referred to as 21F School Drive. An operational overview of the various functional areas of the site is provided in Section 3 of this report.

1.3 Planning Pathway

Under Schedule 1, Clause 23(6)(b) of the *State Environmental Planning Policy (State and Regional Development*) 2011, waste and resource management facilities that that treats, stores or disposes of industrial liquid waste and handles more than 1,000 tonnes per year of other aqueous or non-aqueous liquid industrial waste is declared State Significant Development.

The proposed development is therefore considered State Significant Development under Schedule 1(23)(6b) of the State and Regional Development SEPP. The State Significant Development application is to be assessed by the Minister for Planning, and referred under delegation to DPIE or the Independent Planning Commission for assessment.

The consent authority will assess the potential impacts of the proposal development on information provided in an Environmental Impact Statement (EIS), and consider feedback from government agencies and the

community. An EIS for State Significant Development must be prepared in accordance with the Planning Secretary's Environmental Assessment Requirements (SEARs).

1.4 Purpose of report

The aim of this Preliminary Environmental Assessment is to provide the New South Wales Department of Planning, Industry and Environment (DPIE) with information about the proposed development at 21D School Drive, Tomago with respect to the Environmental Impact Statement.

Pursuant to Part 2, Schedule 2 of the *Environmental Planning and Assessment Regulation* 2000:

> '*…before preparing an environmental impact statement, the responsible person must make a written application to the Director-General* (now the Secretary) *for the environmental assessment requirements with respect to the proposed statement.'*

The Preliminary Environmental Assessment has been undertaken in accordance with the Department of Planning and Environment (2017) *Scoping an Environmental Impact Statement - Draft Environmental Impact Assessment Guidance Series*.

1.5 Overview of the proposed development site

The Site is located at 21D and 21F School Drive Tomago within the Port Stephens Local Government Area (LGA). The general locality of the Site is shown in Figure 1.1.

The site consists of two lots. The existing developed lot at 21D School Drive, identified as Lot 11, DP270328, is located entirely within land use zoned IN1 General Industrial under the *Port Stephens Local Environmental Plan* 2013 as shown in Figure 1.2. The Site is approximately 2.63 hectares in size and consists of two large warehouse buildings and one workshop (refer to Figure 1.3).

The adjacent lot at 21F School Drive (Lot 8, DP270328) is also zoned IN1 General Industrial, and is currently undeveloped, with the majority of vegetation cleared. This lot has an area of approximately 1.26 hectares.

A full description of the two lots is provided in Section 2.

1.6 History of approvals

Historical data indicates that the site was part of a larger farming property which had been subdivided a number of times. The site was used for farming purposes between 1878 and 1968 and for industrial uses from the 1970s to the present. During this time, the Site underwent a number of changes.

On 5 August 2012, the development of the Tomago Aluminium Rod and Conductor Manufacturing Facility was approved by the Director-General of the Department of Planning and Infrastructure on 21D School Drive under Part 3A of the *Environmental Planning and Assessment Act* 1979 (refer to Major Project Development Approval MP 10_0039 in Appendix 1).

This project involved developing a facility to manufacture aluminium rods and conductors from molten aluminium sourced from the Tomago Aluminium Smelter. The key features of this project included:

- A haul road approximately 150m long that was used for transport of molten aluminium from the Tomago Smelter;
- A building approximately 98m by 35m and 8m high (previously referred to as Building 1) to house the gas fired furnace and rolling mill that would manufacture aluminium rod. Ancillary infrastructure such as the gas fired furnace and rolling mill control rooms, and undercover rod storage were located within this Building;

- Cooling towers and infrastructure associated with the gas fired furnace and rolling mill;
- A building approximately 124m by 46m and 8m high (previously referred to as Building 2) to house wire drawing machines, stranding machines and associated facilities;
- Laboratories and administration buildings;
- Stores building, electrical and mechanical workshops;
- Hardstand movement, loading areas, and car parking;
- Stormwater detention and nutrient control device that was part of a water management system that would maximise water reuse in the manufacturing process;
- Stormwater detention and nutrient control devices that formed part of a water quality treatment system;
- Onsite sewage treatment plant with onsite subsurface irrigation of the landscaping areas.

The development was also approved for the storage of hazardous substances and Dangerous Goods (DG) in accordance with the Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code). These included the following, which were to be stored appropriately in the hazardous good store:

- Chromic acid – DG Class 8;
- Hydrochloric acid and Sulphuric acid – DG Class 8;
- Nitrogen – DG Class 2.2;
- Alumol 195 – DG Class 8;
- Molten aluminium – DG Class 9; and
- Dross aluminium – DG Class 4.3.

Figure 1.1. General locality of the Site. Approximate site boundaries are shown in yellow for 21D School Drive, and in blue for 21F School Drive.

Date	Revision	Drawn By	Site description
30/10/19	Revision A	R. Loemker	21D School Drive Tomago (Lot 11, DP270328) and 21F School Drive (Lot 8, DP270328)
04/02/20	Revision B	M.Jackson	

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Client	**REMONDIS Australia Pty Ltd**
Project	Preliminary Environmental Assessment
Title	General Locality
Scale	As shown
Source	Google Maps

Figure 1.2. Land use zoning IN1 General Industrial under *Port Stephens Local Environmental Plan* 2013. Approximate site boundaries are shown in yellow and blue.

Date	Revision	Drawn By	Site description
30/10/19	Revision A	R. Loemker	21D School Drive Tomago (Lot 11, DP270328) and 21F School Drive (Lot 8, DP270328)
04/02/20	Revision B	M.Jackson	

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Client	**REMONDIS Australia Pty Ltd**
Project	Preliminary Environmental Assessment
Title	Land use zoning
Scale	As shown
Source	NSW Department of Planning and Environment

Figure 1.3. Aerial view of 21D School Drive Tomago (Lot 11, DP270328) (red lines) and 21F School Drive Tomago (Lot 8, DP270328) (blue lines).

Date	Revision	Drawn By	Site description
30/10/19	Revision A	R. Loemker	21D School Drive Tomago (Lot 11, DP270328) and 21F School Drive (Lot 8, DP270328)
04/02/20	Revision B	M.Jackson	

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Client	REMONDIS Australia Pty Ltd
Project	Preliminary Environmental Assessment
Title	Aerial Image
Scale	As shown
Source	Newcastle Herald

2. Site infrastructure

The current infrastructure on the 21D School Drive site, as approved under Major Project MP 10_003, is summarised in the following sections.

2.1 Access

The Site has two points of access, the front entrance via School Drive and a side entrance via a private road that extends off School Drive (refer to Figure 1.3). This road has a combination of sealed and gravel surface sections. A haul road into the site also exists on the northern boundary of the property, although this access is not on the property and was formerly used to transport molten aluminium from Tomago Aluminium into the site.

Vehicles will turn off Tomago Road from either the east or west, into School Drive and then into the main entrance of the Facility. Outbound vehicles follow School Drive and turn either east or west onto Tomago Road as shown in Figure 2.1.

2.2 Hardstand

An outdoor hardstand area is in place to assist in all-weather vehicle movement and to protect underlying soils from spills.

2.3 Buildings

The Site has two large industrial warehouses with internal offices and mezzanine areas (refer to Figure 1.3). Office space and staff amenities are located in the southern portion of Building No 1. This includes an office, lunchroom and bathroom facilities.

There is also a smaller metal clad workshop with associated offices plus car parking.

2.4 Car parking

A total of 82 car parking spaces were approved for staff and visitors parking in the southern portion of the site, adjacent to Building No. 1.

2.5 Power supply

The site is supplied by mains electricity. The electricity infrastructure in the vicinity of the site was upgraded in late 2011 to meet the increasing demands of the existing development.

2.6 Potable water supply

An existing 150mm diameter Hunter Water Corporation main supplies potable water to the site. The existing main is fed by a 500mm diameter main that runs along Tomago Road.

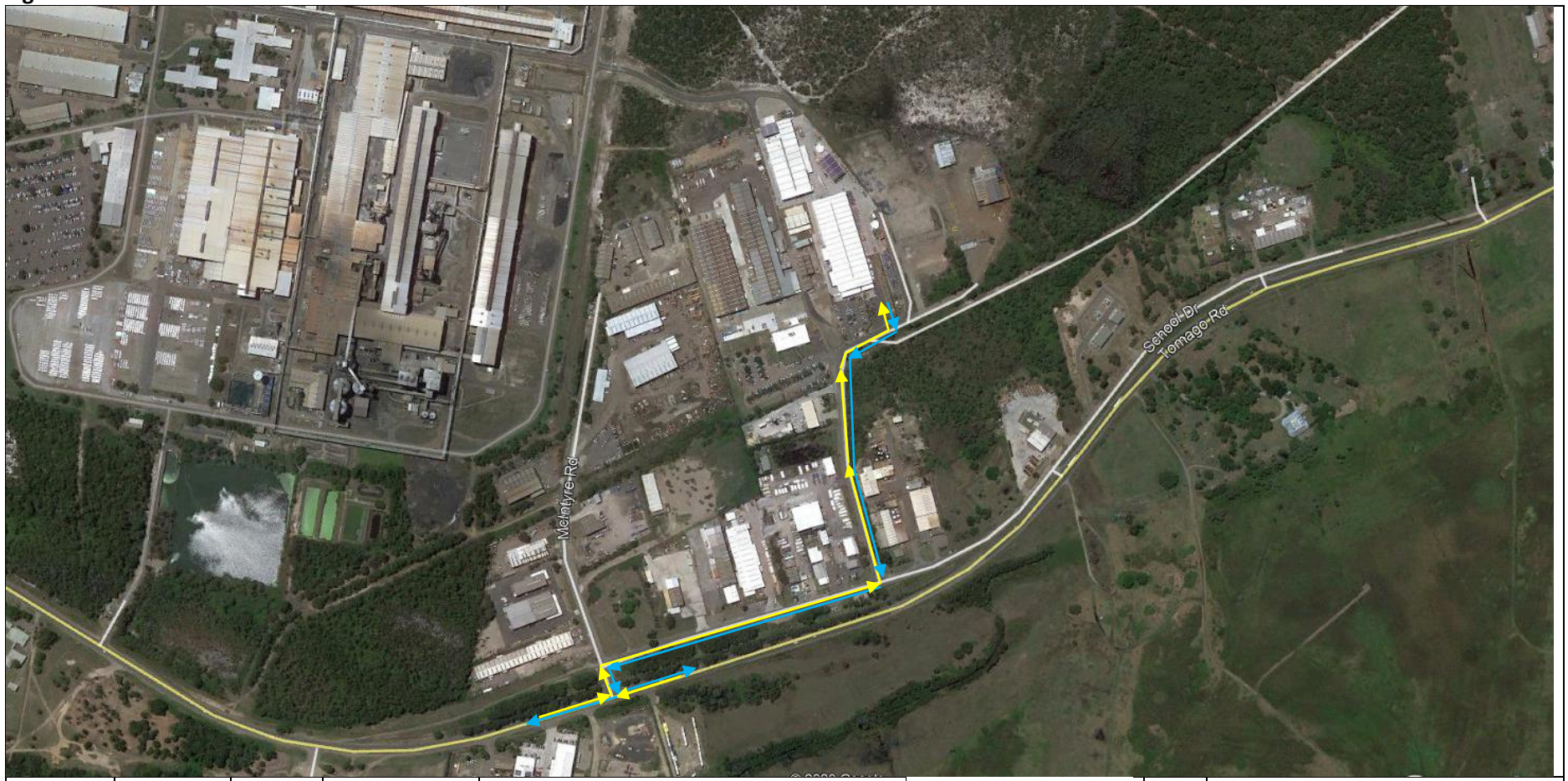
2.7 Communications

A telephone line is parallel to the southern boundary.

2.8 Sewage treatment

The site is unsewered and an EnviroCycle wastewater treatment system is in operation at the south eastern corner of the site. Wastewater is conveyed through rising mains installed across the site. Wastewater treated by the EnviroCycle is transferred to a holding tank and pumped out regularly for off-site treatment.

Figure 2.1. Vehicular access to the Site.



Date	Revision	Drawn By	Site description
18/03/2020	Revision A	R. Loemker	21D School Drive Tomago (Lot 11, DP270328) and 21F School Drive (Lot 8, DP270328)

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Client	**REMONDIS Australia Pty Ltd**
Project	Preliminary Environmental Assessment
Title	Vehicular Access
Scale	As shown
Source	Google Maps

2.9 Process water treatment

A reverse osmosis water treatment system was in place adjacent to Building 2, located within fully concrete block bunded shed. However, it is understood that from recent site investigations, this system has been removed.

2.10 Diesel fuel tank storage and bunding

A fully bunded area with diesel fuel tank is in place adjacent to Building 2, located within full concrete block bunded shed. The diesel tank is located adjacent to the reverse osmosis water treatment plant.

2.11 Integrated water management

An integrated water management strategy was proposed for the site in the original development and includes the following strategies:

- Rainwater runoff from roofs directed to 250kL storage tanks, and treated for reuse as process water;
- Water from the onsite sewer treatment system treated and re-used for onsite subsurface irrigation;
- Runoff from paved areas treated by gross pollutant traps and directed to infiltration zones;
- In larger storm events, high flows bypass the Gross Pollutant Trap and discharged to the area south of the site; and
- Process water reject is stored separately and tankered and disposed at a facility licenced to accept trade waste.

2.12 Firefighting equipment

The site is currently serviced by a number of fire hydrants and fire hose reels. Building 1 has a sprinkler system and Building 2 and the workshop are un-sprinklered. Concrete bunding for firewater containment in buildings 1 and 2 is present however no bunding is provided for doors or roller doors in any of the buildings.

3. Description of the project

3.1 Operational description of the development

The Tomago Resource Recovery Facility will receive, sort, process and recycle a range of materials from households, businesses and industries across the Hunter. The operation will also include a truck parking depot for the collection fleet, a maintenance workshop and self-bunded storage tanks for liquid wastes and fuels/oils to support the collection fleet.

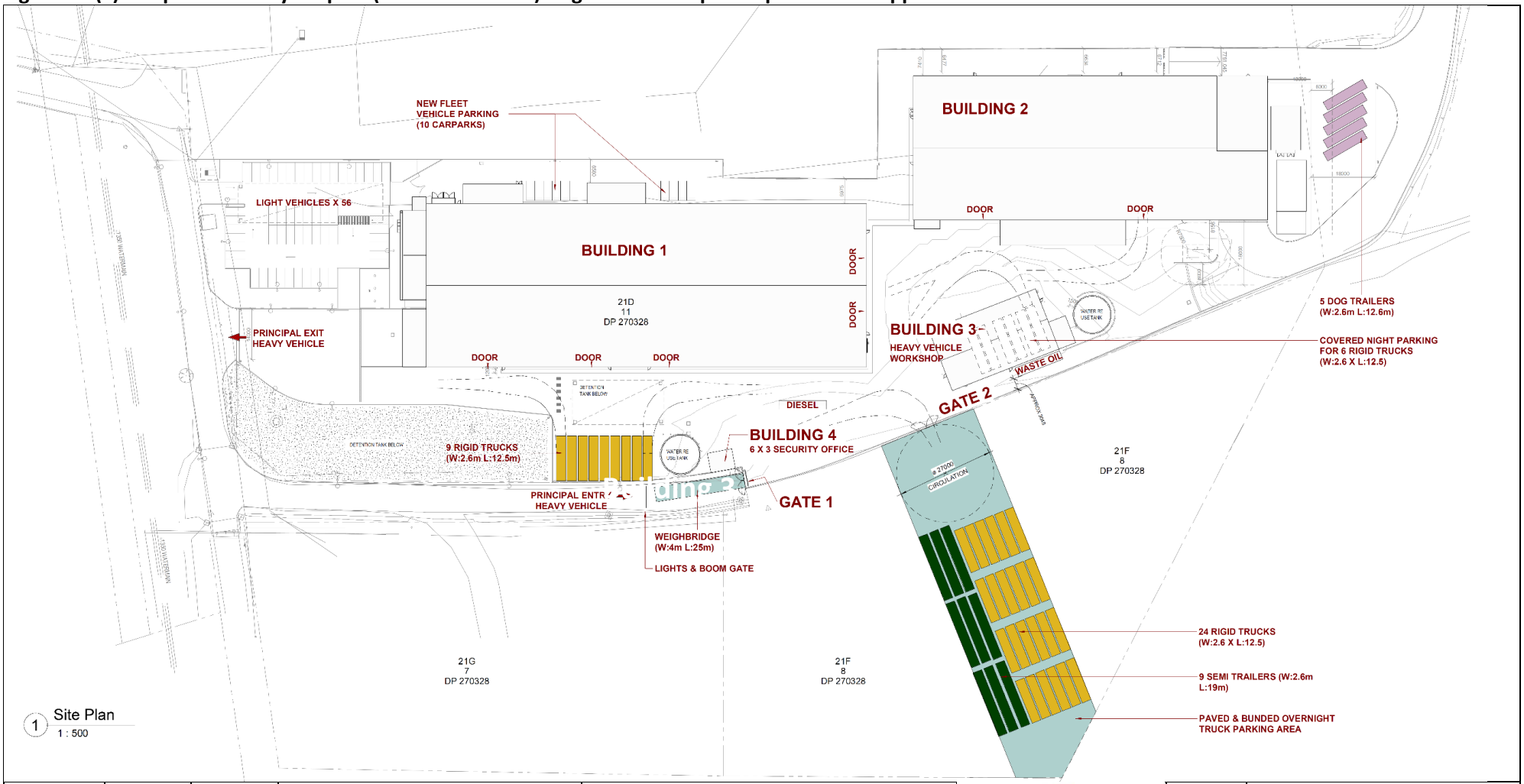
The recycling operations will be established within Buildings 1 and 2 on the site. Each recycling operation will be established in discreet parts of the existing industrial warehousing, and collectively, the Tomago Resource Recovery Facility will provide a wide range of recycling services through:

- A fully integrated Materials Recovery Facility for sorting and processing dry recycling;
- A Cardboard Baling Facility for source separated cardboard collected from businesses;
- A Drill Mud Recycling Facility for drill mud sourced from various commercial activities;
- A Packaged Food Recycling Plant, which will accept packaged foods and drinks, separating the food contents and packaging for recycling;
- A Garden Organics Primary Processing plant, which will receive, decontaminate and shred woody garden organics for off-site composting;
- A Hazardous Waste Recycling Facility, for sorting and aggregating a range of spent solid materials and liquids containing oils and chemicals;
- A Copper Processing area; and
- A Metals Recycling Facility.

A truck parking depot will be established on the adjacent vacant lot referred to as 21F School Drive. A more detailed description of the proposed recycling operations is provided in Sections 3.1.1 to 3.1.12.

Figure 3.1(a) provides the site layout plan for the proposed operation. Figures 3.1(b)-(d) provide the general arrangement plan for Buildings 1-3. The architectural plans and drawings for the proposed development are provided in Appendix 2. Note that the building number references are different to the original approval under MP 10_0039.

Figure 3.1(a). Proposed site layout plan (lots 21D and 21F). High resolution plan is provided in Appendix 2.



Date	Revision	Drawn By	Site description
07/02/2020	Revision A	M. Jackson	21D School Drive Tomago (Lot 11, DP270328) and 21F School Drive (Lot 8, DP270328)

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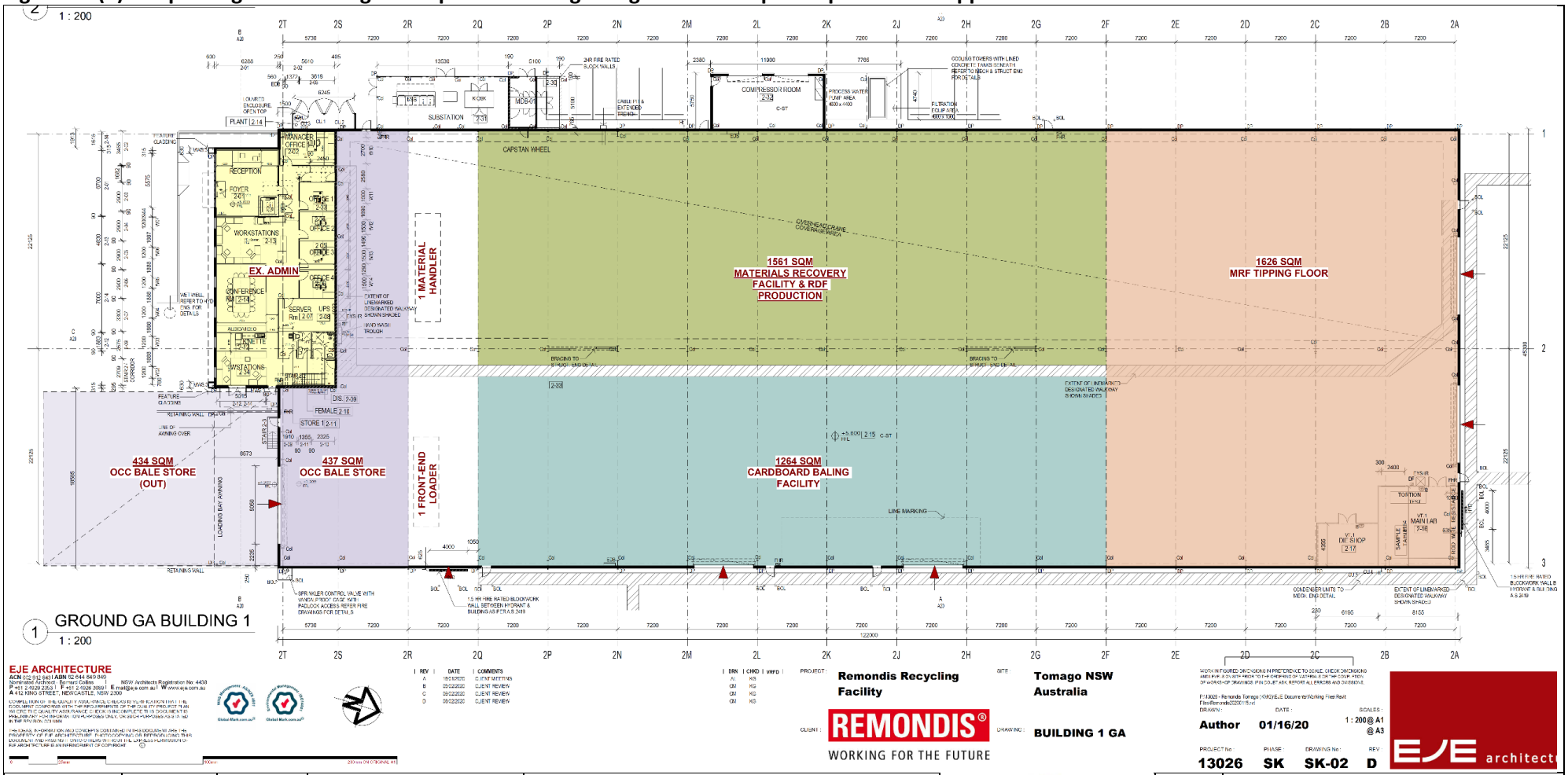
Client	REMONDIS Australia Pty Ltd
Project	Preliminary Environmental Assessment
Title	Proposed site layout plan
Scale	As shown
Source	EJE Architecture

Figure 3.1(b). Proposed general arrangement plan – Building 1. High resolution plan is provided in Appendix 2.



Date	Revision	Drawn By	Site description
07/02/2020	Revision A	M. Jackson	21D School Drive Tomago (Lot 11, DP270328)

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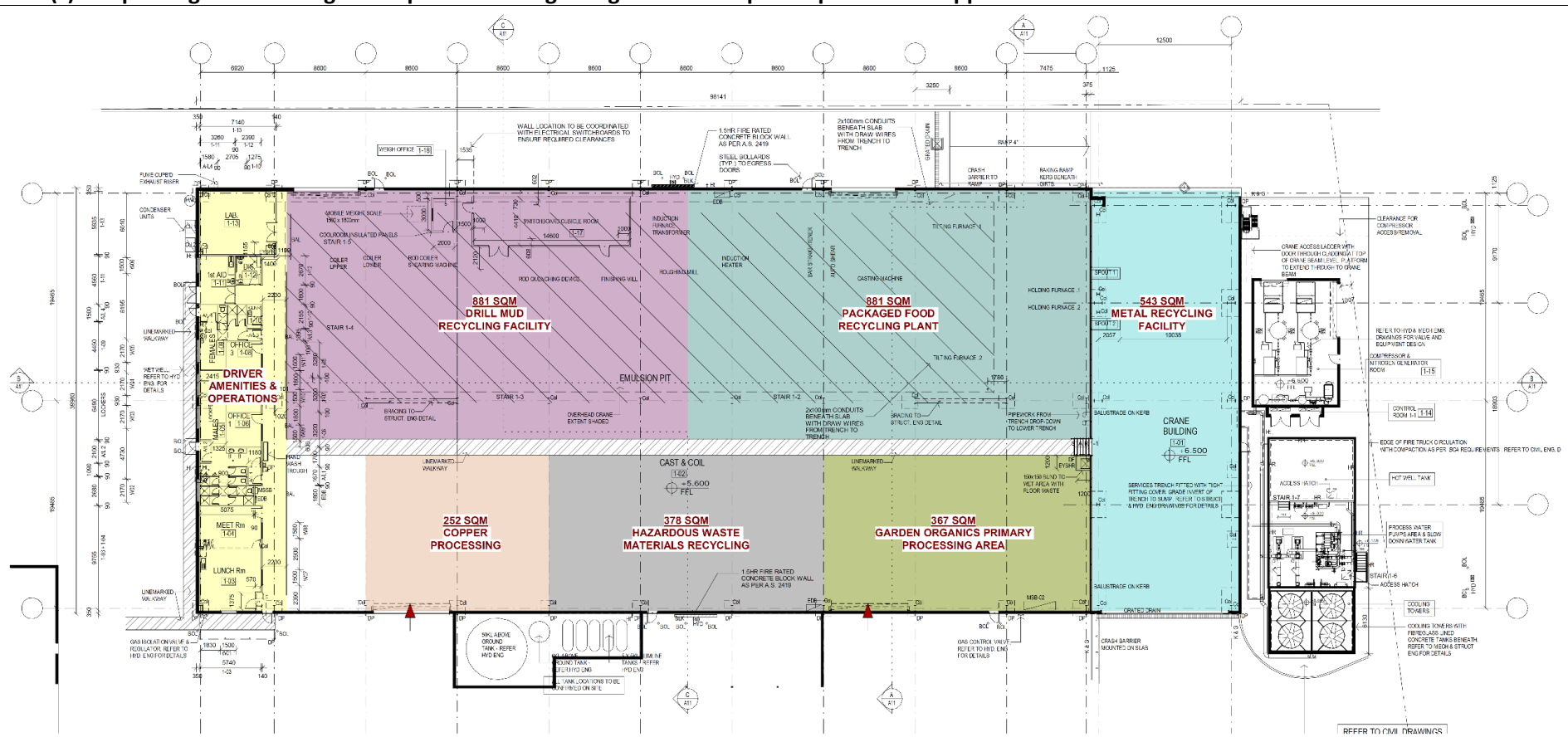
Client	REMONDIS Australia Pty Ltd
Project	Preliminary Environmental Assessment
Title	Proposed general arrangement plan – Building 1
Scale	As shown
Source	EJE Architecture

Figure 3.1(c). Proposed general arrangement plan – Building 2. High resolution plan is provided in Appendix 2.



Date	Revision	Drawn By	Site description
07/02/2020	Revision A	M. Jackson	21D School Drive Tomago (Lot 11, DP270328)

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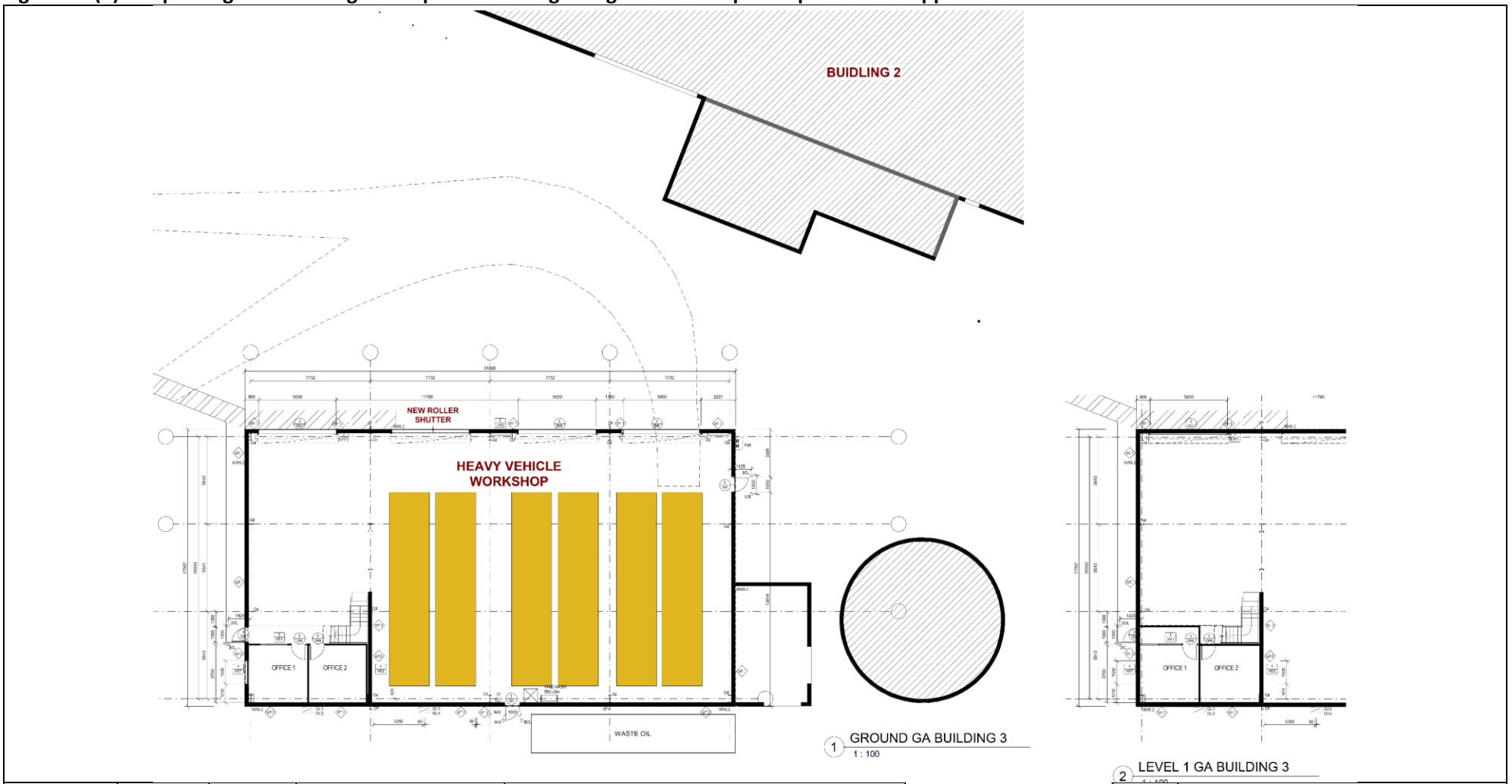
Client	REMONDIS Australia Pty Ltd
Project	Preliminary Environmental Assessment
Title	Proposed general arrangement plan – Building 2
Scale	As shown
Source	EJE Architecture

Figure 3.1(d). Proposed general arrangement plan – Building 3. High resolution plan is provided in Appendix 2.



Date	Revision	Drawn By	Site description
07/02/2020	Revision A	M. Jackson	21D School Drive Tomago (Lot 11, DP270328)

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Client	REMONDIS Australia Pty Ltd
Project	Preliminary Environmental Assessment
Title	Proposed general arrangement plan – Building 3
Scale	As shown
Source	EJE Architecture

3.1.1 Waste materials to be received, quantities and storage

A summary of these proposed operations and the materials that will be accepted for recycling is summarised in Table 3.1. This table also lists the projected annual tonnages of materials to be received through each recycling process.

The proposed facility will receive up to 98,201 tonnes per annum of solid and liquid wastes for sorting, processing, aggregation and recycling. At any one point in time, the facility may store up to 5,000 tonnes of solid and liquid wastes.

Table 3.1. Summary of proposed recycling operations, wastes to be received and annual tonnages projected to be received through each recycling process.

Recycling process	Types of materials to be received and processed	Source	Annual tonnage projections (tonnes pa)	Waste classification
Materials Recovery Facility (MRF)	+ Paper / cardboard + Plastics + Glass + Timber / wood + Mixed dry general waste	Households Businesses	31,000	General solid waste (non-putrescible)
Cardboard Baling Facility (CBF)	+ Cardboard	Businesses	30,000	General solid waste (non-putrescible)
Drill Mud Recycling Facility (DMRF)	+ Drill mud (soil and water mixture)	Industry	5,000	Category 1 trackable liquid waste
Packaged Food Recycling Plant (PFRP)	+ Packaged food products	Businesses Industry	2,000	General solid waste (putrescible)
Garden Organics Primary Processing (GOPP)	+ Woody garden organics	Households Businesses	5,000	General solid waste (non-putrescible)
Metals Recycling (MR)	+ Ferrous metals + Non-ferrous metals	Households Businesses	4,000	General solid waste (non-putrescible)
Copper Processing area (CP)	+ Copper wire	Businesses	1,000	General solid waste (non-putrescible)
Hazardous Waste Recycling Facility (HWRF)	+ Drained Oil filters, rags and absorbent material (hydrocarbons)	Businesses Industry	500	General solid waste (non-putrescible)
	+ Containers & drums of controlled waste residues	Businesses Industry	500	Category 1 trackable solid waste (N100)
	+ Contaminated Soils	Businesses Industry	12,000	Category 1 trackable solid waste (N120)
	+ Lead Acid Batteries	Businesses Industry	500	Category 1 trackable solid waste (D220)
	+ Waste Mineral Oils	Businesses Industry	6,000	Category 1 trackable liquid waste (J100)
	+ Oily water/Coolant etc	Businesses Industry	300	Category 1 trackable liquid waste (J120)
	+ Batteries (Li-ion/NiCad/etc)	Businesses Industry	1	General solid waste (non-putrescible)
	+ Fluoro Tubes	Businesses Industry	50	General solid waste (non-putrescible)
	+ Gyproc	Businesses Industry	200	General solid waste (non-putrescible)

Recycling process	Types of materials to be received and processed	Source	Annual tonnage projections (tonnes pa)	Waste classification
	+ Used Fire extinguishers and Pressure Vessels/Rams etc	Businesses Industry	50	General solid waste (non-putrescible)
	+ Residual Solvents / Thinners / Paints	Businesses Industry	50	Category 1 trackable liquid waste (J100)
	+ E-waste	Businesses Industry	50	General solid waste (non-putrescible)
TOTAL			98,201	

3.1.2 Truck parking depot

The Tomago Resource Recovery Facility will incorporate a truck parking depot. A fleet of different collection trucks will be used to collect waste materials for recycling from customer sites, and vehicles will also be used for transporting sorted materials for off-site manufacturing and recycling, with residuals sent for lawful disposal off-site. Trucks will park on a bunded hardstand area to be developed on 21F School Drive, directly east of the operations proposed on 21D School Drive. A summary of operational features of the Truck Parking Depot is provided in Table 3.2.

Table 3.2. Operational features of the truck parking depot.

Type of truck vehicle to be parked on site	Numbers of vehicles to be parked on-site
Front lift trucks	10
Hook lift trucks	11
Rear lift trucks	3
Tanker trucks	10
SuperVac trucks	2
Walking floor trucks	1
Tautliner trucks	1
Hiab trucks	2
Merrell trucks	2
Workshop truck	1
Total	**43**

3.1.3 Maintenance Workshop

A maintenance workshop will be established on the site. The workshop will provide vehicle maintenance services to support the REMONDIS truck collection fleet. The workshop will store a limited quantity of fuels, oils and cleaning chemicals to support the operations. All maintenance activities will be performed indoors within this building (refer to Figure 3.1(d)).

3.1.4 Materials Recovery Facility (MRF)

A sorting and recycling facility for co-mingled dry recyclables collected from households and businesses will be deployed within Building 1. Collection vehicles will enter from the front of the site in the forward direction, pass over the weighbridge for gross weight recording, and then will enter Building 1 for unloading (refer to Figure 3.1(b)). Vehicles will tip into a bunded concrete inspection bay, where materials will be inspected for contamination. Any gross physical contamination will be removed by a mobile telehandler and placed into a waste disposal bin.

Co-mingled recycling will then be loaded into a hopper of the sorting plant for separation by material type. The MRF processing line will separate paper / cardboard, plastics, aluminium, steel and glass through a semi automated process involving the following equipment:

- Screens;
- Near Infrared sorter;
- Magnet;
- Eddy current separator;
- Various conveyors;
- Shredders; and
- Balers.

The MRF processing line will also separate the residual fraction of materials which cannot be easily sorted and recycled into a baled commodity. This material, which will include small pieces of plastic, paper and cardboard will be separated, shredded, stored loose or baled and wrapped as a refuse derived fuel (RDF).

Baled paper/cardboard, steel, aluminium, plastics, glass (stored in hook lift bins) and RDF will be transferred into a product storage area. Products will be sampled and tested where required to confirm conformance with customer specifications. Product will then be transported off site by vehicles for manufacturing, recycling or use off-site. Note that vehicles will pass over the weighbridge for net weight assessment prior to exiting the facility in the forward direction.

The MRF is expected to process up to 36,000 tonnes per year of source separated co-mingled recycling and mixed dry general solid waste.

3.1.5 Cardboard Baling Facility (CBF)

A separate part of the Tomago Resource Recovery Facility will be a dedicated Cardboard Baling Facility (CBF). Collection vehicles will enter from the front of the site in the forward direction, pass over the weighbridge for gross weight recording, and then will enter Building 1 for unloading (refer to Figure 3.1(b)).

Trucks will then manoeuvre to the cardboard waste receiving area where cardboard is to be emptied within the concrete bunker cardboard receival area. Cardboard will be spread with a telehandler to remove any contamination prior to baling. Contaminants will be separated and placed into a general waste bin for off-site disposal.

Waste will be processed internally in the CBF. A bobcat or front-end loader will be used to load the cardboard baler. Cardboard is baled in a hydraulic bale press and secured via steel wire into one tonne blocks and stored before transport off-site for recycling. Bales will be stored in a separate area, prior to loading onto semi-trailers for transport to manufacturers. Trucks carrying baled cardboard will pass over the weighbridge for net weight assessment, and trucks will leave the site in the forward direction.

3.1.6 Drill Mud Recycling Facility (DMRF)

Drill mud is currently generated by various commercial activities which include hydro-excavation or non-destructive digging, exploration drilling and horizontal boring. Drilling fluid (drill mud) is used as a lubricant and as a coolant during drilling operations such as horizontal direction drilling, potholing and investigative drilling for mining and coal seam gas exploration. Drill mud is a mixture of water, clays, fluid loss control additives, density control additives and viscosifiers, which typically requires transport for off-site treatment at a recycling facility.

REMONDIS proposes to establish a small drill mud recycling operation to receive, process and recycle drill muds. Drill mud will be transported via liquid tanker truck to the Tomago Resource Recovery Facility, passing over the weighbridge for gross weight assessment. The vehicle will then manoeuvre to the Drill Mud Recycling Facility (DMRF) in Building 2 (refer to Figure 3.1(c)). The operation will involve the following:

- Drill mud tanker trucks will enter the DMRF, and will be pumped out into a bunded 50,000 L drill mud holding tank. Trucks will then exit in the forward direction over the weighbridge for net weight recording;
- The internal body of the tanker truck may be cleaned internally with rainwater from the site's rainwater harvesting system, and the wash out water will be pumped into the 50,000 L drill mud holding tank;
- The contents of the drill mud holding tank will be pumped at a specific rate into an on-site drill mud centrifuge, which will separate the solids (soil) from the liquid phase (mainly water);
- Dewatered solids (soil) will be transferred into a hook lift bin and moved to the dewatered drill mud storage area for sampling and testing to confirm compliance with the EPA's *Treated Drilling Mud Order* 2014;
- The supernatant (liquid phase) will be pumped to a 50,000 L holding tank for testing. This water may be sent off-site for treatment or recycling at a lawful facility.

3.1.7 Packaged Food Recycling Plant (PFRP)

The Packaged Food Recycling Plant (PFRP) will receive, depackage and recycle foods, drinks and associated packaging collected from retailers and manufacturers. The PFRP will separate foods from their packaging, to enable the recovery of the food fraction (such as through off-site composting or soil injection) and packaging, including steel, aluminium, plastics and liquid paperboard.

Collection vehicles carrying packaged food on pallets will enter from the front of the site in the forward direction, pass over the weighbridge for gross weight recording, and then will enter Building 2 for unloading (refer to Figure 3.1(c)).

Trucks will then manoeuvre to the PFRP where pallets of packaged food and drinks will be unloaded and stored in a bunded storage bay. Forklifts will transfer the contents of the pallets into a receiving hopper of the food depackaging unit. The food depackaging unit 'chops and squeezes' the content of the food or drink item, separating the packaging from the food contents. The liquidised food is discharged and pumped into a 20,000 L on-site liquid food waste holding tank, which will pumped out twice weekly and transported off-site for recycling. Ventilation and odour control systems will be considered to capture any odorous air from the depackaging process and the liquid food waste holding tank.

Packaging separated by the depackaging unit will be stored in a hooklift bin and transferred to the MRF for processing, separation and recycling of packaging.

3.1.8 Garden Organics Primary Processing (GOPP)

A separate part of the Tomago Resource Recovery Facility will be a dedicated Garden Organics Primary Processing area (GOPP). This facility will receive, shred and send off-site primary processed garden organics to licenced composting facilities for processing and manufacturing into compost.

Collection vehicles will enter from the front of the site in the forward direction, pass over the weighbridge for gross weight recording, and then will enter Building 2 for unloading (refer to Figure 3.1(c)).

Trucks will then manoeuvre to the GOPP waste receiving area where garden organics are emptied within the concrete bunker receival area. Garden organics will be spread with a telehandler to remove any contamination prior to transfer the pre-processing storage concrete bunker. Contaminants will be separated and placed into a general waste bin for off-site disposal.

Garden organics will be processed internally in the GOPP. A telehandler or front-end loader will load the decontaminated garden organics into a shredding plant, that will grind the garden organics to <50mm in particle

size. Shredded garden organics will then be moved by front end loader to a storage bunker, for regular transport via truck to a licensed composting facility for recycling. Trucks carrying shredded garden organics will pass over the weighbridge for net weight assessment, and trucks will leave the site in the forward direction.

3.1.9 Hazardous Waste Materials Recycling (HWMR)

A range of spent solid materials and liquids containing oils and chemicals will be received, aggregated and stored according to chemical group within the Tomago Resource Recovery Facility. These materials are collected from mining and manufacturing in the Hunter. Sorting and aggregation of the materials by type enables these materials to the efficiently collected and transported to off-site processing, recycling or disposal facilities.

The Hazardous Waste Materials Recycling (HWMR) area will be established in Building 2 (refer to Figure 3.1(c)). Trucks will enter the facility in the forward direction, over the weighbridge for gross weight recording, and will then manoeuvre to the HWMR area. The manifest for each collection vehicle will be inspected, and solid waste materials in bins or containers will be loaded and inspected in a bunded area. Where appropriate, materials will be hand sorted and stored in bunded closed containers by material category type. This will include:

- Drained oil filters, rags and absorbent material (hydrocarbons);
- Containers & drums of controlled waste residues;
- Contaminated soils;
- Lead acid batteries;
- Batteries (Li-ion/NiCad/etc);
- Fluoro tubes;
- Gyproc;
- Use fire extinguishers and pressure vessels/rams etc; and
- E-waste.

Periodically, vehicles will enter the HWMR and collect aggregated materials for transport to other lawful facilities for processing, recycling or disposal. Trucks will pass over the weighbridge for net weight assessment, and trucks will leave the site in the forward direction.

The facility will also accept a range of trackable liquid wastes for aggregation. This will include:

- Waste Mineral Oils;
- Oily water/Coolant etc; and
- Residual Solvents/Thinners/Paints.

These liquid wastes will be transported to the Tomago Resource Recovery Facility in tankers or specialised containers on collection trucks. These trucks will enter the facility in the forward direction, over the weighbridge for gross weight recording, and will then manoeuvre to the HWMR area. Containers of trackable liquid wastes will be unloaded into a bunded storage area for assessment, classification and then decanting into holding tanks on the site. These tanks will be periodically emptied and transported in specialised containers or tanker trucks for off-site recycling or treatment. Trucks will pass over the weighbridge for net weight assessment, and trucks will leave the site in the forward direction.

3.1.10 Liquid Waste and Fuel Storage

To support the truck parking depot operations and recycling operations, storage tanks for fuels, liquid wastes and waste oils will be provided. These self-bunded and secure storage tanks will be constructed outdoors, with awnings and appropriate bunding to contain any spills which can be easily cleaned. An overview of these storage facilities in provided in Table 3.3.

Table 3.3. Storage tanks for fuels, liquid wastes and waste oils.

Storage tank	Self bunded storage tank volume (L)
Tank 1 – Waste oil	54,000
Tank 2 – Waste oil	67,000
Tank 3 – Oily water / coolant	20,000
Tank 4 – Oily water / coolant	20,000
Tank 5 – Fuel / AdBlue for refuelling vehicles and equipment	60,000
Tank 6 – Liquid food waste from Packaged Food Recycling Plant (PFRP)	20,000
Tanks 7 – Drill mud liquid storage tank	50,000

3.1.11 Copper Processing Area

The Tomago Resource Recovery Facility will also include a Copper Processing (CP) area. This area will involve the processing of electrical cabling sourced from mine sites, building and communications centre decommissioning to enable the recovery of copper wire and plastics.

Collection vehicles will enter from the front of the site in the forward direction, pass over the weighbridge for gross weight recording, and then will enter Building 2 for unloading (refer to Figure 3.1(c)).

Trucks will then manoeuvre to the CP area where copper wire will be emptied within a concrete bunker receival area. Cables will be spread with a material handler to remove any contamination, then cut with a shear and placed into storage bins for off-site transport and further processing. Plastic insulation around the wire will also be stored in a bin and will be sent off site for recycling.

Trucks carrying sorted copper or plastics in bins will pass over the weighbridge for net weight assessment, and trucks will leave the site in the forward direction.

3.1.12 Metal Recycling

A separate part of the Tomago Resource Recovery Facility will be a dedicated Metal Recycling (MR) facility. This facility will receive, sort, cut and potentially bale ferrous and non-ferrous metals from commercial and industrial collections.

Collection vehicles will enter from the front of the site in the forward direction, pass over the weighbridge for gross weight recording, and then will enter the rear of Building 2 for unloading (refer to Figure 3.1(c)).

Trucks will then manoeuvre to the MR waste receiving area where metals are emptied within the concrete bunker receival area. Metals will be spread with a telehandler to remove any contamination, then cut with a shear and placed into a baling area or directly into hook lift bins for off-site processing and recycling.

Trucks carrying baled or loose sorted metals in hook lift bins will pass over the weighbridge for net weight assessment, and trucks will leave the site in the forward direction.

3.2 Staff numbers

In total, it is anticipated that the Tomago Resource Recovery Facility will employ 76 people. This will include:

- 60 truck drivers, operators, mechanics and recycling hands;
- 12 office and administration staff;
- 4 sales staff.

3.3 Operational hours

The proposed operational hours for the development will be 24 hours per day, 7 days per week. However, most staff, vehicle movements, waste processing and product sales / transfer will occur during the hours of 6am and 10pm.

REMONDIS provide essential services to various power stations, mine sites, Local Government Authorities and various commercial entities. As a result REMONDIS have 24/7 response times in order to mobilise and deploy resources to handle emergency effluent collections, sewer pump station outages, night-shift spills, waste and recycling compactor stoppages and environmental incident response.

Further to this, REMONDIS will also require additional shift opportunities in order to receive some of the aforementioned and process the anticipated tonnages and will therefore at times need to operate the sorting facility 24hrs. The potential impacts of 24/7 operations will be considered in the Noise Impact Assessment and the Traffic Impact Assessment within the EIS.

3.4 Operational layout and separation of functional areas

Each recycling process within the Tomago Resource Recovery Facility will have a dedicated area which will be separated by internal walls to isolate the recycling process from another within the facility. Each separate functional area will have individual processes and specific areas for waste receival, processing, storage and dispatching areas.

As part of the EIS process, the design of these areas will be informed through the fire safety study, traffic management study, hazard and incident management analysis, and good practice waste and liquid storage (such as fully bunded areas for spill containment) in accordance with EPA guidelines.

4. Planning and legislative requirements

4.1 Project approval

REMONDIS is seeking approval for the receipt and processing of up to 98,200 tonnes of solid and liquid waste materials per annum. Waste materials include dry non-putrescible waste materials from domestic sources, commercial and industrial sources. It will also receive within this total a small amount of putrescible waste materials from the depackaging of food, such as drinks and packaged food items. The facility will also receive and recycle liquid wastes such as drill muds from hydro-excavation and oily wastes from mining and industrial activities across the region.

Under Schedule 1, Clause 23(6)(b) of the *State Environmental Planning Policy (State and Regional Development)* 2011, waste and resource management facilities that that treats, stores or disposes of industrial liquid waste and handles more than 1,000 tonnes per year of other aqueous or non-aqueous liquid industrial waste is declared State Significant Development.

The proposed development is therefore considered State Significant Development under Schedule 1(23)(6b) of the *State and Regional Development SEPP*. The State Significant Development application is to be assessed by the Minister for Planning.

The Minister for Planning will delegate the consent role to DPIE or the Independent Planning Commission, and will assess the potential impacts of the proposal development on information provided in an Environmental Impact Statement (EIS), and consider feedback from government agencies and the community. An EIS for State Significant Development must be prepared in accordance with the Planning Secretary's Environmental Assessment Requirements (SEARs).

The proposed development is also considered Integrated Development under Part 4 Division 4.8 Section 4.46 of the *Environmental Planning and Assessment Act* 1979. An Environment Protection Licence to authorise carrying out of scheduled activities at any premises is required

4.2 Statutory legislation

The relevant NSW legislation includes:

- *Environmental Planning and Assessment Act* 1979;
- *Environmental Planning and Assessment Regulation* 2000;
- *Protection of the Environment Operations Act* 1997*;*
- *Waste Avoidance and Resource Recovery Act* 2001;
- *Biodiversity Conservation Act* 2016*;*
- *Heritage Act* 1977; and
- *Roads Act* 1993.

4.2.1 Environmental Planning and Assessment Act 1979

The proposed development is consistent with the overall objectives of the *Environmental Planning and Assessment Act* 1979. Section 5 of the *Environmental Planning and Assessment Act* 1979 and the accompanying Regulation provide the framework for environmental planning in NSW and include provisions to ensure that proposals which have the potential to impact the environment are subject to detailed assessment, and to provide opportunity for public involvement.

The proposed development is consistent with the nominated objectives of the Act and is considered capable of fulfilling the statutory requirements. The site investigations have determined that the proposed development will not result in any significant negative impacts that cannot be adequately mitigated or managed. This will be assessed in detail at the development application stage.

The proposed project is considered to be State Significant Development requiring assessment under Part 4 Division 4.7 of the *Environmental Planning and Assessment Act* 1979.

4.2.2 Environmental Planning and Assessment Regulation 2000

While the *Environmental Planning and Assessment Act* 1979 provides the overarching framework for the planning system in NSW, the Environmental Planning and Assessment Regulation 2000 (the EP&A Regulation) supports the day-to-day requirements of this system. It supplements the broader provisions of the Act, and covers matters such as local environmental plans and development control plans, which are used by councils to manage growth and development through the use of land use zoning, development standards and other planning mechanisms. It also contains key operational provisions relating to the development assessment and consent process, requirements associated with development contributions, and fees for planning services.

The proposed development is considered to be State Significant Development requiring assessment under Part 4 Division 4.7 of the *Environmental Planning and Assessment Act* 1979.

4.2.3 Protection of the Environment Operations Act 1997

The *Protection of the Environment Operation Act* 1997 (POEO Act) prohibits any person from causing pollution of waters, or air and provides penalties for air, water and noise pollution offences. Section 48 of the Act requires a person to obtain an Environment Protection License (EPL) from the NSW Environment Protection Authority before carrying out any of the premise-based activities described in Schedule 1 of the Act.

Schedule 1 of the Act (34) details "Resource Recovery" as an activity. The relevant activity which applies to this development is:

> *"Recovery of general waste, meaning the receiving of waste (other than hazardous waste, restricted solid waste, liquid waste or special waste) from off site and its processing, otherwise than for the recovery of energy."*

This activity is declared to be a scheduled activity if it meets the following criteria:

> *"…If the premises are in the regulated area:*
>
> *(a) involves having on site at any time more than 1,000 tonnes or 1,000 cubic metres of waste, or*
> *(b) involves processing more than 6,000 tonnes of waste per year."*

The proposed facility is located in the regulated area and proposed to process more than 6,000 tonnes of waste per year, an Environment Protection Licence will need to be obtained for the facility. Following approval of the proposed development, REMONDIS will apply for an EPL from the NSW EPA.

4.2.4 Waste Avoidance and Resource Recovery Act 2001

This *Waste Avoidance and Resource Recovery Act* 2001 (WARR Act) underpins the NSW Government's *Waste Avoidance and Resource Recovery Strategy 2014 – 2021*, setting targets for recycling and reduction of litter in key priority area.

The *NSW Waste and Resource Recovery Strategy 2014-21* was released in December 2014. It sets clear directions for a range of priority areas over the next seven years and aligns with the NSW Government's waste reforms in *NSW 2021: A plan to make NSW number one*.

The strategy seeks to support investment in much-needed infrastructure, encourage innovation and improve recycling behaviour. The strategy also seeks to facilitate the development of new markets for recycled materials and reduce litter and illegal dumping.

The strategy sets the following targets for 2021–22:

- Avoiding and reducing the amount of waste generated per person in NSW;
- Increasing recycling rates to:
    - 70% for municipal solid waste
    - 70% for commercial and industrial waste
    - 80% for construction and demolition waste
- Increasing waste diverted from landfill to 75%;
- Managing problem wastes better, establishing 86 drop-off facilities and services across NSW;
- Reducing litter, with 40% fewer items (compared to 2012) by 2017; and
- Combatting illegal dumping, with 30% fewer incidents (compared to 2011) by 2017.

The new strategy provides a clear framework for waste management to 2021-22 and provides an opportunity for NSW to continue to increase recycling across all waste streams.

The proposed development will commit to environmental sustainability, waste avoidance and reduction practices. The proposed development will also increase and expand recycling infrastructure in Port Stephens and broader Hunter region and will make an important as well as increased recycling to help meet the waste targets under the NSW Government's *Waste Avoidance and Resource Recovery Strategy 2014-2021*

4.2.5 Biodiversity Conservation Act 2016

The *Biodiversity Conservation Act* 2016 provides the legislative framework for land management and biodiversity conservation. Biodiversity elements include major innovations to offsetting and private land conservation, as well as improvements to threatened species conservation and how we manage human-wildlife interactions.

The purpose of this Act is to maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development (described in section 6 (2) of the *Protection of the Environment Administration Act* 1991).

The site and surrounding areas have been subject to extensive disturbance from previous industrial uses. The site, and general locality is void of vegetation and no clearing is required as part of the proposed development. The site is not located in any areas identified as Terrestrial Biodiversity.

REMONDIS proposes to The Secretary (or delegate) that the requirement for a BDAR is waived. REMONDIS can demonstrate that the proposed development is not likely to have a significant impact on biodiversity values because:

- No clearing or removal of native vegetation is proposed as part of the development and thus the development will have negligible adverse impacts on threatened species or ecological communities, considering habitat suitability, abundance and occurrence, habitat connectivity, movement and water

sustainability including consideration of any non-natural features, non-native vegetation and human-built structures.

- The development proposed for 21D School Drive involves a change of use of existing built structures, and the development proposed for 21F School Drive will be on land which has been cleared and substantially disturbed.

4.2.6 Heritage Act 1977

The NSW *Heritage Act* 1977 (the Heritage Act) is the primary piece of State legislation affording protection to items of environmental heritage (natural and cultural) in New South Wales. Under the Heritage Act, 'items of environmental heritage' include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items are listed on the NSW State Heritage Register (SHR) and are given automatic protection under the Heritage Act against any activities that may damage an item or affect its heritage significance.

The Heritage Act also protects 'relics', which can include archaeological material, features and deposits. Section 4(1) of the Heritage Act (as amended 2009) defines 'relic' as follows:

> "*…relic means any deposit, artefact, object or material evidence that:*
>
> *(a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
>
> *(b) is of State or local heritage significance*..."

Section 139(1) of the Heritage Act states that:

> "*…A person must not disturb or excavate any land knowingly or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit…*"

The site has been subject to extensive disturbance from previous industrial uses.

A basic Aboriginal Heritage Information Management System (AHIMS) site register search shows that no Aboriginal sites are recorded in or near the Site or within a 50m buffer of the Site. However, a number of items of aboriginal significance have been previously identified within the wider Tomago area.

The Site is located 550m northwest of the Tomago House and Chapel. The Site is separated from the heritage items by a vegetation buffer and Tomago Road. Tomago House and Chapel are State Significant items listed on the State Heritage Register (*Heritage Act*, 1977), the items are also listed under *Port Stephens LEP*.

An extensive search of the AHIMS site register will be carried out during the EIS stage to confirm that there are no Aboriginal sites or places recorded in the Site. The proposed development will not have an adverse impact upon the heritage value of the nearby Tomago House and Chapel.

The development proposed for 21D School Drive involves a change of use of existing built structures, and the development proposed for 21F School Drive will be on land which has been cleared and substantially disturbed. Therefore an Aboriginal Cultural Heritage Assessment Report will not be prepared as part of the EIS.

4.2.7 Roads Act 1993

The *Roads Act* 1993 provides for a number of issues including the establishment of procedures for opening and closing public roads, acquisition of land for roadways in addition to regulating the carrying out of various activities on public roads including roadwork and road widening operations.

The Site is located within the Tomago Industrial Area which is serviced principally by Tomago Road to the south and the Pacific Highway to the west. Tomago Road carries traffic from the Port Stephens and Williamtown Airport area to the Pacific Highway as well as local Industrial Traffic. The Pacific Highway, through Tomago, forms part of the main transport route between Brisbane, Newcastle and Sydney. Access to the Site is via School Drive which in turn joins Tomago Road.

It is expected that additional traffic generated by the proposed development will be well within the capacity of the existing roads. A qualified traffic engineer will be engaged to prepare a Traffic/Parking Impact Assessment Report for submission as part of the EIS.

The report will need to address the likely impact of intensified use of the site on the flow of traffic on School Drive and Tomago Road and the surrounding road network as well as on-site manoeuvring, truck volumes and any proposed parking arrangements. The report will need to demonstrate that sufficient car and truck parking have been provided on-site. Traffic management will be more thoroughly addressed in the EIS.

Provision of car parking spaces will need to be consistent with the Port Stephens DCP and the existing development consent (MP 10_0039 in Appendix 1).

No closure of public roads would be required in order to gain access to the Site during the demolition/construction and operation phases of the project. The proposed development does not seek to alter the access arrangements from the public roadway.

4.3 State Environmental Planning Policies

4.3.1 State Environmental Planning Policy (State and Regional Development) 2011

The aims of the SEPP (State and Regional Development) 2011 are:

(a) To identify development that is State Significant Development.
(b) To identify development that is State Significant Infrastructure and critical State Significant Infrastructure.
(c) To identify development that is regionally significant development.

Under Part 2, Clause 8 of the State and Regional Development SEPP, development is declared to be State significant development if the development is specified in Schedule 1 or 2. The relevant Schedule for the proposed development is Schedule 1 Clause 23 *waste and resource management facilities*, which states:

1) *Development for the purpose of regional putrescible landfills or an extension to a regional putrescible landfill that—*
   (a) has a capacity to receive more than 75,000 tonnes per year of putrescible waste, or
   (b) has a capacity to receive more than 650,000 tonnes of putrescible waste over the life of the site, or
   (c) is located in an environmentally sensitive area of State significance.
2) *Development for the purpose of waste or resource transfer stations in metropolitan areas of the Sydney region that handle more than 100,000 tonnes per year of waste.*

3) *Development for the purpose of resource recovery or recycling facilities that handle more than 100,000 tonnes per year of waste.*
4) *(4) Development for the purpose of waste incineration that handles more than 1,000 tonnes per year of waste.*
5) *Development for the purpose of hazardous waste facilities that transfer, store or dispose of solid or liquid waste classified in the Australian Dangerous Goods Code or medical, cytotoxic or quarantine waste that handles more than 1,000 tonnes per year of waste.*
6) *Development for the purpose of any other liquid waste depot that treats, stores or disposes of industrial liquid waste and—*
   (a) handles more than 10,000 tonnes per year of liquid food or grease trap waste, or
   (b) handles more than 1,000 tonnes per year of other aqueous or non-aqueous liquid industrial waste.

Under Schedule 1, Clause 23(6)(b) of the State and Regional Development SEPP the proposed development is declared State Significant Development as REMONDIS propose to treat, store and dispose of industrial liquid waste and will handle more than 1,000 tonnes per year of other aqueous or non-aqueous liquid industrial waste.

Under Clause 8A (1) of the State and Regional Development SEPP, the Independent Planning Commission will be the consent authority for SSD applications:

- that are not supported by relevant council(s), or
- where the Department has received more than 25 public objections, or
- that has been made by a person who has disclosed a reportable political donation in connection with the development application

The Minister for Planning is the consent authority for all other SSD applications. The Minister has delegated his power to make a number of decisions to senior officers of DPIE.

The proposed development is therefore considered State Significant Development under Schedule 1(23)(6b) of the State and Regional Development SEPP.

4.3.2 State Environmental Planning Policy (Infrastructure) 2007

The aim of the *State Environmental Planning Policy (Infrastructure)* 2007 (Infrastructure SEPP) is to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services, and by providing greater flexibility in the location of infrastructure and service facilities.

Other key aims of the policy are to allow for the efficient development, redevelopment or disposal of surplus government owned land, and identify the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt development). The policy also seeks to help proponents identify matters to be considered in the assessment of development adjacent to particular types of infrastructure development and providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.

Under the Infrastructure SEPP, a resource recovery facility, waste disposal facility, waste or resource management facility and waste or resource transfer station have the same meanings as in the Standard Instrument, being the *Port Stephens Local Environmental Plan* 2013.

According to the *Port Stephens Local Environmental Plan* 2013, waste or resource management facility means any of the following:

> *(d) a resource recovery facility,*
> *(e) a waste disposal facility,*
> *(f) a waste or resource transfer station,*
> *(g) a building or place that is a combination of any of the things referred to in paragraphs (a)–(c).*

A resource recovery facility means

> *"…a building or place used for the recovery of resources from waste, including works or activities such as separating and sorting, processing or treating the waste, composting, temporary storage, transfer or sale of recovered resources, energy generation from gases and water treatment, but not including re-manufacture or disposal of the material by landfill or incineration."*

A waste or resource transfer station means:

> *"…a building or place used for the collection and transfer of waste material or resources, including the receipt, sorting, compacting, temporary storage and distribution of waste or resources and the loading or unloading of waste or resources onto or from road or rail transport."*

The proposed development is considered a waste or resource transfer station which, under the Infrastructure SEPP, is development permitted with consent on prescribed zones, which means any of the following land use zones:

(a) RU1 Primary Production,
(b) RU2 Rural Landscape,
(c) IN1 General Industrial,
(d) IN3 Heavy Industrial,
(e) SP1 Special Activities,
(f) SP2 Infrastructure.

The proposed development meets the definition of a "Resource recovery facility" and "Waste or resource management facility" under Section 120 of the Infrastructure SEPP. Given the proposed development is to occur in a prescribed IN1 General Industrial zoning, the development is considered to be consistent with Section 120 of the Infrastructure SEPP, being development, which is permissible subject to development consent.

4.3.3 State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

The *State Environmental Planning Policy (Vegetation in Non-Rural Areas)* 2017 ("Vegetation SEPP") commenced on 25 August 2017. The Vegetation SEPP is part of an extensive overhaul of native vegetation clearing laws in NSW and requires a Council permit to clear any vegetation below the Biodiversity Offset Scheme threshold, to which Part 3 of the Vegetation SEPP applies. The Vegetation SEPP applies to vegetation in 'non-rural' areas. Non-rural areas are defined as being land in the local government areas in metropolitan Sydney and Newcastle and land within a wide range of specified 'urban' zones.

Part 3 of the Vegetation SEPP applies only to vegetation that is declared by a development control plan to be vegetation to which the Vegetation SEPP applies. Where a development control plan doesn't contain such a declaration, urban trees in the Council's area may be unprotected.

Under Part 4 of the Vegetation SEPP, a person must not clear native vegetation in any non-rural area of the State that exceeds the Biodiversity Offset Scheme (BOS) threshold without the authority conferred by an approval of the Native Vegetation Panel.

The Site is located within "bushland" as identified in the *State Environmental Planning Policy (Vegetation in Non-Rural Areas)* 2017 as the Vegetation SEPP applies to land zoned General Industrial (IN1). However, the site, and general locality is void of vegetation and no clearing is required as part of the proposed development. Therefore, a permit from Port Stephens Council will not be required as there is no vegetation clearing to be undertaken.

4.3.4 State Environmental Planning Policy No. 55: Remediation of Land

Under *State Environmental Planning Policy, No. 55: Remediation of Land* (SEPP 55), applicants for consent must carry out a preliminary site investigation for any development consent sought on land previously used for activities that may cause contamination.

Specifically, Clause 7 of SEPP 55 requires the approval authority to have regard to certain matters before granting approval. These matters include:

- Whether the land is contaminated.
- Whether the land is, or would be, suitable for the purpose for which development is to be carried out.
- If remediation is required for the land to be suitable for the proposed purpose, whether the land will be remediated before the land is used for that purpose.

SEPP 55 also imposes obligations to carry out any remediation work in accordance with relevant guidelines, developed under the *Contaminated Lands Management Act* 1995 (discussed further below) and to notify the relevant council of certain matters in relation to any remediation work.

As the site has potentially been used for activities that may have caused contamination, a Preliminary Site Investigation will be required as part of the EIS.

4.3.5 State Environmental Planning Policy No 33: Hazardous and Offensive Development

State Environmental Planning Policy No 33: Hazardous and Offensive Development (SEPP 33) outlines the requirements for a Preliminary Hazard Analysis screening test, required to be undertaken for hazardous and potentially hazardous industries.

A potentially hazardous industry is defined within SEPP 33 as a development for the purpose of any industry which, if the development were to operate without employing any measures to reduce or minimise its impact, would pose a significant risk to human health, life or property, or to the biophysical environment.

Part 3 of SEPP 33 applies to:

> *(a) development for the purposes of a potentially hazardous industry, and*
> *(b) development for the purposes of a potentially offensive industry, and*
> *(c) development notified, for the purposes of this Part, by the Director in the Gazette as being a potentially hazardous or potentially offensive development.*

In accordance with the Department of Urban Affairs and Planning guideline "Applying SEPP 33" a risk screening procedure will be undertaken in the early stages of the development assessment. This screening procedure will determine if the proposed development triggers the requirements of Clause 12 of SEPP 33 which would require a Preliminary Hazard Analysis to be prepared. A Preliminary Hazard Analysis aims to identify key potential impacts of the development, as well as potentially offensive or hazardous issues that need to be considered as part of the EIS process.

Consultation with Tomago Aluminium Corporation Pty Ltd will also be carried out to confirm that the proposed resource recovery operations are compatible with the industrial precinct which is heavily influenced by the aluminium smelter operations.

4.3.6 State Environmental Planning Policy No. 44 – Koala Habitat Protection

State Environmental Planning Policy No 44 – Koala Habitat Protection (SEPP 44) encourages the conservation and management of natural vegetation areas that provide habitat for Koalas to ensure that permanent free-living populations will be maintained over their present range. This policy applies to each of the Local Government Areas (LGAs) listed in Schedule 1 of SEPP 44.

Schedule 2 contains a list of tree species that are favoured food tree species of Koalas in NSW.

Potential Koala habitat is defined in SEPP 44 as areas of vegetation where the trees of the types listed in Schedule 2 constitute at least 15% of the total number of trees in the upper or lower strata of the tree component.

SEPP 44 restricts granting development consent on land identified as a core koala habitat without preparation of a plan of management.

The site is located within the Port Stephens LGA. SEPP 44 list Port Stephens as an applicable LGA. Therefore SEPP 44 is applicable to the site and will need to be further assessed in the EIS. However, the site, and general locality is void of vegetation and no clearing is required as part of the proposed development. Therefore, it is unlikely that any requirements of SEPP 44 will be triggered by the Proposed Development.

4.3.7 State Environment Planning Policy No. 64 – Advertising and Signage

The aim of *State Environmental Planning Policy No 64 – Advertising and Signage* (SEPP 64) is to ensure that signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of a high-quality finish and design. This Policy does not regulate the content of signage and does not require consent for a change in the content of signage.

Part 2 of SEPP 64 details the requirements that a consent authority must be satisfied with prior to granting development consent:

> *A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied:*
>
> *(a) that the signage is consistent with the objectives of this Policy as set out in clause 3 (1) (a), and*
> *(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 1.*

Part 3 (9) of SEPP 64 details advertisements to which this Part applies and states:

This Part applies to all signage to which this Policy applies, other than the following:

(a) business identification signs,
(b) building identification signs,
(c) signage that, or the display of which, is exempt development under an environmental planning instrument that applies to it,
(d) signage on vehicles

Any signage installed as part of the proposed development will need to be assessed against and comply with SEPP 64.

4.4 Other applicable legislation or strategies

4.4.1 NSW Waste Avoidance and Resource Recovery Strategy 2014-2021

The *NSW Waste and Resource Recovery Strategy* 2014–21 was released in December 2014. It sets clear directions for a range of priority areas over the next seven years.

The strategy seeks to support investment in much-needed infrastructure, encourage innovation and improve recycling behaviour. The strategy also seeks to facilitate the development of new markets for recycled materials and reduce litter and illegal dumping.

The strategy sets the following targets for 2021–22:

- Avoiding and reducing the amount of waste generated per person in NSW;
- Increasing recycling rates to:
  - 70% for municipal solid waste
  - 70% for commercial and industrial waste
  - 80% for construction and demolition waste
- Increasing waste diverted from landfill to 75%;
- Managing problem wastes better, establishing 86 drop-off facilities and services across NSW;
- Reducing litter, with 40% fewer items (compared to 2012) by 2017; and
- Combatting illegal dumping, with 30% fewer incidents (compared to 2011) by 2017.

The strategy provides a clear framework for waste management to 2021–22 and provides an opportunity for NSW to continue to increase recycling across all waste streams.

The proposed development modification will increase and expand recycling infrastructure in Port Stephens and the greater Hunter area and will make an important contribution to increasing the recycling rate of Commercial and industrial waste from 53% (in 2017-18) to 70% by 2021.

4.4.2 NSW Energy from Waste Policy Statement

The NSW Energy from Waste Policy sets out the policy framework and overarching criteria that apply to facilities in NSW proposing to thermally treat waste or waste-derived materials for the recovery of energy and in doing so provides regulatory clarity to industry and the community.

The Policy was published in 2015 to guide proponents considering the development of Energy from Waste projects in NSW. The Policy provides guidance in relation to the following matters:

- Definition of waste materials that can be considered 'eligible waste fuels'. Facilities that use these materials (e.g. biomass from agriculture) are considered by the EPA to pose a low risk of harm to the environment and human health due to their origin, low levels of contaminants and consistency over time;
- Requirement to use international best practice Energy Recovery technology, particularly for plants seeking to thermally treat non-standard fuels derived from waste materials (such as RDF);
- Technical criteria that relate to time and temperature of combustion, including strict air emission limits;
- Thermal efficiency criteria that relate to the minimum amount of energy recovered as electricity or heat; and
- Resource recovery criteria, which set out limits on the amounts of certain waste materials that can be used as fuel, to avoid impacts on the viability of recycling.

The proposed Tomago Resource Recovery Facility will produce RDF from the residual fraction of household and commercial waste materials sorted for recycling. The facility will need to comply with the following Resource Recovery Criteria of the Policy:

- Where loads of mixed C&I waste materials are received, up to 50% by mass can be used as a "fuel" (and manufactured into RDF);
- It is noted that there is no cap on the percentage of C&I waste that can be used "fuel" (and manufactured into RDF) where it can be demonstrated that the business has effective and operating collection systems for all waste streams.

The application of the Energy from Waste Policy Statement and limits on the amounts of materials that are considered residual after the MRF sorting process will be established in discussion with the EPA during the preparation of the EIS.

4.4.3 Fire and Rescue NSW – Fire Safety Guidelines

In August 2019, Fire and Rescue NSW published new guidelines that apply to waste and resource recovery operations. These guidelines need to be considered for facilities that are seeking approval for upgrades or changes, and for new facilities.

The purpose of the document is to provide guidance on fire safety in waste facilities that receive combustible waste materials, including adequate provision for fire safety and facilitate safe fire brigade intervention to protect life, property and the environment. The guideline specially outlines the requirement of Fire and Rescue NSW for:

a) Considering for safety during all stages of a waste facility, including site selection, planning, design, assessment and operation;
b) Fire safety systems to be adequate to the special hazards identified within a waste facility and which also meet the operational needs of fire fighters;
c) Safe storage and stockpiling of combustible waste material based on expected combustibility and maximum pile size;
d) Workplace fire safety and fire safety planning, including procedures in the event of fire or an emergency incident.

An assessment of the proposed development will be carried out in a Fire Safety Study in accordance with the Fire and Rescue Guidelines and HIPAP2[1] as part of the EIS process.

[1] Department of Planning (2011). *Hazardous Industry Planning Advisory Paper No 2 - Fire Safety Study Guidelines.* Published by the Department of Planning, January 2011. Internet: https://www.planning.nsw.gov.au/-/media/Files/DPE/Guidelines/fire-safety-study-guidelines-2011-01.pdf?la=en

4.5 Approvals/licenses required

Some types of development are deemed to have State significance due to the size, economic value or potential impacts that a development may have.

The Government has identified certain types of development that are SSD, for example:

- New educational establishments, hospitals and correctional centres;
- Chemical and other manufacturing;
- Mining and extraction operations;
- Tourist and recreation facilities;
- Some port facilities;
- Waste management facilities; and
- Energy generating facilities.

Development that is State significant Development (SSD) is identified in the State and Regional Development SEPP.

For State significant Development an Environmental Impact Statement will be required and third parties must be notified and can appeal against a decision to grant consent.

The proposed development requires an Environment Protection Licence from the NSW Environment Protection Authority as a Resource Recovery Facility, as the site is located in the levy-paying area and processing capacity is greater than 6,000 tonnes per annum, pursuant to Clause 34(3) of Schedule 1 of the *Protection of the Environment Operations Act* 1997.

4.6 Local Environmental Planning Instrument

The site is located within the Port Stephens Local Government Area on land zoned IN1 General Industrial, as defined under the *Port Stephens Local Environmental Plan* 2013. The proposed development will focus on resource recovery activities as well as a truck parking depot.

The particular aims of this Port Stephens LEP are as follows:

- To implement the community's *Port Stephens Futures Strategy* 2009 and *Port Stephens Planning Strategy* 2011;
- To cultivate a sense of place that promotes community wellbeing and quality of life;
- To provide for a diverse and compatible mix of land uses supported by sound planning policy to deliver high quality development and urban design outcomes;
- To protect and enhance the natural environmental assets of Port Stephens;
- To continue to facilitate economic growth that contributes to long-term and self-sufficient employment locally;
- To provide opportunity for housing choice and support services tailored to the needs of the community;
- To conserve and respect the heritage and cultural values of the natural and built environments;
- To promote an integrated approach for the provision of infrastructure and transport services;
- To continue to implement the legislative framework that supports openness, transparency and accountability of assessment and decision making;
- To achieve inter-generational equity by managing the integration of environmental, social and economic goals in a sustainable and accountable manner.

The objectives of IN1 General Industrial land zoning are:

- To provide a wide range of industrial and warehouse land uses;
- To encourage employment opportunities;
- To minimise any adverse effect of industry on other land uses; and
- To support and protect industrial land for industrial uses.

The *Port Stephens Local Environmental Plan* 2013 permits the development of Truck Depots with consent in the IN1 General Industrial zoning. Waste or resource management facilities are not defined as permissible; however, under Section 121 of the Infrastructure SEPP, development for the purpose of resource management facilities can be carried out with consent on lands in land use zone IN1 General Industrial. Therefore, it is considered the proposed development is compatible with the Port Stephens LEP.

4.7 Development Control Plan

The *Port Stephens Development Control Plan* 2014 (Port Stephens DCP) was adopted by Port Stephens Council on Tuesday, 14 July 2015 and became effective on Thursday, 6 August 2015. The Port Stephens DCP aims to facilitate development in accordance with the Local Environmental Plan applying to the land to which the Port Stephens DCP applies. For the proposed development, Part B2 General Provisions and Part C3 Industrial apply.

Table 3.1 below shows the Parts that apply to the proposed development and the relevant controls.

Table. 3.1. Application Controls from Part B2 General Provisions of Port Stephens DCP.

Part	This Part applies to development that:	Control
B2 Natural Resources		
B2.A. Environmental Significance **To ensure adequate consideration is provided to the protection**	• is located on land or is within 500m of land that contains items of environmental significance, such as; threatened species or communities, listed migratory species, wildlife corridors, wetlands or riparian corridors and has the potential to impact biodiversity.	A Flora and Fauna Survey is to be prepared in accordance with the specified guidelines as listed under B2.1 of the Port Stephens DCP.
B3 Environmental Management		
B3.A. Acid Sulfate Soils **To ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage**	• is located on land that contains acid sulfate soils.	Development located on Acid Sulfate Soils (ASS) as identified on the Acid Sulfate Maps of the Local Environmental Plan adheres to the Local Environmental Plan requirements by taking one of the following three paths: 1. Accept that ASS is present and prepare a development application and an ASS management plan as set out in the NSW ASS Manual; or 2. Provide a framework for the on-going management and monitoring of the impacts throughout the

Part	This Part applies to development that:	Control
		development, in your ASS management plan. 3. Undertake a preliminary assessment as set out in the NSW ASS Manual, to determine whether ASS is present and whether the proposed works are likely to disturb or oxidise these soils or lower the water table.
B3.B Air Quality **To ensure air quality is not negatively impacted on by dust and odour in recognition of the associated human health impacts**	• has the potential to produce air pollution (such as dust or odour).	An air quality impact assessment is required where development has potential to adversely impact surrounding areas in terms of air quality.
B3.C Noise **To identify potentially offensive noise to ensure it is managed within the relevant legislative requirements**	• has the potential to produce adverse offensive noise.	An acoustic report is required for development that has the potential to produce offensive noise.
B4 Drainage and Water Quality		
B4.A Stormwater Drainage Plan **To ensure a stormwater drainage plan is submitted when development either increases impervious surfaces or drains to the public drainage system** **To ensure the stormwater drainage plan details a legal and physical point of discharge to minimise impacts on water balance, surface water and groundwater flow and volume regimes and flooding** **To implement sustainable mitigation systems that can be maintained using resources available to the maintainer**	• increases impervious surfaces.	Provide a stormwater drainage plan and a written description of the proposed drainage system.
B4.B On-site Detention / On-site Infiltration **To regulate the impacts on the capacity of the public drainage system**	• drains to the public drainage system.	Details of the on-site detention / on-site infiltration concept design must be provided in the stormwater drainage plan and the written description
B4.C Water Quality **To ensure development does not detrimentally impact on water**	• drains to the public drainage system.	Provide a stormwater drainage plan and written description of the proposed drainage system.

Part	This Part applies to development that:	Control
quality through the use of water quality modelling, such as SSSQM or MUSIC Modelling, and subsequent WSUD measures **To safeguard the environment by improving the quality of stormwater run-off**		
B5 Flooding		
B5.1 Flood Hazard	• is situated within the flood planning area or at/or below the Flood Planning Level (FPL).	Development must provide consideration to flood hazard, which includes consideration of the following: • Depth of inundation • Flow velocity • Warning time • Evacuation requirements • Access restrictions during flood
B5.6 Minimal Risk – Flood Prone Land that is above the FPL		Development located within Minimal Risk 1 considers the location of critical emergency response and recovery facilities, such as evacuation centres and the appropriateness of vulnerable development types, such as aged care and child care facilities.
B7 Williamtown RAAF Base – Aircraft Noise and Safety Application		
B7.B Indoor Noise **To ensure acceptable levels of indoor noise in accordance with the relevant Australian Standards**	• is situated within the aircraft noise planning area, **bird strike zone**, extraneous lighting area or the Williamtown RAAF Base Obstacle Limitations or Operations Surface Map and Height Trigger Map.	Development must satisfy the maximum internal sound levels specified in Figure BK (p. B-42) by providing an acoustic report
B7.D Bird Strike **To ensure that the operational needs of the Williamtown RAAF Base are considered**		When development is located within the bird strike zone, the Department of Defence is notified and provided with a period of 14 days to provide a submission. After a period of 14 days, no response is deemed as a non-objection. Group A – The following development types are avoided within 13km from airport runways - Putrescible waste disposal sites
B9 Road Network and Parking		
B9.A Traffic Impacts **To ensure that the impacts of traffic generating development are considered and that the existing**	• has the potential to impact on the existing road network	A Traffic Impact Assessment (TIA) is required for development defined as traffic generating development

Part	This Part applies to development that:	Control
level of service of the road network is maintained		
B9.B On-Site Parking Provisions **To ensure development provides adequate on-site parking, loading and servicing spaces** **To ensure that vehicle access is in a safe location and has minimal impacts on existing transit movements** **To ensure driveways have adequate sight distances for traffic and pedestrians on footpaths**	• creates demand for on-site parking	On-Site Parking Requirements: • 1 car space per 100m^2 floor area or 4 space per work bay • 1 bike space per 20 employees • 1 accessible car space per 30 car spaces

5. Project justification

5.1 Strategic Drivers

5.1.1 NSW EPA Strategic Plan 2017-21

The NSW State Government has committed to ambitious targets for recycling across the State. Targets published in the *NSW EPA Strategic Plan 2017-21* include increasing recycling of municipal waste to 70% and commercial and industrial waste to 70% by 2021-22.

Progress has been made towards the 2021-22 targets. The Waste Avoidance and Resource Recovery Strategy Progress Report 2017-18 outlines the progress against the WARR Strategy's goals to June 2018. The commercial and industrial shows growth in recycling rates from 47% in 2015-16 to 53% in 2017-18 against a target of 70%. The MSW recycling rate, however, remained steady at 42% between these periods against a target of 70%.

Between 2015-16 and 2017-18, total waste generated per capita rose from 2.42 tonnes to 2.69 tonnes. This was primarily due to increased construction activity. However, there was a steady reduction in municipal solid waste (MSW) generated per capita during this period.

The diversion rate of waste from landfill in 2017-18 was 65%, up from 63% in 2015-16, against a 2021-22 target of 75%. This was largely driven by the high resource recovery rates for construction activity. Going forward, investments from *Waste Less, Recycle More* grant funding have generated a pipeline of infrastructure that will progressively come online and increase NSW recycling capacity by almost 2 million tonnes per year.

In accordance with the WARR Strategy priorities, the NSW EPA has focused on investing in recycling infrastructure, behaviour change, developing markets for recycled materials and building capacity for regional planning.

5.1.2 NSW "Waste Less, Recycle More 2017-2021"

The NSW Government's $337 million Waste Less, Recycle More program includes $48 million to support the development of new infrastructure for both municipal, commercial and construction and demolition waste materials.

5.1.3 NSW Draft Waste and Resource Recovery Infrastructure Strategy 2017-2021

In August 2017, the NSW EPA published the State's first draft strategy for prioritising new recycling infrastructure required across NSW by regional council groupings. The NSW EPA recognises that to achieve the diversion from landfill targets, significant investment in new infrastructure is still needed.

The Hunter and Central Coast has a shortfall in processing infrastructure to meet the 2021 recycling targets, including the need for:

- 1 new non-putrescible waste MRF to address a processing capacity shortfall of 54,000 tpa;
- 2 new packaging MRFs to address a processing capacity shortfall of 61,000 tpa; and
- 1 new putrescible organics processing facility to address a processing capacity shortfall of 62,000 tpa.

The proposed Tomago Resource Recovery Facility will help address these critical infrastructure gaps and drive progress towards meeting municipal and commercial and industrial recycling targets by 2021 as set by the NSW Government in the *NSW Waste Avoidance and Resource Recovery Strategy: 2014-2021*[2].

5.2 Sustainability

5.2.1 Environmental

The proposed development will consider environmental best practice and sustainability to reduce the impact of the development on the environment. The following features will be built into the design of the site:

- Fully enclosed operations to reduce noise and air quality impacts; and
- Stormwater improvements to increase quality of runoff from site.

The facility will also support the *NSW Waste Avoidance and Resource Recovery Strategy*: 2014-2021 targets for municipal and commercial and industrial recycling as set by the NSW Government by contributing to significant shortfalls in recycling infrastructure. Successfully meeting diversion targets as set in the *NSW Waste Avoidance and Resource Recovery Strategy*: *2014-2021* will result in:

- Energy savings equivalent to the energy usage of 1.49 million households each year;
- Water savings equivalent to 5,392 Olympic sized swimming pools each year; and
- Greenhouse gas benefits equivalent to removing 530,971 cars from the road.

5.2.2 Social and Economic Benefits

Increased investment in resource recovery infrastructure is good for public health and the economy. The resource recovery sector creates jobs and stimulates innovative technology. Successfully meeting diversion targets as set in the *NSW Waste Avoidance and Resource Recovery Strategy*: *2014-2021* will result in an estimated 1,590 jobs in NSW.

It is anticipated that the Tomago Resource Recovery Facility will employ 76 people. This will include:

- 60 truck drivers, operators, mechanics and recycling hands;
- 12 office and administration staff; and
- 4 sales staff.

This will be assessed in more detail as part of the EIS.

[2] NSW EPA (2014). *NSW Waste Avoidance and Resource Recovery Strategy: 2014 – 2021*. Internet publication: http://www.epa.nsw.gov.au/wastestrategy/warr.htm

6. Baseline site conditions

6.1 Geology

Geological Series Sheet 9231 'Newcastle Coalfield Regional Geology', published by the Department of Mineral Resources, indicates that the site is underlain by quaternary alluvial sediments, comprising sand dune and beach environments.

6.2 Soil landscape

According to *Newcastle Soil Landscape Series Sheet* 9232, the site lies within disturbed terrain, surrounded by Tea Gardens landscape variant 'A', comprising Pleistocene sand sheets with wet heath forest. Constraints associated with the Tea Gardens landscape include permanently high watertable, seasonal waterlogging, groundwater pollution, strongly to extremely acidic soils of low fertility and low available water holding capacity.

6.1 Acid sulfate soils

The Site is primarily mapped as class 4 acid sulfate soils (refer to Figure 6.1).

Clause 7.1(2) of the Port Stephens LEP identifies that the carrying out of works more than 2 metres below the natural ground surface or works by which the water table is likely to be lowered more than 2 metres below the natural ground surface on land affected by Class 4 requires Development Consent and preparation of an Acid Sulfate Soils Management Plan.

However, Clause 7.1(6) states that development consent is not required under this clause to carry out any works if the works involve the disturbance of less than 1 tonne of soil, and the works are not likely to lower the water table.

The proposed development will involve minor excavation and civil works to establish the truck parking depot on 21F School Drive. The civil works proposed will aim to minimise the disturbance to acid sulfate soils. An acid sulfate soils assessment will be carried out as part of the Preliminary Site Investigation for the proposed development.

6.2 Air quality

The largest single source of pollutants near the site is the Tomago Aluminium Smelter. Aluminium smelters typically have significant fluoride and sulphur dioxide emissions. An environmental buffer zone has been established around the smelter which is a special environmental management zone where ambient levels of pollutants may be above OEH guideline values. The buffer zone boundaries lie at a radius of approximately 2 km to 4 km from the centre of the smelter. The site and many sensitive receptors lie within this buffer zone.

The buffer area was established as part of the 1981 approval and 1991 expansion (as modified) of the Tomago Aluminium Smelter. The buffer area was identified land likely to be affected by Sulphur (SO_2) and Fluoride emissions from the Tomago Aluminium Smelter. The applicant of the Tomago Aluminium Smelter was burdened with the requirement to acquire land within the buffer. In this regard, end users of the Site would be subject to an individual air assessment as Tomago Aluminium's Environmental Protection License identifies that the maximum amount of Sulphur is being released within the locality. End user would be unable to engage in uses that result in the additional release of Sulphur.

The proposed operations are not expected to impact on air quality, though dust and odour will need to be a focus of the air quality impact assessment that will need to be performed as part of the EIS.

6.3 Bushfire

The northern and southern portions of the Site fall partially within the '100m vegetation buffer zone' of Vegetation Category 1 (refer to Figure 6.2). Approximately 5m^2 of the northeast corner of the site fall within the Vegetation Category 1

The site is designated as bush fire prone land by Port Stephens Council and an appropriate Bushfire Risk Assessment will need to be prepared as part of the EIS. The previous approved development introduced 20-25m Asset Protection Zone setbacks to serve to reduce the impacts of bushfire.

6.4 Contamination

The Section 10.7(2&5) certificates for the Site indicates that there are no prescribed matters under section 59(2) of *the Contaminated Land Management Act* 1997 to be disclosed.

According to the NSW EPA's contaminated land public record, one Contaminated Land Notice (Notice No. 275), issued under Section 35 of the *Environmentally Hazardous Chemicals Act* 1985, was issued to Genkem Pty Ltd who was the occupier of 25 School Drive, Tomago NSW (Former Hydromet Site). The premises are deemed to be contaminated by reason of the presence of lead and chromium in soils and ground water on the premises and in the surrounding area.

This notice is no longer in force as Section 35 of the *Environmentally Hazardous Chemicals Act* 1985 has been repealed. Notices under this section are treated by *the Contaminated Land Management Act* 1997 as management orders. Furthermore, this notice has ceased to have legal effect as the notice recipient has ceased to be the occupier. The terms of the notice are no longer in force. Contamination issues at the site are handled under the existing Environment Protection Licence 5986 under the *Protection of the Environment Operations Act* 1997.

Conditions were issued under Environment Protection Licence 5986 in October 2016 for a Pollution Reduction Study (PRS) 6 - Soil and Groundwater Contamination this involved the Licence holder to conduct a Stage 1 Preliminary Site Investigation and a Stage 2 Detailed Site Investigation.

The Phase 2 Contaminated Site Assessment determined that soil contamination is present on the site in areas previously used for sand blasting or welding and also in areas adjacent to, or down gradient from areas used to store fuels and oil. Soil samples from 17 locations were collected and tested and the results indicated that all concentrations of heavy metals were below the ecological investigation levels (EIL) 'F' threshold and accordingly the site was approved for industrial use. This report is attached (Appendix 3).

However, as the site has potentially been used for activities that may have caused contamination (aluminium products), a Preliminary Site Investigation for the proposed development will be required as part of the EIS.

6.5 Flora and fauna

The site is not located in any areas identified as Terrestrial Biodiversity.

The site has been subject to extensive disturbance from previous industrial uses. The site, and general locality is void of vegetation and no clearing is required as part of the proposed development. Therefore, it is unlikely that any requirements of SEPP 44 will be triggered by the Proposed Development. As the proposed

development is unlikely to cause unavoidable impacts on the site's vegetation, a Vegetation Management Plan will not be prepared as part of the EIS.

6.6 Groundwater

The groundwater depth varies between approximately 2m to greater than 4m.

Although excavation and civil works will be required for preparing the hardstand for the truck parking depot, it is unlikely that groundwater will be impacted. However, groundwater will be investigated as part of the EIS.

6.7 Heritage

The site has been subject to extensive disturbance from previous industrial uses. A basic Aboriginal Heritage Information Management System (AHIMS) site register search shows that no Aboriginal sites are recorded in or near the Site or within a 50m buffer of the Site. However, a number of items of aboriginal significance have been previously identified within the wider Tomago area.

The Site is located 550m northwest of the Tomago House and Chapel. The Site is separated from the heritage items by a vegetation buffer and Tomago Road. Tomago House and Chapel are State Significant items listed on the State Heritage Register (*Heritage Act*, 1977), the items are also listed under *Port Stephens LEP* (refer to Figure 4.3).

6.8 Landscape and visual amenity

The site at 21D School Drive has previously been used for industrial purposes and is located within the Tomago Industrial Area that includes warehouses of similar in size and height. The land associated with 21F School Drive is currently vacant, and will be partly used as a truck parking depot. Minimal landscape or visual impacts are likely to occur as the lot is at the end of a local road, with no current neighbours.

6.9 Social and economic

The NSW Lower Hunter Regional Strategy (NSW Department of Planning, 2006) identifies the site as employment land. Additionally, there is proposed employment land planned to be located adjacent the site on the southern side of Tomago Road. Tomago Aluminium is also one of the largest employers in the area.

There are no expected changes to the impact of the development on the social and cultural environment. The EIS will address this in more detail.

6.10 Surface water and flooding

There are no water bodies or water courses on, or adjacent to, the Site. The nearest waterway, the Hunter River, is located approximately 900m south of the Site (refer to Figure 4.5).

Due to the impervious nature of 21D School Drive, it is anticipated that all surface water will occur as overland flow and captured by the existing onsite stormwater management system, or via Councils collection system. Surface water from the proposed truck parking depot will on 21F School Drive will be captured, treated and disposed off site in accordance with Council requirements.

The Site is also located approximately 550m south of Tomago Sandbeds Catchment Area and Tomago Pump Station 20 which supplies, on average, 500 megalitres/year of drinking water to Newcastle and the Lower Hunter region (refer to Figure 4.4).

The site is above flood prone lands identified on the Port Stephens Council Flood Prone Land Maps (refer to Figure 4.5). However, the Flood Certificate obtained for the site (File No: PSC2013-05401, Issue date: 4 November 2019) confirms that the Site is located in a flood prone area and the Site is categorised as Minimal Risk Flood Prone Land. The Flood Certificate does not provide a Flood Planning Level which is the minimum floor level for habitable rooms and land that is subject to flood-related development controls however the probable maximum flood level is 6.3m AHD. The probable maximum flood level is the highest flood level that could conceivably occur at this location. If required, onsite flood refuges are built at or above this level.

Clause 7.3 of the Port Stephens LEP states that development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development:

a) is compatible with the flood hazard of the land, and
b) will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and
c) incorporates appropriate measures to manage risk to life from flood, and
d) will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and
(e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.

The constructed floor level for the existing building is 5.6m AHD which is lower than the probable maximum flood level is 6.3m AHD.

A flood study will be required as part of the EIS which will include a survey of the floor levels of the existing buildings.

6.11Surrounding land use

The area surrounding the site is characterised by heavy industrial and rural residential land holdings (Refer to Figure 2.1). Adjacent land includes the Tomago Aluminium Smelter. The closest residential building is located approximately 500m southeast of the site on land zoned RU2 – Rural Landscape and is separated by a mature vegetation buffer and Tomago Rd.

At this point, it is not known if this dwelling is occupied. This will be established during the consultation program to be delivered as part of the EIS investigations.

6.12Traffic

The Site is located within the Tomago Industrial Area which is serviced principally by Tomago Road to the south and the Pacific Highway to the west. Tomago Road carries traffic from the Port Stephens and Williamtown Airport area to the Pacific Highway as well as local Industrial Traffic. The Pacific Highway, through Tomago, forms part of the main transport route between Brisbane, Newcastle and Sydney. Access to the Site is via School Drive, from McIntyre Rd which in turn joins Tomago Road.

It is expected that additional traffic generated by the proposed development will be well within the capacity of the existing roads. A qualified traffic engineer will need to prepare a Traffic/Parking Impact Assessment Report for submission as part of the EIS.

The report will need to address the likely impact of intensified use of the site on the flow of traffic on School Drive and Tomago Road and the surrounding road network as well as on-site manoeuvring, truck volumes and

any proposed parking arrangements. The report will need to demonstrate that sufficient car and truck parking have been provided on 21F School Drive. Traffic management will be more thoroughly addressed in the EIS.

6.13Visual catchment

The site has previously been used for industrial purposes and is located within the Tomago Industrial Area that includes buildings of similar in size and height.

Specific visual catchment issues will need to be addressed in the EIS.

6.14Wetlands

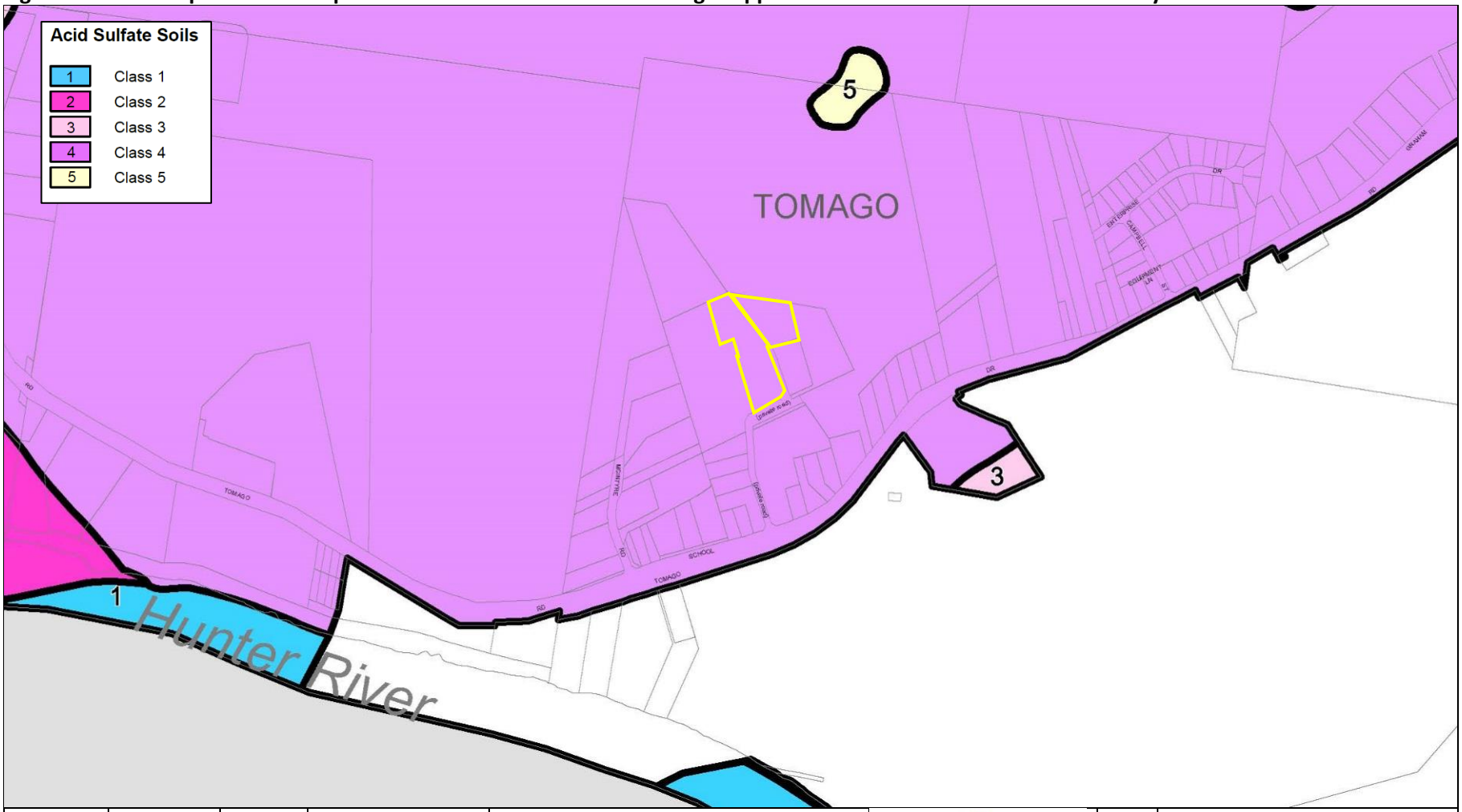
The Site is located approximately 110m northeast of mapped Wetlands under *Port Stephens LEP* (refer to Figure 4.6).

Clause 7.9 of the Port Stephens LEP states that development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that:

a) the development is designed, sited and will be managed to avoid any significant adverse environmental impact, or
b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or
c) if that impact cannot be minimised—the development will be managed to mitigate that impact.

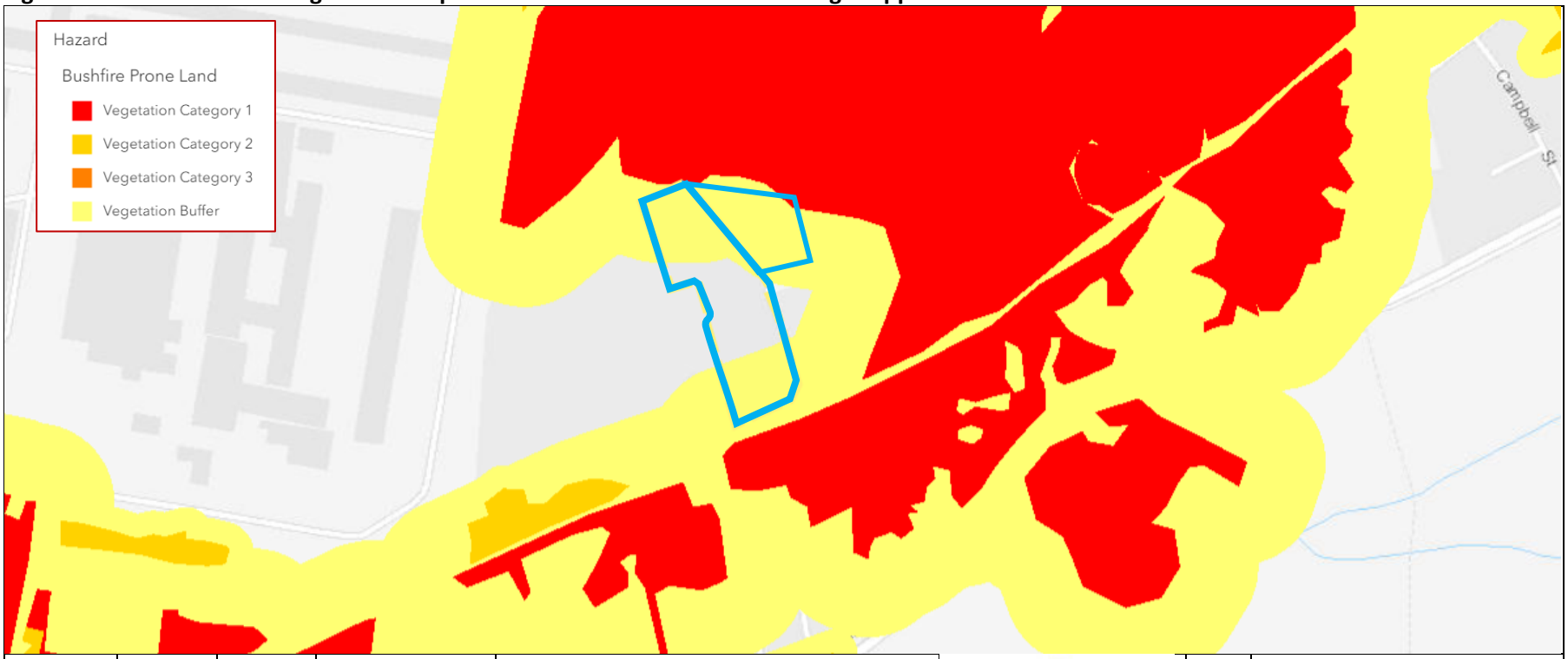
An assessment will be required as part of the EIS.

Figure 6.1. Acid Sulphate Soils Map for 21D and 21F School Drive Tomago. Approximate site boundaries are shown in yellow.



Date	Revision	Drawn By	Site description	Jackson Environment and Planning Pty Ltd	Client	REMONDIS Australia Pty Ltd
01/11/19	Revision A	R. Loemker	21D School Drive Tomago (Lot 11, DP270328) and 21F School Drive (Lot 8, DP270328)	Strategy | Infrastructure | Compliance | Procurement A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: admin@jacksonenvironment.com.au T: 02 8056 1849 W: http://www.jacksonenvironment.com.au	Project	Preliminary Environmental Assessment
04/02/20	Revision B	M. Jackson			Title	Acid Sulphate Soils Map
					Scale	As shown
					Source	Port Stephens LEP

Figure 6.2. Bushfire Prone Vegetation Map for 21D and 21F School Drive Tomago. Approximate site boundaries are shown in blue.



Date	Revision	Drawn By	Site description
01/11/19	Revision A	R. Loemker	21D School Drive Tomago (Lot 11, DP270328) and 21F School Drive (Lot 8, DP270328)
04/02/20	Revision B	M. Jackson	

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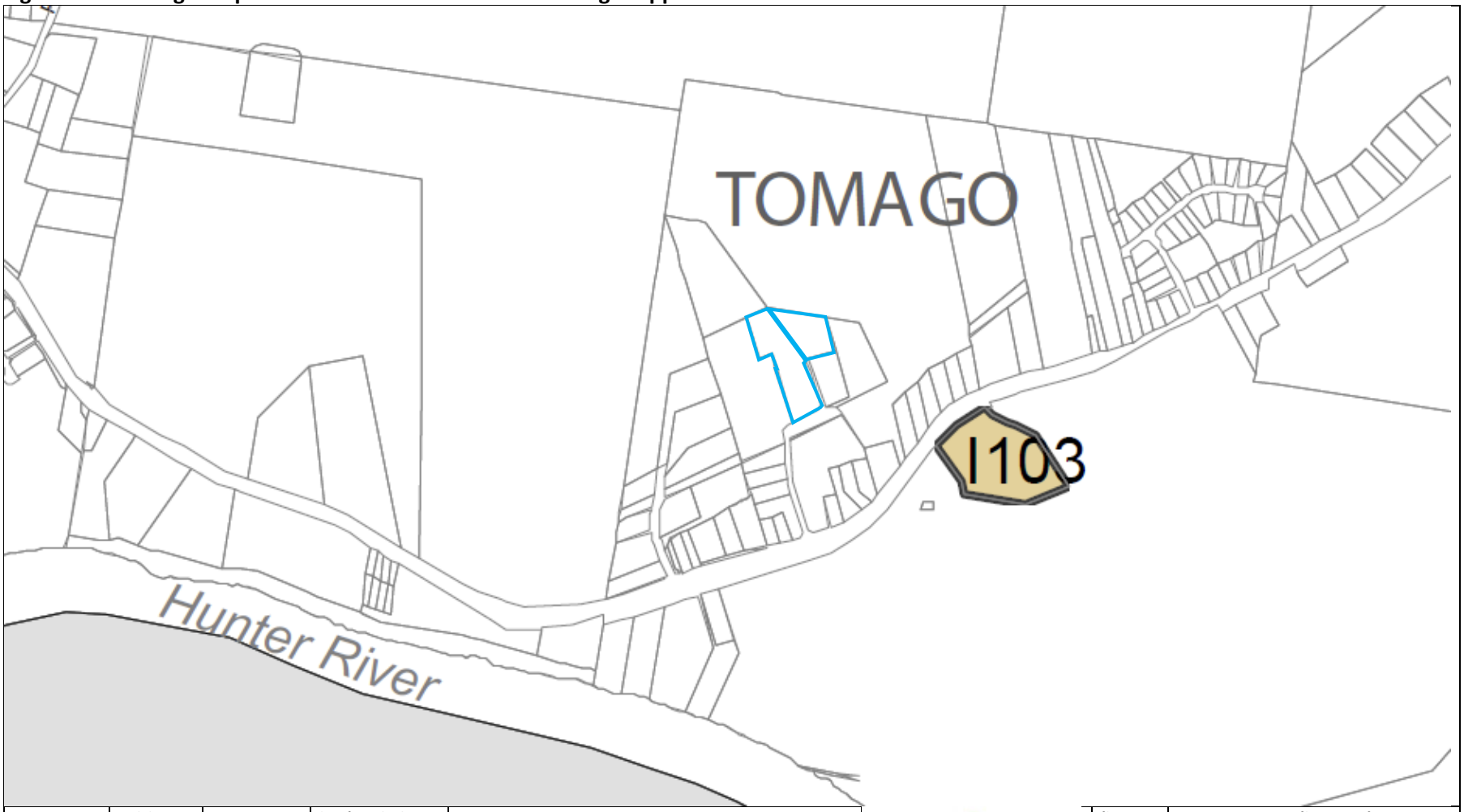
Client	**REMONDIS Australia Pty Ltd**
Project	Preliminary Environmental Assessment
Title	Acid Sulphate Soils Map
Scale	As shown
Source	Port Stephens LEP

Figure 6.3. Heritage Map for 21D and 21F School Drive Tomago. Approximate site boundaries are shown in blue.



Date	Revision	Drawn By	Site description
01/11/19	Revision A	R. Loemker	21D School Drive Tomago (Lot 11, DP270328) and 21F School Drive (Lot 8, DP270328)
04/02/20	Revision B	M. Jackson	

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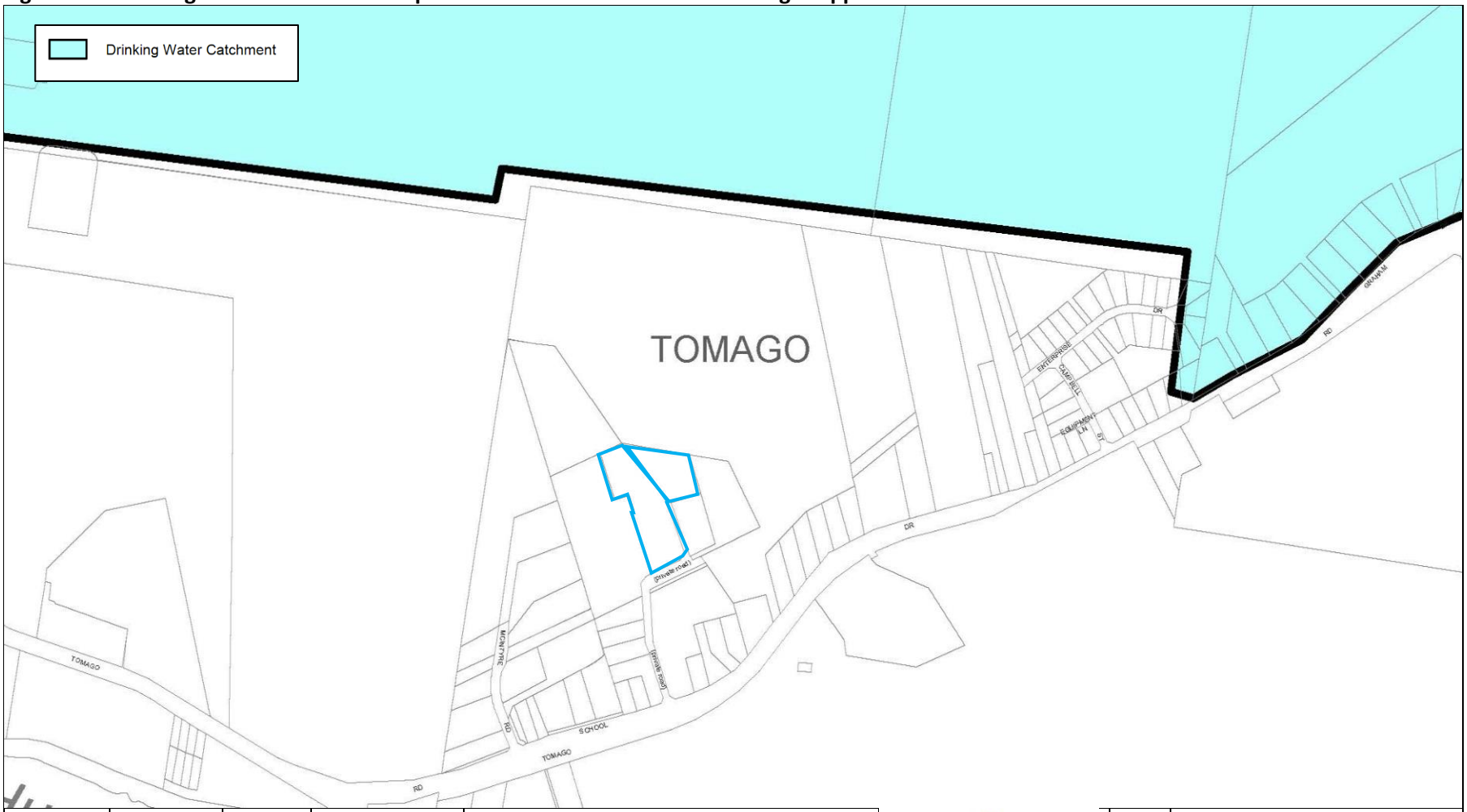
Client	REMONDIS Australia Pty Ltd
Project	Preliminary Environmental Assessment
Title	Heritage Map
Scale	As shown
Source	Port Stephens LEP

Figure 6.4. Drinking Water Catchment Map for 21D and 21F School Drive Tomago. Approximate site boundaries are shown in blue.



Date	Revision	Drawn By	Site description
01/11/19	Revision A	R. Loemker	21D School Drive Tomago (Lot 11, DP270328) and 21F School Drive (Lot 8, DP270328)
04/02/20	Revision B	M. Jackson	

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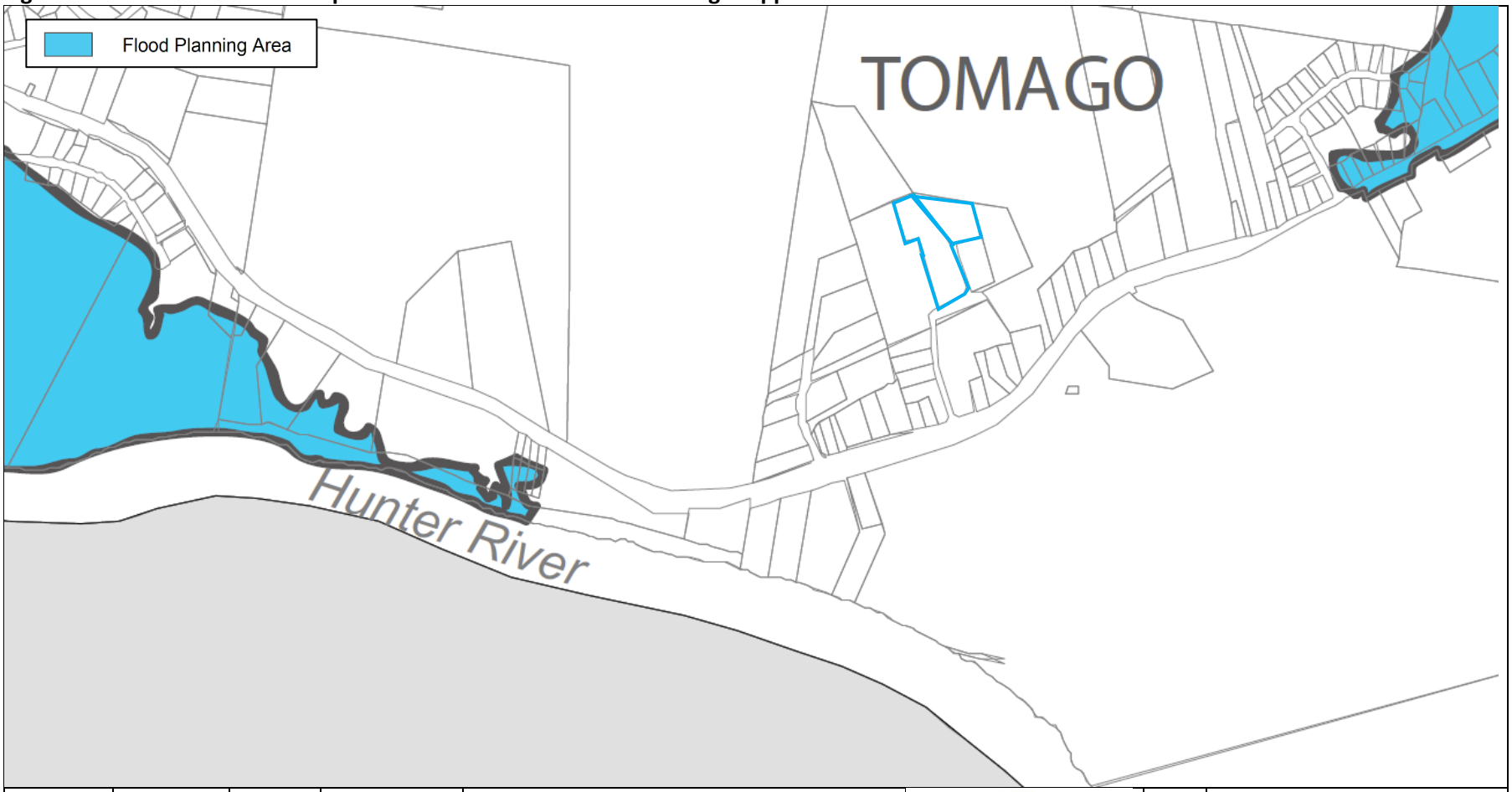
Client	REMONDIS Australia Pty Ltd
Project	Preliminary Environmental Assessment
Title	Drinking Water Catchment Map
Scale	As shown
Source	Port Stephens LEP

Figure 6.5. Flood Prone Land Map for 21D and 21F School Drive Tomago. Approximate site boundaries are shown in blue.



Date	Revision	Drawn By	Site description
01/11/19	Revision A	R. Loemker	21D School Drive Tomago (Lot 11, DP270328) and 21F School Drive (Lot 8, DP270328)
04/02/20	Revision B	M. Jackson	

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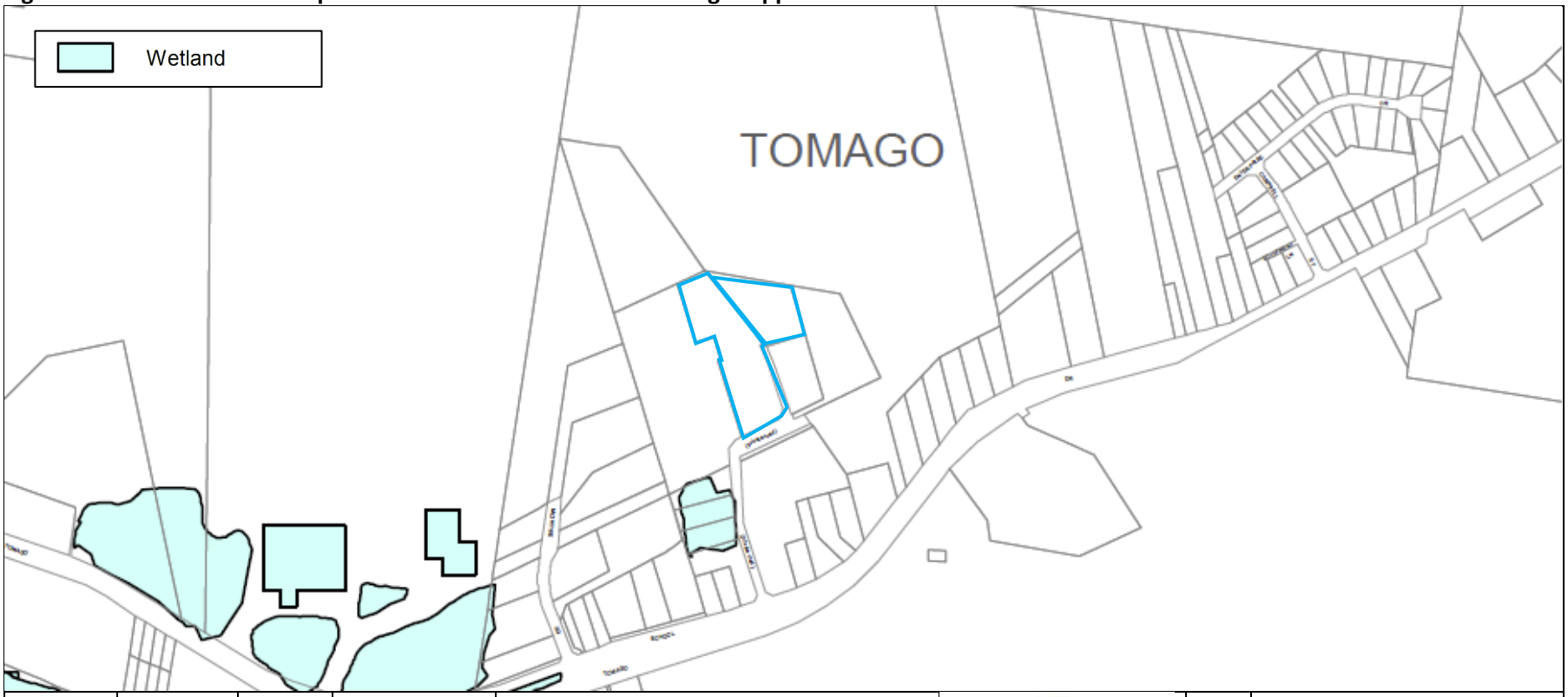
Client	REMONDIS Australia Pty Ltd
Project	Preliminary Environmental Assessment
Title	Flood Prone Land Map
Scale	As shown
Source	Port Stephens LEP

Figure 6.6. Wetland Areas Map for 21D and 21F School Drive Tomago. Approximate site boundaries are shown in blue.



Date	Revision	Drawn By	Site description
01/11/19	Revision A	R. Loemker	21D School Drive Tomago (Lot 11, DP270328) and 21F School Drive (Lot 8, DP270328)
04/02/20	Revision B	M. Jackson	

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Client	REMONDIS Australia Pty Ltd
Project	Preliminary Environmental Assessment
Title	Wetland Area Map
Scale	As shown
Source	Port Stephens LEP

7. Matters and impacts

The following table outlines the matters and impacts relevant to the proposed facility, along with the type of assessment that would be undertaken as part of an Environmental Impact Statement.

Table 7.1. Relevant matters and impacts for consideration in the EIS phase of the project.

Matters		Level of impact expected	Description of impact	Requires assessment in EIS?	Type of assessment
Amenity	Acoustic	Low	Operations to be fully enclosed, limiting noise impacts	Yes	Noise and Vibration Study
	Visual	None	No visual impacts expected	No	None
	Odour	Low	Operations to be fully enclosed, limiting odour impacts	Yes	Odour Assessment
	Microclimate	None	No microclimate impacts expected	No	None
Access	Access to property	Low	General access and disabled access to be provided	Yes	Architectural Plans
	Access to services	None	No significant impacts on existing power, water, sewerage and telecommunication services	No	None
	Road and rail network	Low	Low additional impacts on road infrastructure due to increase truck movements. Traffic generation within capacity of existing road network.	Yes	Traffic Impact Assessment
	Offsite parking	Low	Sufficient on-site parking currently exists and complies with DCP requirements	Yes	Traffic Impact Assessment

Matters		Level of impact expected	Description of impact	Requires assessment in EIS?	Type of assessment
Built environment	Public domain	Low	No visual impacts expected	Yes	Architectural plans
	Public infrastructure	Low	Moderate additional impacts on road infrastructure due to increase truck movements	Yes	Traffic Impact Assessment
Heritage	Natural	None	No known impacts on natural heritage	No	None
	Cultural	None	No known impacts on European or other cultural heritage	No	None
	Aboriginal cultural	Low	No known impacts on Aboriginal cultural heritage	No	None
	Built	Low	The proposed development will not have an adverse impact upon the heritage value of the nearby Tomago House and Chapel	No	None
Social	Health	Low	Wholly enclosed operations will minimise impacts on air pollution, water pollution and contamination	Yes	Air Quality Impact Assessment
	Safety	Moderate	Fire and emergency procedures and systems to be implemented	Yes	Fire safety study
	Community services and facilities	Low	No expected impact on access to healthcare, education or other community services and facilities	No	Community Consultation
	Social cohesion	None	No expected impact on the willingness of members of society to work together	No	Community Consultation
Economic	Natural resource use	Low	Negligible impact on minerals, forestry and agricultural resources	No	None

Matters		Level of impact expected	Description of impact	Requires assessment in EIS?	Type of assessment
	Livelihood	None	Economic benefits to the Hunter Region	Yes	Economic Analysis
	Opportunity cost	Low	Limited impacts on markets or customer access to other businesses expected	Yes	Community Consultation
Air	Particulate matter	Moderate	Minimal impacts outside of enclosed operations. Dust and particulate mitigation to be assessed inside facility buildings	Yes	Air Quality Impact Assessment
	Gases	Moderate	Minimal impacts outside of enclosed operations. Monitoring and mitigation required in warehouse environment for potentially harmful gases such as motor vehicle and operating equipment emissions	Yes	Air Quality Impact Assessment
	Atmospheric emissions	Moderate	The Site lies within the Tomago Aluminium Smelter environmental buffer zone which has been established around the smelter. which is a special environmental management zone where ambient levels of pollutants may be above OEH guideline values particularly for Sulphur (SO_2) and Fluoride emissions from the Tomago Aluminium Smelter. An individual air assessment is required to determine that there is no additional release of Sulphur	Yes	Air Quality Impact Assessment
Biodiversity	Native vegetation	None	No vegetation on-site.	No	None
	Native fauna	None	No known threatened or endangered species	No	None
Land	Stability / structure	None	No erosion impacts expected. The Site is almost entirely hardstand.	No	None

Matters		Level of impact expected	Description of impact	Requires assessment in EIS?	Type of assessment
	Soil chemistry	Low	The proposed development does not involve any excavation works and therefore will not disturb the soil and is therefore the development would be considered satisfactory in terms of acid sulfate soils risk and contaminated land.	Yes	SEPP55 Assessment (incl. Acid Sulfate Soils Assessment)
	Land capability	Low	Negligible impact expected on capacity of land.	No	None
	Topography	None	No excavation required, but minimal negative impacts on site topography or waterways.	Yes	Site survey
Water	Water quality	Low	Surface stormwater runoff improvements may be required.	Yes	Surface Water and Flooding Study
	Water availability	Low	Some additional water may be required for dust suppression in warehouse	Yes	Surface Water and Flooding Study
	Hydrological flows	Low	Limited impacts on natural movement of water across landscape. No riparian corridors associated with site.	Yes	Surface Water and Flooding Study
	Groundwater	Low	Some excavation of soils on 21F School Drive to construct the truck parking depot will be required, though collection and treatment of surface water will prevent impacts on groundwater quality.	Yes	Groundwater Study
Risks	Coastal hazards	None	No coastal hazards associated with project	No	None
	Flood waters	Low	Site is located in a flood risk zone. Risks of flooding to be assessed in more detail in EIS	Yes	Surface Water and Flooding Study

Matters		Level of impact expected	Description of impact	Requires assessment in EIS?	Type of assessment
	Bushfire	Low	Site is located in a bushfire prone zone	Yes	Bushfire Risk Assessment
	Fire	High	Potential fire within recycling buildings	Yes	Fire Safety Study
	Undermining	None	No undermining associated with project	No	None
	Steep slopes	None	No steep slopes associated with project	No	None

7.1 Summary of Environmental Impacts and Assessments Required

Table 7.2 provides a summary of the environmental assessments that will be prepared as part of the EIS for to address the environmental impacts that have been identified for the proposed development.

Table 7.2. Summary of Environmental Impacts and Assessments Required.

Environmental Assessment	Environmental Impact
Air Quality Impact Assessment	Health
	Particulate matter
	Gases
	Atmospheric emissions
Bushfire Risk Assessment	Bushfire
Community Consultation	Community services and facilities
	Social cohesion
	Opportunity cost
	Surrounding land uses
Economic Analysis	Livelihood
Fire safety study	Safety
Groundwater Study	Groundwater
Noise and Vibration Study	Acoustic
Odour Assessment	Odour
SEPP55 Assessment (incl. Acid Sulfate Soils Assessment)	Soil chemistry
Surface Water and Flooding Study	Flood waters
	Water quality
	Water availability
	Hydrological flows / Groundwater
	Wetlands
Traffic Impact Assessment	Road and rail network
	Offsite parking
	Public infrastructure

8. Stakeholder and community consultation

As part of the Environmental Impact Statement investigations, detailed stakeholder and community consolation will be performed to ensure the proposed upgrades are executed in a manner that protects both the environment and human health and provides value in the shape of an important recycling facility for the community.

Key stakeholders identified include:

- Adjoining businesses (including Tomago Aluminium Corporation Pty Ltd);
- Local residents;
- Government agencies;
- Port Stephens Council; and
- The Hunter Joint Organisation of Councils.

As part of the development approval process and the preparation of an EIS, REMONDIS will consult with the relevant government agencies and stakeholders, including:

- NSW Department of Planning, Industry and Environment;
- NSW Environment Protection Authority;
- NSW Fire and Rescue Service; and
- NSW Roads and Maritime Services.

8.1 Stakeholder consultation strategy

Consultation will be based on the strategy shown below in Table 7.1, in accordance with Council Policy and statutory requirements. The primary focus of the stakeholder consultation strategy is to consult with all relevant stakeholders to ensure that the proposed development is conducted to meet all community and regulatory concerns.

Table 7.1. Stakeholder consultation strategy.

Organisation or Group	Reason for Involvement	Description of their Interest	Type of Engagement	Is this an Existing Relationship	Tools
Port Stephens Council Planning Department	EIS consultation, compliance with LEP and DCPs	Statutory	Involve, Consult	No	Pre-lodgement meeting, development application and EIS
Port Stephens Council Mayor and Councillors	Political, organisational	Policy and community support	Empower	No	Reports, briefings
NSW EPA	Administration of the POEO Act	Statutory	Consult	Yes	Development assessment and licensing
NSW Department of Planning, Industry and Environment	Administration of the *Environmental Planning & Assessment Act 1979* (as amended); *Environmental Planning and Assessment Regulation 2000* and the *State Environmental Planning Policy (State and Regional Development)* 2011	Statutory	Consult	Yes	State Significant Development / SEARs
Adjoining Businesses	Local business interest	Potential to be impacted by the development	Consult	No	Direct mail, interviews, public exhibition of EIS
Local Residents	Local community interest, support for recycling	Potential to be impacted by the development	Consult	No	Direct mail, interviews, public exhibition of EIS

9. Capital investment value of project

The capital investment required for the proposed development of the Tomago Resource Recovery Facility is currently being scoped and will be documented in the EIS.

10. Conclusion

This Preliminary Environmental Assessment has been prepared for REMONDIS Australia Pty Ltd's Resource Recovery Facility and Truck Parking Depot proposed for 21D and 21F School Drive, Tomago (Lot 11, DP270328 and Lot 8, DP270328). REMONDIS is considering relocating its existing truck parking depot and resource recovery facility in Thornton to these two lots.

The relocation will enable the growth of the business into the future. REMONDIS is seeking approval for the receipt and processing of up to 98,200 tonnes of solid and liquid waste materials per annum. Waste materials include dry non-putrescible waste materials from domestic sources, commercial and industrial sources. It will also receive within this total a small amount of putrescible waste materials from the depackaging of food, such as drinks and packaged food items. The facility will also receive and recycle liquid wastes such as drill muds from hydro-excavation and oily wastes from mining and industrial activities across the region.

The recycling operations will be established within the existing buildings on the Site, which were approved under Major Project MP 10_003. Each recycling operation will be established in discreet parts of the existing industrial warehousing, and collectively, the Tomago Resource Recovery Facility will provide a wide range of recycling services through:

- A fully integrated Materials Recovery Facility for sorting and processing dry recycling;
- A Cardboard Baling Facility for source separated cardboard collected from businesses;
- A Drill Mud Recycling Facility for drill muds sourced from commercial activities;
- A Packaged Food Recycling Plant, which will accept packaged foods and drinks, separating the food contents and packaging for recycling;
- A Garden Organics Primary Processing plant, which will receive, decontaminate and shred woody garden organics for off-site composting;
- A Hazardous Waste Recycling Facility, for sorting and aggregating a range of spent solid materials and liquids containing oils and chemicals;
- A Copper Processing area; and
- A Metals Recycling Facility.

A truck parking depot will be established on the adjacent vacant lot referred to as 21F School Drive.

As discussed in this report, under Schedule 1, Clause 23(6)(b) of the *State Environmental Planning Policy (State and Regional Development)* 2011, the proposed development is declared State Significant Development. waste and resource management facilities that treats, stores or disposes of industrial liquid waste and handles more than 1,000 tonnes per year of other aqueous or non-aqueous liquid industrial waste is declared State Significant Development.

The State Significant Development application is to be assessed by the Minister for Planning. The Minister for Planning will assess the potential impacts of the proposal development on information provided in an Environmental Impact Statement (EIS), and consider feedback from government agencies and the community. An EIS for State Significant Development must be prepared in accordance with the Planning Secretary's Environmental Assessment Requirements (SEARs).

As part of this assessment, we have also considered the strategic drivers, including the State and Local Planning Policies. The preliminary environmental assessment has also considered the sustainability benefits of the project, including the environmental and social benefits.

The preliminary environmental assessment found that the consideration will need to be given to an increase in the number of vehicles entering the site which must be carefully considered to avoid any impact on neighbours

or on the local road network. Storage of hazardous wastes will need careful assessment to ensure that the risks can be adequately managed. Fire safety will need assessment given that potentially combustible materials will be received, processed and stored indoors. However, impacts on noise, air quality and emissions to water are expected to be minimised by maintaining operations within the fully enclosed environment. Though water quality impacts will need to be considered for the truck parking depot.

These factors and other issues raised by the Department of Planning, Industry and Environment and other regulatory authorities will be considered in the Environmental Impact Statement to ensure that the proposed modifications are carried out to protect human health and the environment, while supporting the development of important recycling infrastructure for the region.

The development is also considered to be an Integrated Development. An application for an Environmental Protection Licence will be sought from the NSW EPA under Schedule 1 of the *Protection of the Environment Operations Act* 1997.

The proposed development will provide a broader range of recycling options and make progress towards the NSW Government's recycling targets. It will also deliver on key priorities of the NSW Government to develop new recycling infrastructure to boost the recovery of waste in the region.

Appendix 1 – Major Project Development Approval MP 10_0039

Appendix 2 - Architectural Site Plans

Appendix 3 – Contamination Assessment (Midal Cables)