

Request for Director-General's Requirements

DETAILS OF THE PROPONENT

Proponent's name Mark Nelson

Postal address 100 Pyree Lane, Pyree

State	NSW	Postcode	251
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Contact name	Mark Nelson
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Telephone 0438 229 251 Fax

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DESCRIPTION OF THE LAND TO WHICH THE PROPOSAL RELATES

No.	7	Street/ road	Trim Street
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Suburb/ town/ locality South Nowra

Local government area City of Shoalhaven

Real property description (e.g. lot, DP/ MPS, vol/ fol, parish, portion) Lot 134 and Part Lot 133 DP 1124258

Note: the plan is to expand the operation into part of the land (currently Lot 137 DP 1124258) to the south of the site once Shoalhaven City Council has completed the subdivision of this section of Flinders Industrial Estate.

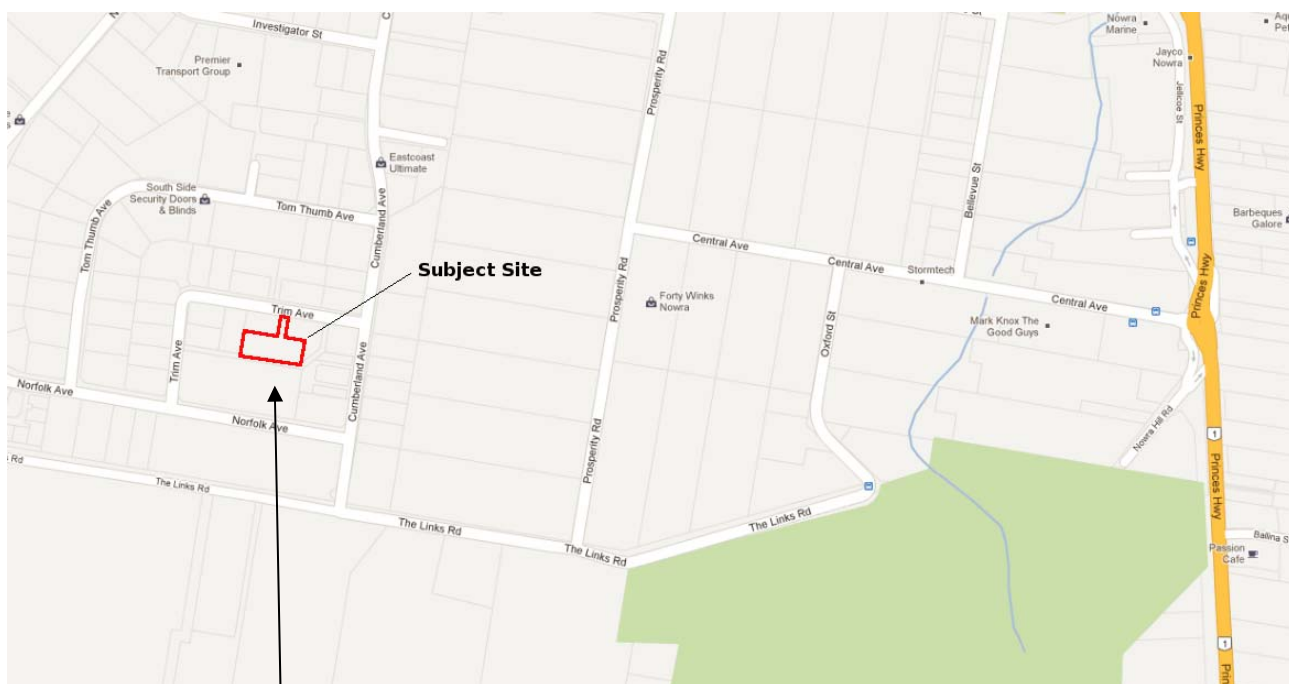


Figure 1: Locaility Plan

Operation to be expand onto this land

The subject site currently devoid of vegetation and structures; however, there are a number of stockpiles of recycled materials currently stored onsite. Lot 134 and Part Lot 133 DP 1124258 is broadly a T shaped lot and is approximately 0.69 hectares in area. The site has a general slope to the northeast. Approximately 1.3 hectares of Lot 137 DP 112458 is proposed to be utilised for this development once the land has been subdivided as part of the next stage of the Flinders Industrial Estate. The section of Lot 137 is relative flat and devoid of vegetation and structures. Lot 134 and Lot 137 are separated by a drainage easement therefore further investigation is required to determine whether internal vehicle access will be achievable or if the two site would require separate access.

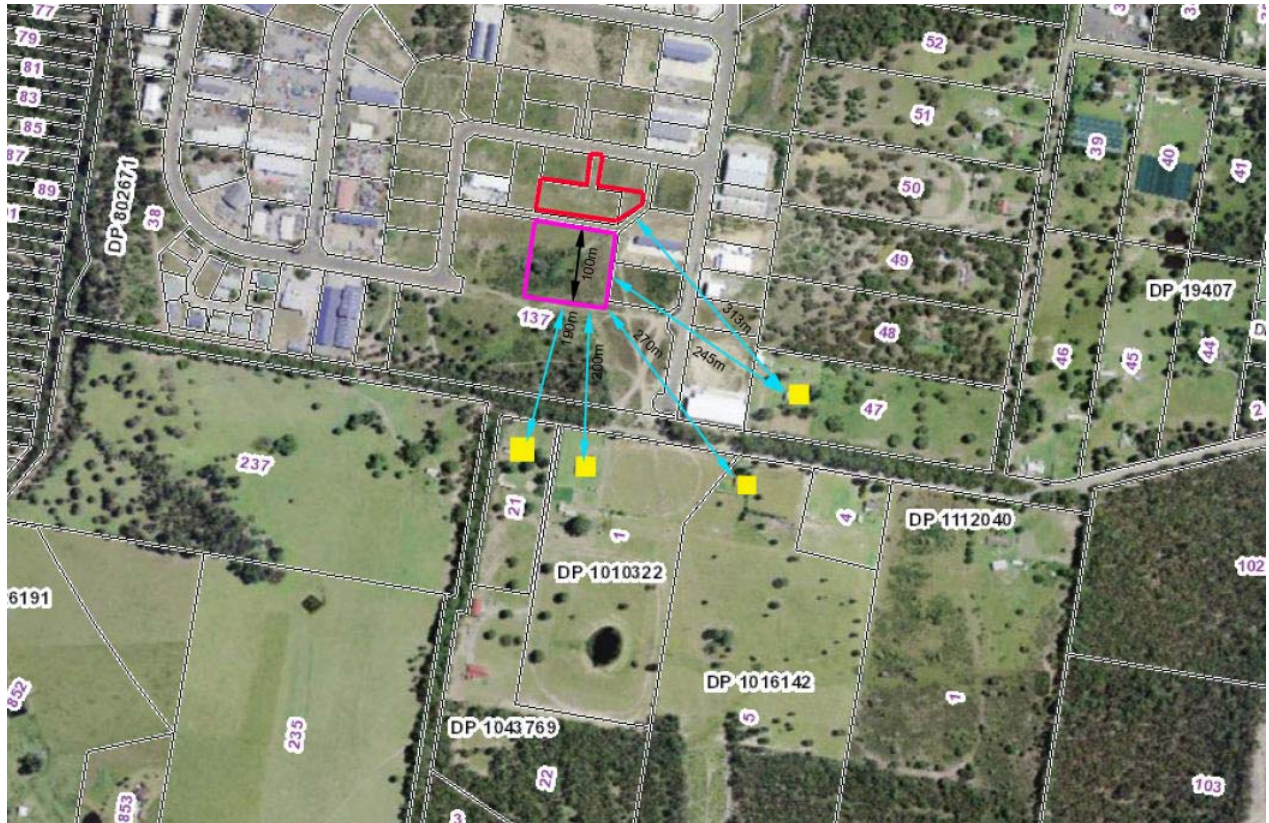


Figure 2: Aerial view of the site. Yellow squares represent the closest residents. Note: A copy a sketch plan of the site is provided in Attachment 1.

BRIEFLY DESCRIBE THE PROPOSAL

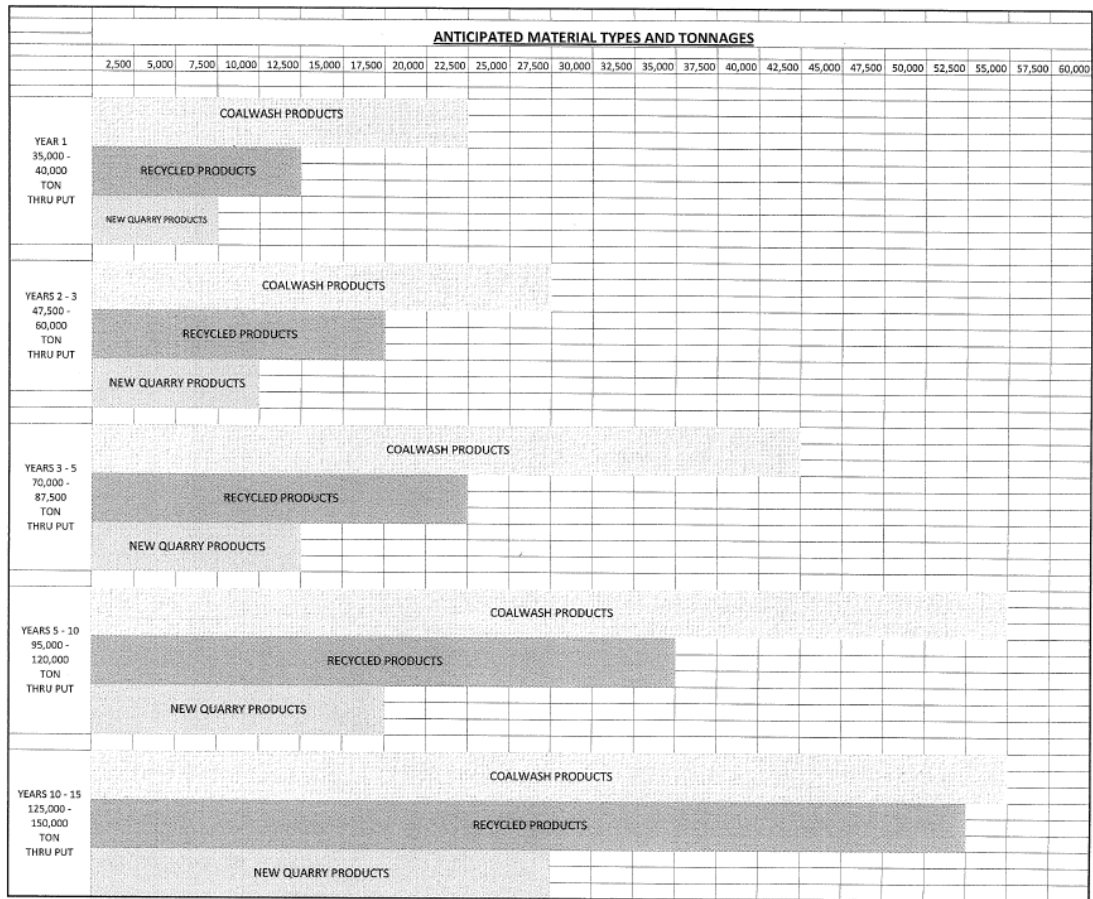
Purpose: Resource Recovery Facility

Components:

The resource recovery facility will receive resources from a range of suppliers and separate them into constituent materials for recovery; any residual waste which is not recoverable is aggregated for appropriate disposal. The recovered materials will be processed on-site or transported to an alternative facility for further processing. The facility will be designed to maximise recovery of resources and minimise contamination of materials. The types of resources which will be received and processed at the site include: asphalt waste, concrete, aggregates, coalwash, ENM/VENM, glass, steel, green waste, plastics and tyres.

Size:

The facility is proposed to operate at 150,000 tonnes per year once fully operational. In the first year it is expected that approximately 35,000 – 40,000 tonnes of combined coalwash, recycled and new quarry products will be processed on site. It is anticipated that the volume and types of products being received and processed will steady increase over the next 10-15 years.



Hours of Operation:

The use of the site for screening/crushing/blending of the resources is proposed to operate from 7am – 5pm on weekdays and 8am – 1pm on Saturdays.

The use of trucks on the site for receival and dispatch is proposed to operate 24 hours a day 7 days a week.

PROPOSED TRUCK MOVEMENTS AT No7 TRIM STREET, SOUTH NOWRA, NSW																													
	12pm	1am	2am	3am	4am	5am	6am	7am	8am	9am	10am	11am	12am	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm					
YEAR 1 PROJECTED TRUCK MOVEMENTS 35/45K TONNES	2 to 3 T & D IN or OUT																		2 to 3 T & D IN or OUT (15 Rigid RTA)					4 to 6 (19 to 21)					
					8 T & D / RIGID OUTWARD											8 T & D / RIGID INWARD										16			
					4 RIGID + 1 to 2 T & D inward						12 RIGID + 1 to 2 T & D outward															16 to 20			
YEAR 2 - 3 PROJECTED TRUCK MOVEMENTS 47.5/60K	4 to 6 T & D IN or OUT																		4 to 6 T & D IN or OUT (15 Rigid RTA)					8 to 12 (23 to 27)					
					8 T & D / RIGID OUTWARD												8 T & D / RIGID INWARD										16		
					5 to 7 RIGID + 1 to 3 T & D inward						15 to 22 RIGID + 2 to 3 T & D outward															23 to 35			
YEAR 5 PROJECTED TRUCK MOVEMENTS 70/87.5K TONNES	5 to 6 T & D IN or OUT																		5 to 6 T & D IN or OUT (15Rigid RTA)					10 to 12 (25 to 27)					
					16 T & D / RIGID OUTWARD											16 T & D / RIGID INWARD										32			
					8 to 10 RIGID + 2 to 3 T & D inward						20 to 28 RIGID + 5 to 8 T & D outward															35 to 49			
YEAR 10 PROJECTED TRUCK MOVEMENTS 95/120K TONNES	6 to 7 T & D IN or OUT																		6 to 7 T & D IN or OUT (15Rigid RTA)					12 to 14 (27 to 29)					
					20 T & D / RIGID OUTWARD											20 T & D / RIGID INWARD										40			
					10 to 12 RIGID + 4 to 7 T & D inward						23 to 29 RIGID + 5 to 8 T & D outward															42 to 56			
YEAR 15 PROJECTED TRUCK MOVEMENTS 125/150K TONNES	6 to 7 T & D IN or OUT																		6 to 7 T & D IN or OUT (15Rigid RTA)					12 to 14 (27 to 29)					
					25 T & D / RIGID OUTWARD											25 T & D / RIGID INWARD										50			
					10 to 12 RIGID + 4 to 8 T & D inward						28 to 34 RIGID + 6 to 11 T & D outward															48 to 65			

Truck sizes to be used include:

Rigid trucks, truck & dog trailer combinations, semi-trailer combinations, B-double combinations. Following tables provides a breakdown of the anticipate truck movements as the production capacity increases.

<u>TRUCK MOVEMENTS BASED ON SIZE & YEARLY TONNAGES</u>			
	<u>TRUCK TYPE</u>	<u>50 WEEKS/ YEAR</u>	<u>5 DAY WEEK</u>
YEAR 1 35,000 - 40,000 TON THRU PUT	T & D	46.90 / WEEK	9.4 / DAY
	2/3 T & D 1/3 Rigid	71.24 / WEEK	14.24 / DAY
	1/2 T & D 1/2 Rigid	83.4 / WEEK	16.68 / DAY
YEARS 2 - 3 47,500 - 60,000 TON THRU PUT	T & D	67.2 / WEEK	13.44 / DAY
	2/3 T & D 1/3 Rigid	102 / WEEK	20.4 / DAY
	1/2 T & D 1/2 Rigid	116.8 / WEEK	23.36 / DAY
YEARS 3 - 5 70,000 - 87,500 TON THRU PUT	T & D	98.42 /WEEK	19.68 / DAY
	2/3 T & D 1/3 Rigid	149.6 / WEEK	29.92 / DAY
	1/2 T & D 1/2 Rigid	175.2 / WEEK	35.04 / DAY
YEARS 5 - 10 95,000 - 120,000 TON THRU PUT	T & D	134.36 / WEEK	26.87 / DAY
	2/3 T & D 1/3 Rigid	204.14 / WEEK	40.8 / DAY
	1/2 T & D 1/2 Rigid	239.18 / WEEK	47.8 / DAY
YEARS 10 - 15 125,000 - 150,000 TON THRU PUT	T & D	171.8 / WEEK	34.36 / DAY
	2/3 T & D 1/3 Rigid	261.14 / WEEK	52.22 / DAY
	1/2 T & D 1/2 Rigid	305.94 / WEEK	61.18 / DAY

Onsite Equipment includes:

Bobcat loaders, wheel loaders (up to 20 ton), excavators (5 ton/30 ton with various attachments), impact crushers (up to 45 ton), jaw crushers (6 – 45 ton), 1-2-3 horizontal deck screens/trammel screens, conveyor systems (up to 18m long).

Site control & activities include:

Water catchment and reuse pond, dust suppression sprinklers, storage bunkers for products held on site, shed to cover finer product stockpile, screen processing area with shed, truck washing facilities, truck weighbridge, truck workshop facilities.

Employment:

It is expected that there will be 3-4 employees on site at any given time.

REGULATORY FRAMEWORK

Upon the repeal of Part 3A of the EP&A Act on 1 October 2011, the *Environmental Planning and Assessment Amendment (Part 3A Repeal) Act 2011* inserted a new Division 4.1 in Part 4 of the EP&A Act. This Division provides for a new planning assessment and determination regime for State significant development (SSD).

Under section 89C of the EP&A Act, development will be SSD if it is declared to be such by the new *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP).

Clause 8(1) of the SRD SEPP provides:

"8 Declaration of State significant development: section 89C

(1) Development is declared to be State significant development for the purposes of the Act if:

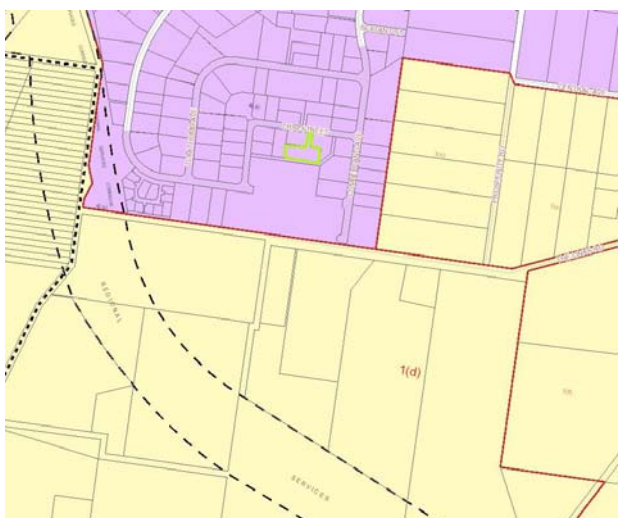
- (a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and
- (b) the development is specified in Schedule 1 or 2."

The Project is SSD as it meets each of the two criteria in clause 8(1) of the SRD SEPP – that is:

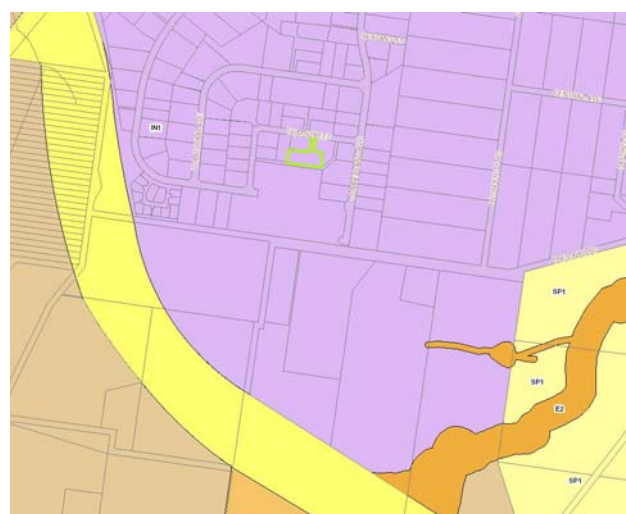
- The Project is permissible with Development Consent on the land on which the Project will be carried out; and
- The Project is development that is specified in Schedule 1 to the SRD SEPP.

Permissibility of the Project:

The site is zoned 4 (a) (Industrial "A" (General)) under the Shoalhaven Local Environmental Plan 1985. The site is surrounded by 4(a) zoned land for a minimum of 250 metres. Under the Draft Shoalhaven LEP 2009 the site is zoned IN1General Industrial. It should be noted that under the DSELP the rural land to the south of the site is proposed to be rezoned to industrial land increasing the buffer between the proposed site and residential development in the future.



Shoalhaven LEP 1985, Site outlined in Green.



Draft Shoalhaven LEP 2009, Site outlined in Green.

Figure 3: Zoning Map

The Project is development specified in Schedule 1 to the SRD SEPP:

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Clause 5(23)(3) in Schedule 1 to the SRD SEPP specifies the following development:

“23 Waste and resource management facilities

(3) Development for the purpose of resource recovery or recycling facilities that handle more than 100,000 tonnes per year of waste”.

Given that the Project is proposed to operate at 150,000 tonnes per year once fully operational, the Project is development specified in Schedule 1 to the SRD SEPP.

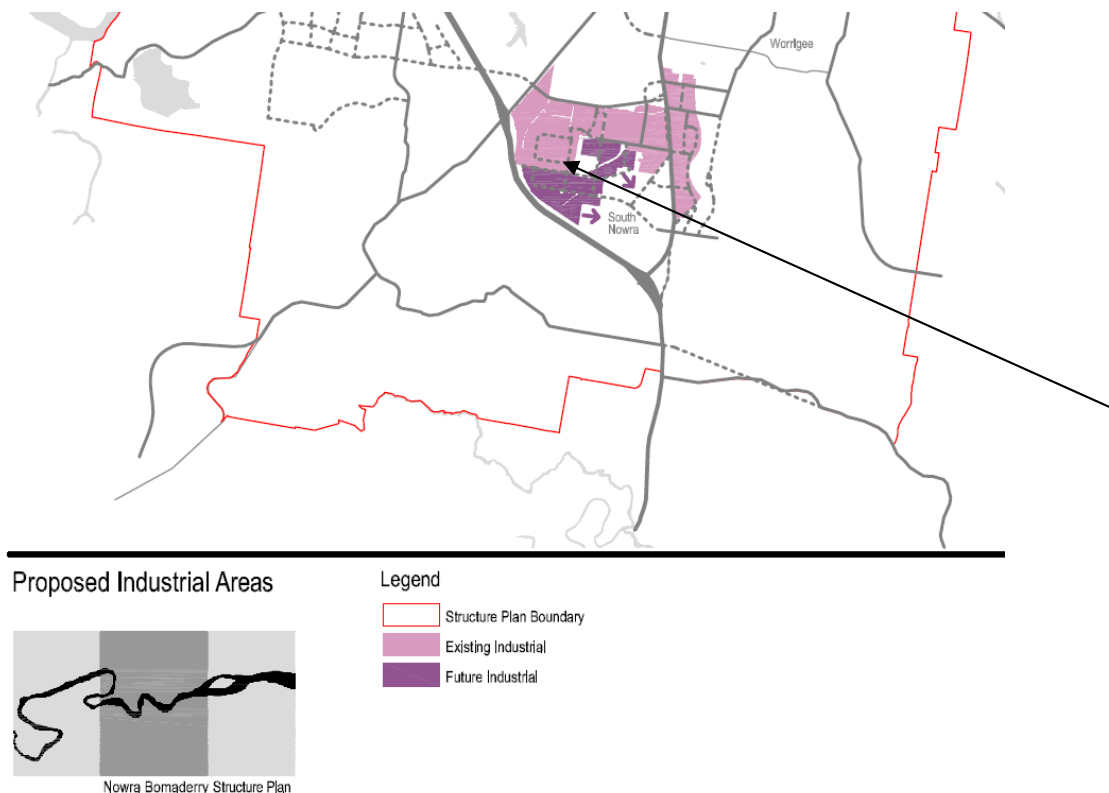
The following environmental planning instrument(s) apply to the proposal:

- State Environmental Planning Policy No. 33 – Hazardous and Offensive Development,
- SEPP (Infrastructure) 2007, and
- Illawarra Regional Environmental Plan No. 1.

STRATEGIC PLANNING DOCUMENTS

NOWRA BOMADERRY STRUCTURE PLAN

The Nowra Bomaderry Structure Plan (SCC 2006) sets out the development-conservation agenda for Nowra and Bomaderry for the next 20 to 30 years and promotes waste avoidance and resource recovery. The Structure Plan was endorsed by the DoP in 2008. The Structure Plan is not a legal statutory planning document however it provides strategic direction and guidance, identifying land that will be further investigated in detail for possible rezoning and development. The Structure Plan identifies South Nowra as the main industrial area of the Shoalhaven and identifies an additional 91.8 hectares of land at South Nowra for industrial use in the future. The proposed resource recovery facility is demonstrably consistent with the Nowra Bomaderry Structure Plan.



PRELIMINARY ENVIRONMENTAL ASSESSMENT

As part of the Environmental Impact Statement prepared to accompany the Project Application a risk assessment analysis will be undertaken and site specific investigations and reports will be prepared in accordance with DGR's. The aim of this analysis is to identify all key environmental risk factors relevant to the proposal, so they can be appropriately managed and taken into consideration during the detailed design.

The key environmental considerations associated with the proposed development are as follows:

- Air Quality;
- Noise Amenity;
- Water Management;
- Waste Management (e.g management of contaminated loads); and
- Traffic Management.

Air and Noise

The main sources of air and noise pollution from the proposal would be via:

- Earth works associated with construction of the facility;
- Vehicular movement;
- Loading and unloading of vehicles;
- The handling/processing of Waste Material; and
- Windborne dust from passive areas.

As part of the preparation of the Environmental Impact Statement the following assessment will be undertaken:

- An air quality, and greenhouse gas impact assessment will be conducted in accordance with OEH 'Approved Methods for the Modelling and Assessment of Air Pollutants in NSW' (Approved Method) (DEC 2005b) and the Australian Greenhouse Office's (AGO) Factors and Methods Workbook (AGO 2005);
- An noise impact assessment will be conducted in accordance with Industrial Noise Policy (INP) and Environmental Criteria for Road Traffic Noise 1999 (ECRTN).

The potential impact on the local air and noise quality will be managed through a combination of mitigation measures including onsite dust suppression, sealing of access roads, construction of a processing shed and implementation of standard noise control measures.

Water Management

While there are natural water course located within the vicinity of the subject site there is a drain easement located between Lot 134 and Lot 137. The main management issues in relation to surface and ground water are:

- Leachates (leachate is deemed to include all water that has come into contact with waste). Leachates have the potential to pollute groundwater and surface water bodies and can be high in nutrients and other chemicals depending on the type of waste the water comes into contact with. Furthermore, from a disposal point of view leachate is classified as liquid waste.
- Stormwater/surface runoff. Surface runoff can transfer sediment, suspended solids, nutrients and other chemicals to receiving waters. Surface water run-on can also lead to excessive generation of leachate. Three main types of stormwater could be generated by the operation:
 - Clean stormwater runoff from undisturbed and rehabilitated / revegetated areas of the site;
 - Potentially sediment-laden stormwater runoff from disturbed areas of the site and stockpiles of product waiting to be sold; and
 - Potentially leachate contaminated stormwater runoff from the stored waste material.

A range of appropriate measures would be implemented to minimise, contain, collect and dispose of leachate and stormwater generated during resource recovery operation at the site. The facility will be designed to manage stormwater through a combination of mitigation measures. The fundamental approach to stormwater management would be as follows:

- Divert all clean stormwater runoff from upstream undisturbed areas and revegetated areas around disturbed areas;
- Collected the rainwater from the proposed new buildings and reuse the water with the process.
- Maintain undisturbed and rehabilitated / revegetated area as filters for sediment from disturbed areas;
- Maintain all stormwater runoff from disturbed areas as diffuse as possible to minimise sediment loads and maximise the opportunities for the vegetation to strip sediment from the runoff. Any concentration of flow

would be avoided, wherever possible;

- Implement and maintain appropriate erosion control measures e.g. re-vegetation, silt fencing etc, on all disturbed areas as soon as practicable; and
- Capture all potentially contaminated runoff from disturbed areas or processing areas and treat such water in the proposed stormwater dams.

The facility will also include procedures for dealing with spills, and appropriate equipment and materials (e.g. dry mulch, sand or other absorbents) will be located onsite to deal with any spills.

During construction erosion and sediment control will be undertaken in accordance with the “Blue Book” Landcom (2004) Managing Urban Stormwater: Soils and Construction, 4th edition, with the objective of zero sediment from the construction site reaching the receiving water course.

Waste Management (e.g management of contaminated loads)

Materials received will be inspected by the operator to ensure materials are consistent with that to be recovered in the processing area and to ensure asbestos is not received at the Resource Recovery facility. Once weighbridge inspection has occurred, materials are delivered to the sorting area where the operator will undertake further inspection.

Rigorous asbestos inspection and rejection, processes will be undertaken. Materials that are unsuitable or uneconomical for recovery and recycling (eg. contaminated soil and loads that cannot be physically sorted), would be directed at the weighbridge directly to an appropriate licenced waste facility for disposal.

Traffic Management

Transportation issues that require assessment and will be reported in the EIS include the following:

- Site Access Requirements – the site will require appropriate vehicular access for transport of materials;
- Adequacy of Existing Road Network – a detailed assessment of the existing road network and traffic usage levels to assess its suitability to accommodate additional traffic generated by the Development;
- Construction Stage Traffic Impacts – Assessment of the potential traffic impacts during the construction stage of the Development; and
- Operational Stage Traffic Impacts - Assessment of the potential traffic impacts which would occur during the ongoing operational stage of the Project and the interaction with the existing traffic utilising them key transport routes.

Conclusion

The subject site is relative flat and cleared of vegetation and is well suited to the establishment and operation of a Resource Recovery Facility given its position within the Flinders Industrial Estate and its proximity to Nowra CBD and the West Nowra Recycling and Waste Facility. The sites proximity to Nowra CBD provides easy access to both commercial operators and local.

A number of potential environmental constraints have been identified (above) which will require further investigation or mitigation measures incorporated into the final design and operational procedures to manage the impact to an acceptable level. However, the initial environmental investigation did not find any constraints that are likely to prevent the proposed development of the site.

CAPITAL INVESTMENT VALUE

The capital investment is estimate to be 2.5 – 3 Million dollars.

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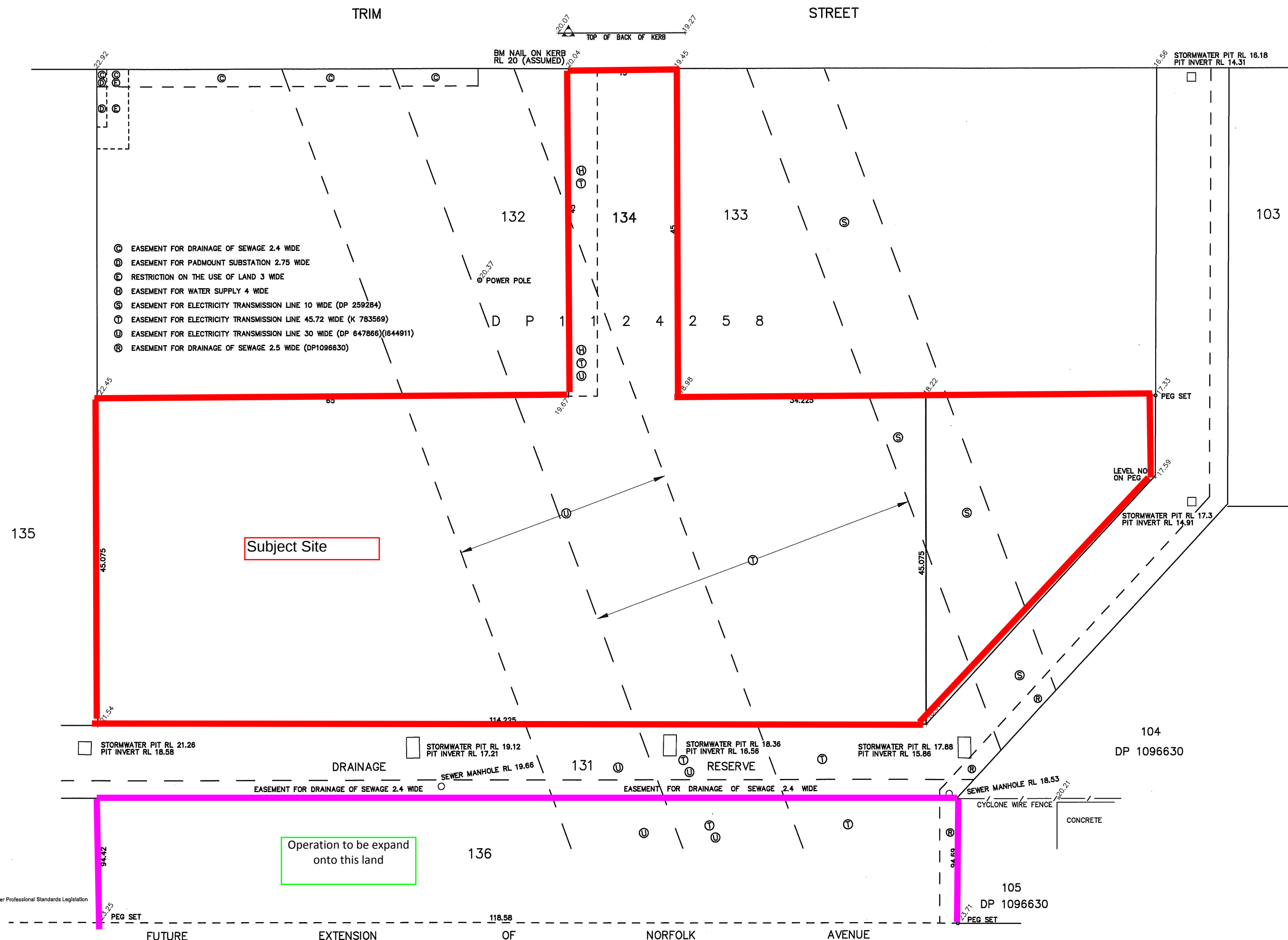
ACN 061 056 577

Name: David Cannon

Signature

D. L.

Date: 18 January 2012



SHEET	1	OF	1	SHEETS
REF. No.		PLAN No.		
16765		12/81		