

14 July 2017

Recycling & Recovery

Chris Ritchie
Director, Industry Assessments
NSW Department of Planning & Environment
320 Pitt Street
Sydney 2000

Dear Chris,

RE: SSD 15_7267 SUEZ Wetherill Park Transfer Station – development application amendment

1 Introduction

SUEZ lodged a state significant development application to the Department of Planning & Environment (DPE) for an increase in capacity of putrescible waste at the SUEZ Wetherill Park Transfer Station. Due to the passage of time since the development application was initially lodged, as well as subsequent feedback received from TransGrid following consultation during the assessment period, SUEZ proposes to make two minor amendments to the development application. The proposed amendments are as follows:

- **Amendment 1:** Request the Department of Planning & Environment to provide a transition period prior to the surrender of previous consents to permit construction to occur in parallel to continued operations at the transfer station at our existing tonnage capacity; and
- **Amendment 2:** Removal of the proposed small vehicle drop-off area

SUEZ makes the above amendments in accordance with Clause 55 of the *Environment Planning and Assessment Regulation 2000* which describes the procedure for amending a development application. SUEZ seeks the consent authority's agreement to the proposed amendments and this letter aims to provide a description of the nature of the changed development, as well as how the amendments would be managed.

2 Amendment 1: Request the DPE to provide a transition period prior to the surrender of previous consents to permit construction to occur in parallel to continued operations at the transfer station at the existing tonnage capacity

SUEZ's development application includes construction works to upgrade the facility. In the original Environmental Impact Statement (EIS), SUEZ contemplated complete closure of the site during construction stage. The proposed amendment is for a transition period prior to the surrender of previous consents to permit construction to occur in parallel to continued operations at the transfer station at its existing tonnage capacity.



There are a number of drivers for the strategic need and justification for the Wetherill Park Transfer Station expansion proposal including population growth and relevant legislations and policies, but the critical driver is the additional capacity requirements for putrescible waste management with the imminent closure of Eastern Creek Landfill located within the Eastern Creek Resource Recovery Park (ECRRP), which is on track to close in July 2017.

At the time the EIS was prepared and submitted (late 2015 / early 2016), a shut-down period was considered to be the most efficient way to allow the upgrades to occur. However, as we have entered mid-2017, SUEZ no longer could proceed with the original plan due to the imminent landfill closure at ECRRP. As identified in the EIS, the Wetherill Park Transfer Station is less than 5 km away from the ECRRP and identified to be one of the most strategic locations to accept the diverted waste which would have otherwise gone to the EC landfill.

Maintaining the operation of the Wetherill Park Transfer Station after the closure of Eastern Creek landfill would ensure low disruption to existing waste services following closure of a major waste infrastructure in the Sydney region. Due to the critical nature of the facility as part of the Eastern Creek landfill post-closure strategy, SUEZ proposes to manage the upgrade works concurrently with continued operation of the existing transfer station.

2.1 Mitigations of potential impacts due to the amendments

An overview of the proposed works at the Wetherill Park Transfer Station is provided in Section 4.2 of the EIS and summarised below:

- Site establishment
- Clearing and grubbing
- Bulk earthworks
- Pavement and hardstand construction for trailer / truck parking
- Stormwater conveyance system under new heavy duty pavement including tie into the existing system
- New roller shutter opening
- Construction of workshop

Additional works requirements proposed by the various agencies include:

- Fire Rescue NSW: Upgrade the fire hydrant and sprinkler systems
- Fairfield City Council: Bunding of the first flush detention tank
- NSW EPA (via Environmental Protection Licence variation): Dust suppression, deodorising spray and concrete sealant within 3 months of EPL variation

Considering the above, the majority of the works (external pavement, hardstand, workshop) are external to the waste transfer station building and their construction would have limited impact on the waste receipt activities. SUEZ proposes management of any residual impact on existing traffic and operations via a Construction Environmental Management Plan (CEMP) process, including a dedicated Traffic Management Plan (TMP) reflecting works staging, to be approved by the DPE prior to construction. Mitigation methods that may be adopted in the CEMP / TMP include use of traffic controllers on site as well as construction during non-peak periods.



For the works proposed within the transfer station building, the mechanical works such as dust suppression, deodorising spray and fire hydrant upgrades could be undertaken as part of business as usual activities. Currently the Wetherill Park Transfer Station undertakes maintenance activities to service lights and existing sprinklers with limited interruptions to site operations.

Regarding stormwater, there is an existing functioning stormwater system and network of drains that manages the stormwater on site (refer to EIS Chapter 10). Through implementation of the CEMP including an Erosion and Soil Control Plan (ESCP), the earthworks external to the waste transfer station would not add to the existing stormwater system and network through implementation of mitigation measures such as silt fencing and sand bags as required. The connection of the new system to the existing system would be undertaken at the end of the construction period which minimises any disruption to the existing system.

Finally, for the concrete sealant works within the building, preliminary discussion with contractors indicated that the works could be undertaken towards the end of the week (Friday, Saturday) once the waste pit is cleared, allowing the sealant to dry on Sunday. This may result in a very short period of site closure but this would be managed through communications with our customers and contractors. As this requirement was suggested by the EPA as an Environmental Protection Licence (EPL) variation requirement and (as the drafting currently indicate) could be undertaken within 3 months of issue of the licence, SUEZ would liaise further with the EPA to understand their requirements prior to commencement of works.

As discussed in the EIS, we need to stress the construction methods as well as timeframes proposed in the EIS are indicative only. Once the final requirements are determined through review of the consent requirements (if granted), SUEZ would work closely with our preferred contractors during the procurement period and select the contractor who could deliver the best results in the shortest period of time without sacrificing safety or environmental compliance.

3 Amendment 2 - Removal of the proposed small vehicle drop-off area

SUEZ's design originally included a small vehicle drop-off area dedicated to manage small vehicles. Upon consideration of TransGrid's comments received 9 June 2017 and subsequent comments received 22 June 2017, SUEZ agreed to modify the plans to remove the proposed small vehicle dropoff area. Copies of the feedback from TransGrid is provided in Attachment A and the updated plans are provided in Attachment B.

SUEZ is confident that we would be able to continue operate the site safely with minimal environmental impact without the proposed small vehicle dropoff area.

3.1 Mitigations of potential impacts due to the amendments

The removal of the proposed small vehicle dropoff area would not result in changes to the environmental assessment findings in the EIS. Discussions are provided below for key areas including traffic management, soil and water, air quality and noise.

Traffic management



Without the proposed small vehicle dropoff area, SUEZ would continue to manage traffic by separating small and heavy vehicles by having them unload waste from different sides of the surge pit. Further, an additional exit roller door and new heavy duty pavement would be installed at the back of the transfer station which would streamline traffic on site and ensure safety of drivers by minimising interactions between small and heavy vehicles. This would be an improvement over existing traffic flow where the small and heavy vehicles share the same exit door.

The proposed new door at the rear of the transfer station would predominately be used by heavy vehicles, while the small vehicles would exit using the existing opening west of the transfer station building. Initial swept path analysis undertaken as part of developing the concept plans demonstrates there would be adequate space for the heavy vehicles to turn once they exited the transfer station building.

As part of expanded operations, SUEZ would continue to review and periodically update our traffic management plan to reflect the new exit door, and would also install adequate traffic management controls such as give way signs and line markings to ensure safe traffic flow through the site.

The traffic and transport assessment in the EIS predominantly considers the vehicle movements entering and exiting site and its impact on the local road network. The assessment findings are therefore not affected by the small vehicle dropoff area.

Soil and water

The area designated for the small vehicle drop off area would remain the same as existing and the awning above the area would be retained. The existing stormwater management system has proven capacity to deal with stormwater captured in this area and the removal of the proposed small vehicle dropoff area would not impact the quality or quantity of stormwater currently managed by the system.

Council previously expressed concern for the flood levels on site due to the proposed construction of new entry and exit ramps to the raised small vehicle dropoff area, as well as the construction of a workshop within the south-east corner of the property within the floodplain. SUEZ has subsequently engaged technical consultant (Golder Associates) to undertake hydraulic modelling to reflect the proposal, with the results included in the Response to Submissions Report dated October 2016. Hydraulic results indicate minimal change in flood depths and velocities for the 1:100 AEP event. By removing the proposed small vehicle drop off area, Council's concern would be further alleviated.

Air quality, greenhouse gas and odour

The small vehicle dropoff area was not considered to be a major source of odour in the environmental impact statement as the air quality assessment was undertaken with the major odour source considered to be the waste transfer building (in particular the surge pit, making allowances for stockpiles on the floor). As this change does not modify the input or output waste tonnages, the findings from the air quality, greenhouse gas and odour assessment in the EIS would not be affected.

Noise and vibration

The small vehicle dropoff area was not considered to be a major source of noise in EIS. By reducing operations outdoors, this change would not affect the outcome of the noise and vibration assessment in the EIS, if not



Recycling on site would continue to be achieved via removing recyclables from the waste unloaded from the transfer station floor as per current operations. Without the proposed small vehicle dropoff area, the existing equipment such as the cardboard compactor (refer diagram below) would be maintained and used to compact and bale recovered materials to be further recycled offsite.





4 Conclusions

We hope the above provide sufficient detail regarding the nature of the development as a result of the minor amendments and explanation on how any potential impacts as a result of the amendments would be managed and mitigated.

Please do not hesitate to contact me at the first instance if you require any further clarifications.

Yours sincerely

Carol Ng

Project Manager

(02) 8754 0514

Attachment 1: Correspondence with TransGrid

Attachment 2: Revised architectural plans

Ng, Carol

From: Kylie O'Brien Pratt <Kylie.O'BrienPratt@transgrid.com.au>
Sent: Thursday, 22 June 2017 11:54 AM
To: Susan Fox; Ng, Carol
Cc: Nicholas Hall; Kenson Ho
Subject: RE: SSD 7267 SUEZ Wetherill Park Resource Recovery Facility

Hi Susan,

TransGrid has no objections to the proposed Stage 1 works including replacement of the existing driveway with TransGrid's easement, so long as there is a mechanism for TransGrid to re-assess the application should there be any variation to the current driveway levels that present any risk to public safety or to TransGrid's infrastructure.

Is this something that can be conditioned to ensure the ground level remains the same?

As previously advised, a technical assessment will need to be undertaken by TransGrid for any other proposed works within TransGrid's easement, including the design of the driveway to the car dropoff area, which currently does not comply with TransGrid's requirements.

Kind regards,

Kylie O'Brien Pratt
Development Assessment Officer | Network Planning and Operations

TransGrid | 180 Thomas Street, Sydney, NSW, 2000
T: (02) 9284 3174
E: Kylie.O'BrienPratt@transgrid.com.au **W:** www.transgrid.com.au

From: Susan Fox [mailto:Susan.Fox@planning.nsw.gov.au]
Sent: Friday, 9 June 2017 11:59 AM
To: Ng, Carol
Cc: Kylie O'Brien Pratt; Nicholas Hall
Subject: RE: SSD 7267 SUEZ Wetherill Park Resource Recovery Facility

Thanks Carol,

We shall discuss internally, as to DPE's approach taking into consideration Transgrid's email.

Regards

Susan Fox

Susan Fox
Senior Planning Officer | Industry Assessments
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From: Ng, Carol [<mailto:carol.ng@suez.com>]
Sent: Friday, 9 June 2017 11:55 AM
To: Susan Fox <Susan.Fox@planning.nsw.gov.au>
Cc: Kylie O'Brien Pratt <Kylie.O'BrienPratt@transgrid.com.au>
Subject: FW: SSD 7267 SUEZ Wetherill Park Resource Recovery Facility

Hi Susan

FYI please see below we will continue to consult with Transgrid to facilitate the assessment of stage 1 works in parallel to DPE's assessment of the project. I have not copied you into that email chain as there is likely going to be ongoing technical discussions between Transgrid and our consultants.

Best regards

Carol Ng
Project Manager
SUEZ Recycling & Recovery
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From: Ng, Carol
Sent: Friday, 9 June 2017 11:51 AM
To: 'Kylie O'Brien Pratt' <Kylie.O'BrienPratt@transgrid.com.au>
Cc: Marcon, Steve <steve.marcon@suez.com>; Carbins, Phil <phil.carbins@suez.com>; Kenson Ho <Kenson.Ho@transgrid.com.au>; Easements&Development <Easements&Development@transgrid.com.au>; 'Dohle, Daniel' <ddohle@golder.com.au>
Subject: RE: SSD 7267 SUEZ Wetherill Park Resource Recovery Facility

Hi Kylie

Thanks for the feedback, very timely information as I've just received feedback from the consultant.

For your assessment team – please see attached the relevant 3D models (not for construction) for your assessment. There is no actual model for the driveways within the easement as the driveways will be built at existing ground levels which is available on the existing 3D model. No change in ground levels is proposed.

We look forward to your team's feedback which as described in my email to Susan hopefully occurs in parallel to DPE's assessment. Do not hesitate to contact us if you require any additional information.

Daniel – please refer to Transgrid's email below. If you have any of the requested data files please send through.

Best regards

Carol Ng
Project Manager
SUEZ Recycling & Recovery

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From: Kylie O'Brien Pratt [mailto:Kylie.O'BrienPratt@transgrid.com.au]
Sent: Friday, 9 June 2017 11:05 AM
To: Ng, Carol <carol.ng@suez.com>; Susan Fox <Susan.Fox@planning.nsw.gov.au>
Cc: Marcon, Steve <steve.marcon@suez.com>; Carbins, Phil <phil.carbins@suez.com>; Susan Fox <Susan.Fox@planning.nsw.gov.au>; Kenson Ho <Kenson.Ho@transgrid.com.au>; Easements&Development <Easements&Development@transgrid.com.au>
Subject: RE: SSD 7267 SUEZ Wetherill Park Resource Recovery Facility

Hi Carol,

Thanks for your email. As discussed, TransGrid's preference is to have a design assessed prior to any consent being granted to ensure that the design is able to achieve compliance with AS7000 and TransGrid's requirements. TransGrid must undertake a technical assessment to ensure that the AS7000 minimum clearances to the transmission lines are met. These requirements must be met to ensure public safety. TransGrid also has a responsibility to protect its assets, and there is a need to assess a proposed development in terms of potential impacts on its assets and to ensure that access to its easements and infrastructure for maintenance purposes will be maintained.

We understand that some aspects of the design may not be able to be finalised at this stage. If you would like to commence works that are not in proximity to TransGrid's structure, and the design is able to achieve compliance with the minimum clearances to the transmission line, then TransGrid would not have any objections to these works commencing. However, a technical assessment will need to be undertaken by TransGrid for works within the easement, prior to providing our comments to the Department of Planning & Environment.

As per my previous email to Susan, the design of the driveway to the car dropoff area within TransGrid's easement must comply with TransGrid's requirements outlined in TransGrid's *Easement Guidelines for Third Party Development*. The proposed driveway located 5 metres from TransGrid's structure is not permissible. A driveway will not be approved when located within 20 metres of any part of a transmission line structure.

I've just received advice from our GIS section that we now have a new preferred data format to the 3D DXF file previously requested. Could you please pass on the following digital data format file request to your consultant:

Data Format

TransGrid can accept digital data in many formats. The preferred formats in order of preference are:

MapInfo – TAB
MapInfo – MID/MIF
ESRI – Shapefile
Google – KML/KMZ

Attribution

In cases where the data collection is of point features only, an Excel spreadsheet of the relevant attributes together with columns for the co-ordinates is sufficient.

Datum/Coordinate System

In all cases the coordinate system and datum (i.e. MGA56 on GDA94 or AMG56 on AGD66) used in the collection of data MUST be supplied.

Please do not hesitate to contact me should you have any queries.

Kind regards,

Kylie O'Brien Pratt

Development Assessment Officer | Network Planning and Operations

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T: (02) 9284 3174

E: Kylie.O'BrienPratt@transgrid.com.au **W:** www.transgrid.com.au

From: Ng, Carol [<mailto:carol.ng@suez.com>]

Sent: Friday, 9 June 2017 10:15 AM

To: Susan Fox

Cc: Kylie O'Brien Pratt; Marcon, Steve; Carbins, Phil

Subject: FW: SSD 7267 SUEZ Wetherill Park Resource Recovery Facility

Hi Susan

Thanks for passing on to me Transgrid's comments below.

I called Kylie yesterday morning and we discussed the following:

- There are two components of the proposed works that are currently within the Transgrid easement – the driveway to the proposed trailer parking and the driveway to the proposed small vehicle drop-off area (refer site plan DA101).
- SUEZ understands that as it currently stands the driveway to the small vehicle dropoff area will not be approved by Transgrid as it is within 20m of the transmission line structure.
- We understand all works within the Transgrid easement require Transgrid's assessment and approval, including provision of a 3D DXF file for Transgrid's assessment.

In order to not hinder the DA progress, SUEZ proposes the following:

- The development to occur in stages consistent with the letter provided to DPE dated 26 May 2017.
- Stage 1 would include the driveway to the proposed trailer parking area that is currently outside the 20 metres Transgrid buffer. SUEZ would provide a 3D model to Transgrid as soon as possible for their assessment and approval. Transgrid advised this currently has a 3-4 week timeframe. SUEZ is currently seeking the model from the consultant hoping to provide this to Transgrid in parallel to the consent progressing through DPE and PAC.
- Although it is outside the 20m easement, SUEZ understands the risk of progressing the consent in parallel to Transgrid approval is that Transgrid may not approve the proposed driveway to the trailer parking area. In which case SUEZ would modify the design in consultation with Transgrid prior to construction or modify the access point so it is outside the easement area. Considering only a minor portion of the proposed driveway is within the easement, any redesign is not expected to be major.
- SUEZ agrees to construct the small vehicle drop off area at a later stage (stage 2) after being granted EPL variation for full sought capacity. This would provide time for SUEZ to engage with Transgrid and redesign / relocate the driveway to the small vehicle drop off area to ensure the access is outside the 20 meters buffer of the transmission line structure. The redesign would need to be submitted and approved by Transgrid. We understand if the changes are substantial, the redesign to the small vehicle drop off area may trigger a consent modification.

We hope the above would allow DPE to continue its assessment process.

Kylie – please add in your comments if I missed anything above and please suggest to DPE a consent condition regarding the Transgrid easement.

Best regards

Carol Ng
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From: Kylie O'Brien Pratt [<mailto:Kylie.O'BrienPratt@transgrid.com.au>]
Sent: Friday, 2 June 2017 12:08 PM
To: Susan Fox <Susan.Fox@planning.nsw.gov.au>
Cc: Kenson Ho <Kenson.Ho@transgrid.com.au>; Lauren Vine <Lauren.Vine@transgrid.com.au>;
Easements&Development <Easements&Development@transgrid.com.au>
Subject: RE: SSD 7267 SUEZ Wetherill Park Resource Recovery Facility

Hi Susan,

As discussed yesterday, the applicant only consulted with TransGrid at the pre-DA stage (see emails attached). A copy of TransGrid's guidelines was provided to them. On 23/02/16 TransGrid advised that a 3D DXF file for the proposal was required to be submitted so that a technical assessment could be undertaken. However, the applicant didn't submit the requested information and no further consultation occurred.

The proposed driveway located 5 metres from TransGrid's structure is not permissible as per TransGrid's *Easement Guidelines for Third Party Development* (attached). A driveway will not be approved when located within 20 metres of any part of a transmission line structure.

Please do not hesitate to contact me should you have any further queries.

Kind regards,

Kylie O'Brien Pratt
Development Assessment Officer | Network Planning and Operations

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From: Susan Fox [<mailto:Susan.Fox@planning.nsw.gov.au>]
Sent: Wednesday, 31 May 2017 11:49 AM
To: Kylie O'Brien Pratt
Subject: FW: SSD 7267 SUEZ Wetherill Park Resource Recovery Facility

Hi Kylie,

Please find attached SITA's response regarding the Transgrid's easement.

Regards

Susan Fox

Susan Fox

Senior Planning Officer | Industry Assessments

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From: Ng, Carol [<mailto:carol.ng@suez.com>]
Sent: Wednesday, 31 May 2017 10:42 AM
To: Susan Fox <Susan.Fox@planning.nsw.gov.au>
Cc: Marcon, Steve <steve.marcon@suez.com>; Carbins, Phil <phil.carbins@suez.com>
Subject: RE: SSD 7267 SUEZ Wetherill Park Resource Recovery Facility

Hi Susan

Please see attach consultation with Transgrid in February 2016 where their Engineering and Asset Management Departments have reviewed our architectural plans and provided feedback. Subsequently, we have incorporated their feedback into the drawings, such as modifying our parking area to ensure no truck parking within the easement / under the transmission line. The proposed new driveways are offset from existing transmission structure by 5m in accordance with "Transgrid Easement Guidelines for Third Party Development". The contact officer is **Skye Shanahan**.

We are aware of the restrictive covenant SUEZ agreed to and commits to work within its parameter, including seeking written consent from Transgrid for works described within the covenant

Best regards

Carol Ng

Project Manager

SUEZ Recycling & Recovery

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From: Susan Fox [<mailto:Susan.Fox@planning.nsw.gov.au>]
Sent: Wednesday, 31 May 2017 10:12 AM
To: Ng, Carol <carol.ng@suez.com>
Subject: FW: SSD 7267 SUEZ Wetherill Park Resource Recovery Facility

Hi Carol,

Would you be able respond to questions from Transgrid ?

Regards

Susan Fox

Susan Fox

Senior Planning Officer | Industry Assessments
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From: Kylie O'Brien Pratt [<mailto:Kylie.O'BrienPratt@transgrid.com.au>]
Sent: Tuesday, 30 May 2017 3:06 PM
To: Susan Fox <Susan.Fox@planning.nsw.gov.au>
Subject: SSD 7267 SUEZ Wetherill Park Resource Recovery Facility

Hi Susan,

Thank you for the opportunity to provide feedback on this proposal.

Prior to TransGrid's transmission line upgrade the subject site was affected by a 30.48 metre wide easement. Agreement was reached with these owners to acquire a Restrictive Covenant 15 metres north and south of the existing easement to increase the total width prior to energisation at 330 kV. This covers the gate/weighbridge and the front part of the main building.

The Restrictive Covenant (attached) provides very specific conditions for the site with the existing encroachment deemed safe so they could remain. Anything outside these specific negotiated conditions of the Restrictive Covenant would not be permitted.

Based on the Concept Design Plans in Appendix F of the EIS it appears that part of the driveway (shown in grey) to the new waste drop off area may be proposed, not existing. Please confirm whether this part of the driveway is proposed? Are you aware of any works proposed within TransGrid's easement/Restrictive Covenant area, e.g. new hardstand area?

Any works within TransGrid's easement or Restrictive Covenant will require TransGrid's written consent and must comply with the terms of the easement and Covenant.

Kind regards,

Kylie O'Brien Pratt

Development Assessment Officer | Network Planning and Operations

TransGrid | 180 Thomas Street, Sydney, NSW, 2000

T: (02) 9284 3174

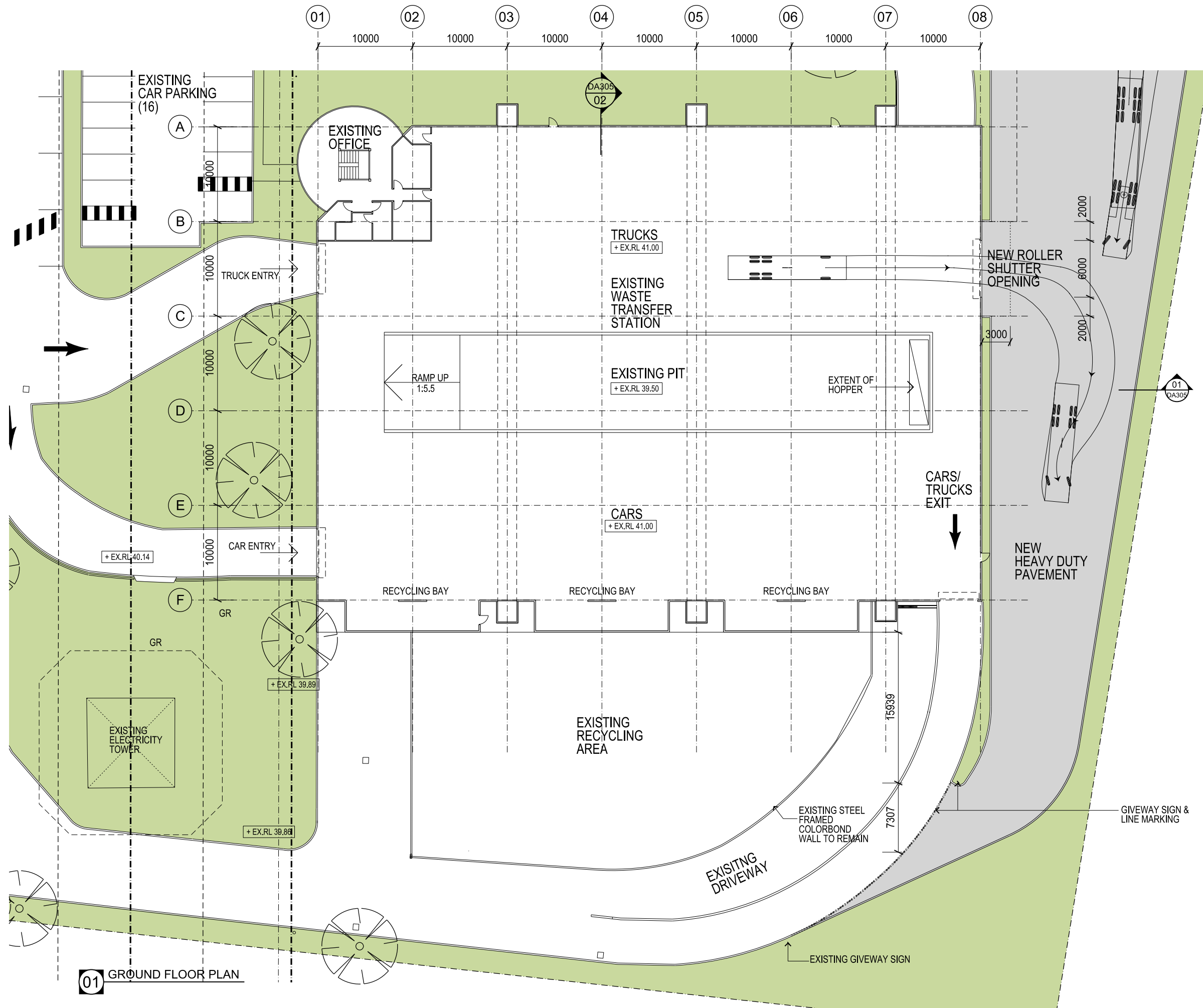
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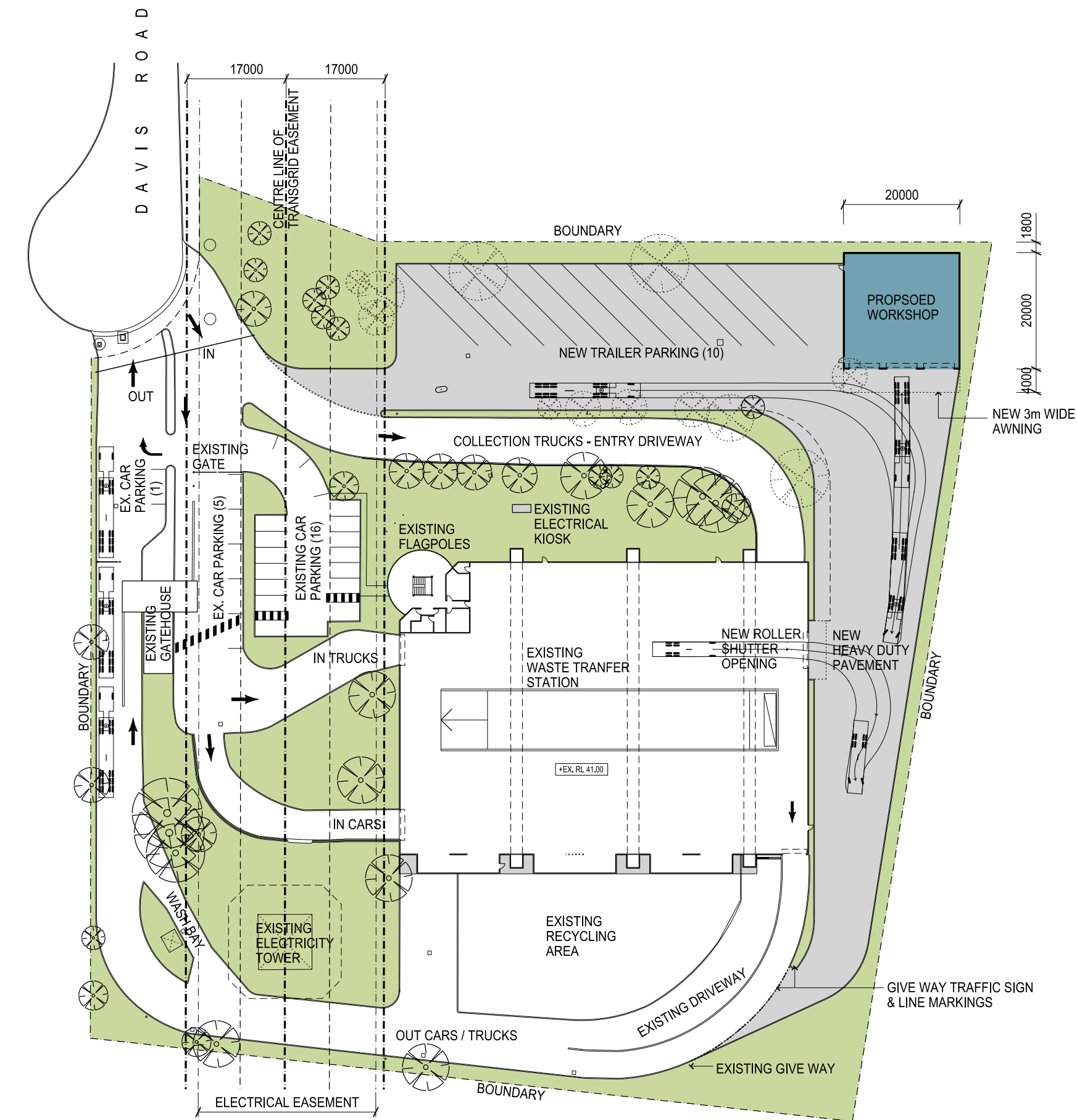
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NOTE:
GR - 600mm HIGH ARMCO GUARD RAIL
HR - 1000mm GALV. STEEL BALUSTRADE

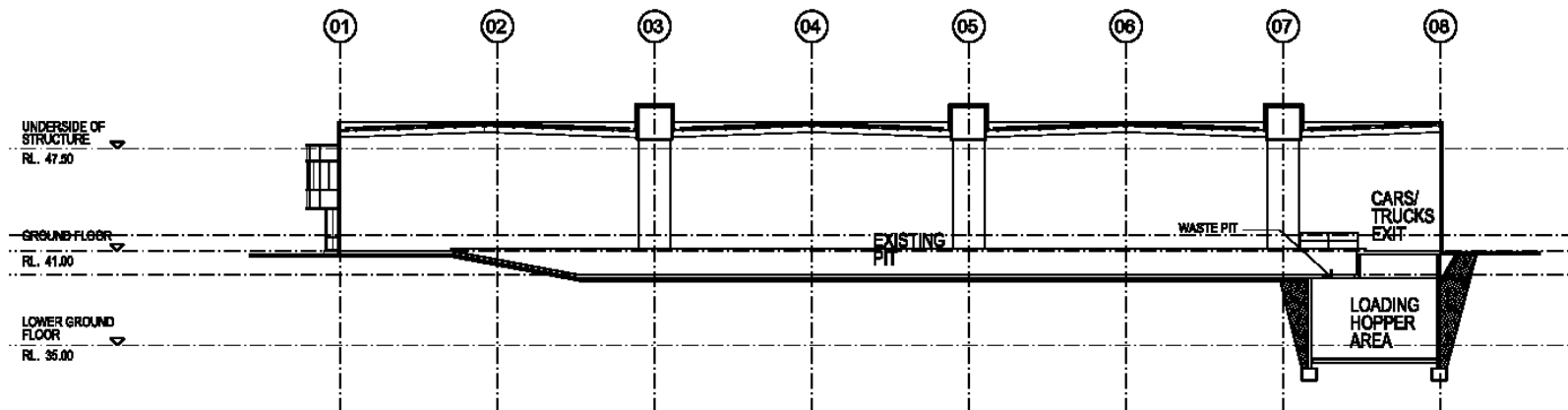
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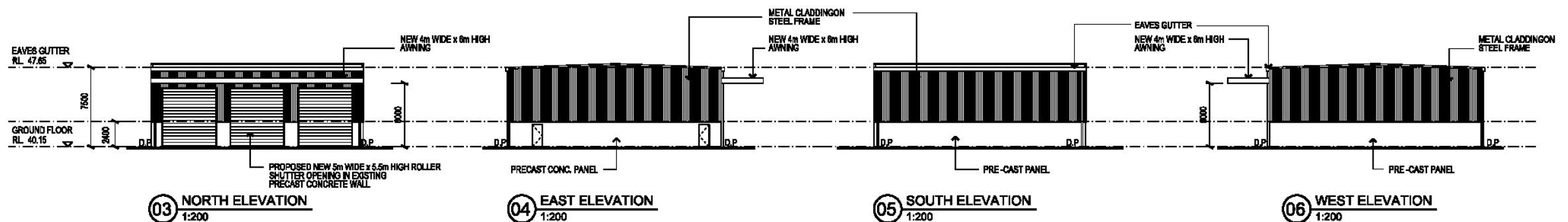
01 SITE PLAN

- NOTES:
1. THE PROPOSED TRUCK PARKING, DRIVEWAYS AND MANOUVERING AREA ARE DESIGNED IN ACCORDANCE WITH AS2890.1 & AS 2890.2

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FIGURED DIMENSIONS TO BE USED IN PREFERENCE TO SCALING. ALL DIMENSIONS TO BE CHECKED ON SITE															SCALE 1:400@A1 1:200@A3			DRAWN SBA			15233					
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ISSUE															REV.			DESCRIPTION			DATE			DA 101		
P			01			GENERAL AMENDMENTS			22.06.17																	
C			01			ISSUE FOR DEVELOPMENT APPLICATION			08.05.17																	
D			01			ISSUE FOR DEVELOPMENT APPLICATION			01.03.16																	
B			01			ISSUE FOR INFORMATION			23.12.15																	
A			01			ISSUE FOR INFORMATION			21.12.15																	
			01			ISSUE FOR INFORMATION			17.12.15																	
			01			ISSUE FOR INFORMATION			15.12.15																	



01 SECTION
1:200



03 NORTH ELEVATION
1:200

04 EAST ELEVATION
1:200

05 SOUTH ELEVATION
1:200

06 WEST ELEVATION
1:200

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DATE	REV.	DESCRIPTION
01.08.19	D	ISSUE FOR DEVELOPMENT APPLICATION
26.08.19	C	ISSUE FOR INFORMATION
21.09.19	B	ISSUE FOR INFORMATION
17.10.19	A	ISSUE FOR INFORMATION



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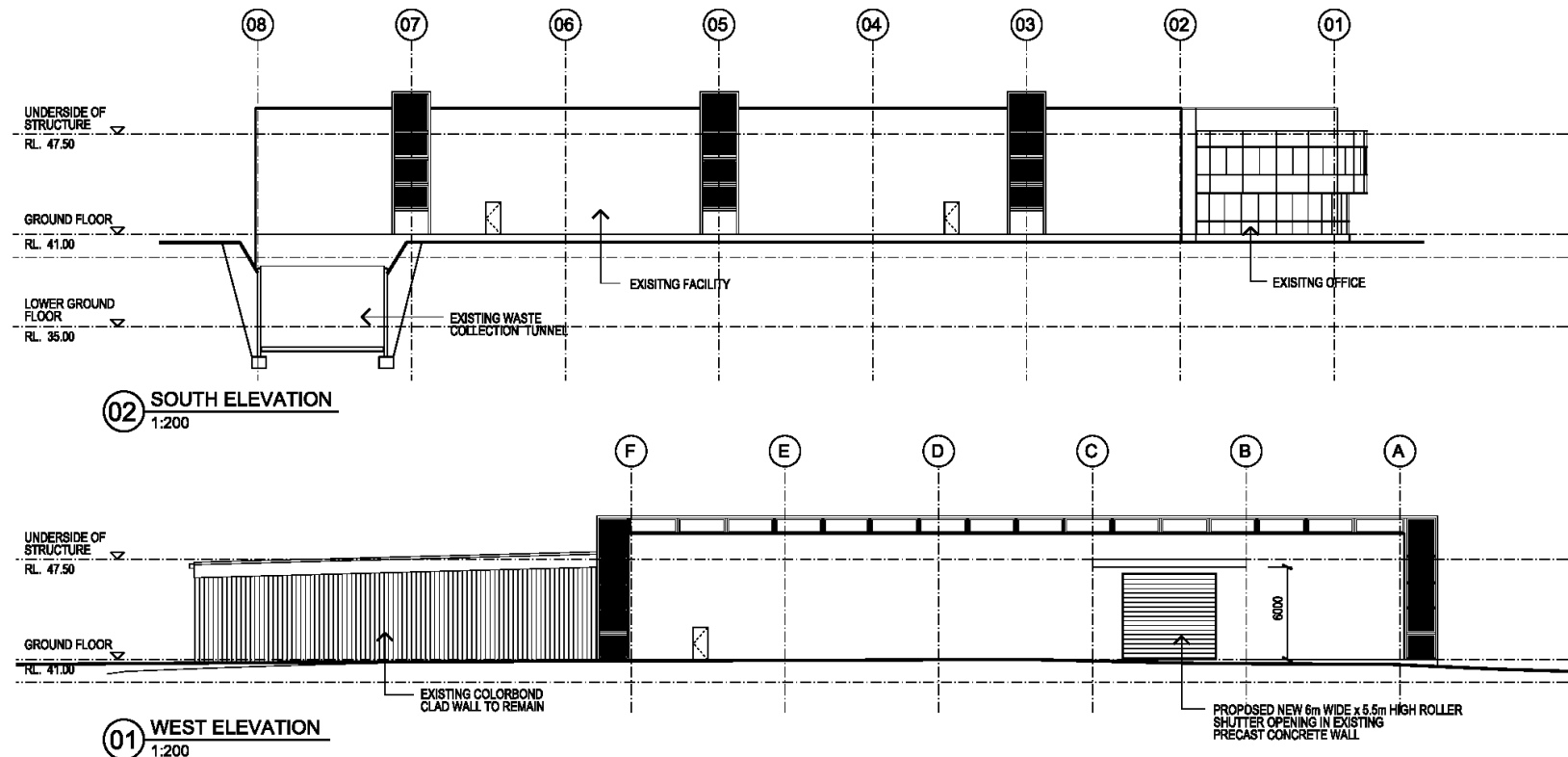
PROJECT
Wetherill Park
Resource Recovery Facility

TITLE
Sections &
Work Shop Elevations

DATE 01.08.19
SCALE 1:200 (A1)
1:400 (A3)
DRAWN SBA
CHECKED
APPROVED

PROJECT No.
15233

DWG No.
DA 305
ISSUE
D



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ISSUE	REV.	DESCRIPTION	DATE
D	01	ISSUE FOR DEVELOPMENT APPLICATION	01.08.16
C	01	ISSUE FOR INFORMATION	23.12.16
B	01	ISSUE FOR INFORMATION	21.12.16
A	01	ISSUE FOR INFORMATION	17.12.16



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CLIENT

PROJECT
**Wetherill Park
Resource Recovery Facility**

TITLE
Elevations

DATE	26.08.2016	PROJECT No.	15233
SCALE	1:200@A1 1:400@A3		
DRAWN	SBA		
CHECKED		DWG No.	DA 301
APPROVED		ISSUE	D