

Mortdale Resource Recovery Facility

*State Significant
Development
Modification Assessment
(SSD 7421 MOD 1)*



May 2019

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Glossary

Abbreviation	Definition
AV	Articulated Vehicle
Consent	Development Consent
Council	Georges River Council
Department	Department of Planning and Environment
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPL	Environment Protection Licence
ESD	Ecologically Sustainable Development
FRNSW	Fire and Rescue NSW
HRV	Heavy Rigid Vehicle
LEP	Local Environmental Plan
Minister	Minister for Planning
OEH	Office of Environment and Heritage
OEMP	Operational Environmental Management Plan
OTMP	Operational Traffic Management Plan
RMS	Roads and Maritime Services
RRF	Resource Recovery Facility
RtS	Response to Submissions
SEARs	Secretary's Environmental Assessment Requirements
Secretary	Secretary of the Department of Planning and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
SSI	State Significant Infrastructure
tpa	Tonnes per annum
WMP	Waste Management Plan



Contents

Glossary	iii
1. Introduction.....	1
1.1 Background	1
1.2 Approval History	2
2. Proposed Modification	3
2.1 Process description	4
2.2 Applicant's justification for the Proposed Modification.....	5
3. Strategic Context.....	7
3.1 A Metropolis of Three Cities – the Greater Sydney Region Plan	7
3.2 Waste Avoidance and Resource Recovery Strategy 2014-21	7
4. Statutory Context	8
4.1 Scope of Modifications	8
4.2 Consent Authority	8
5. Engagement	9
5.1 Department's Engagement.....	9
5.2 Summary of Submissions	9
5.3 Key Issues – Public Authorities	9
5.4 Response to Submissions	9
6. Assessment.....	11
6.1 On-site traffic movements	11
6.2 Consolidated Waste Storage Bays	13
6.3 Other Issues	14
7. Evaluation	17
8. Recommendation	18
9. Determination	19
Appendices.....	20
Appendix A – List of Documents	20
Appendix B – Statement of Environmental Effects/ Environmental Assessment.....	20
Appendix C – Submissions	20
Appendix D – Notice of Modification	20



1. Introduction

This report provides an assessment of an application to modify the State significant development consent (SSD 7421) for the construction and operation of a resource recovery facility (RRF).

The modification follows a review of the company's resource recovery network and has identified the need to change the operational requirements of the site, to involve less complex processing of waste on-site. The modification application seeks approval for the on-site changes required to facilitate the new methods of processing:

- reduction in the scale of recycling and waste processing plant
- expansion of the incoming waste receival area
- changes to the layout of the waste processing building and provision of a new entry and exit point to the building
- consolidation of external product storage bays
- relocation of the outbound weighbridge
- reduction in the number of vehicle stacking spaces from 28 to 15.
- modification to site levels to accommodate processing changes
- relocation of amenities and lunchroom
- changes to parking arrangements
- administrative changes to maximum waste allowed in storage areas

The application has been lodged by Bingo Industries (the Applicant) pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*.

1.1 Background

Bingo Industries Pty Ltd (the Applicant) is currently constructing an RRF at 20 Hearne Street, Mortdale (the site) in the Georges River Council local government area (LGA) (see **Figure 1**). The site covers an area of 0.76 hectares (ha) and is situated in the Peakhurst Industrial Area (see **Figure 2**). Adjacent land uses are mainly industrial in nature and include manufacturing, automotive services, printing businesses and supply services. Dairy Creek is located approximately 800 metres (m) south-east of the site. Hurstville golf course is located approximately 450m south of the site.

The predominantly low-density residential areas of Mortdale and Peakhurst surround the Peakhurst Industrial Area, with the nearest receivers 200m south-east of the site on Barry Avenue and 250m east of the site on Boundary Road. A dance school and children's play centre are located approximately 150m to the south-east on Barry Avenue (see **Figure 1**).

Access to the site is from Hearne Street, a two-lane road which connects to Barry Avenue in the south and Boundary Road in the north. Boundary Road provides the primary route for connection to the arterial road network, providing access to the M5 via Forest Road and King Georges Road.



Figure 1 | Site Location

1.2 Approval History

On 20 December 2017, development consent was granted by the then Planning Assessment Commission (PAC) for the Mortdale Resource Recovery Facility (SSD 7421). The development consent permits the following activities:

- demolition of existing buildings and structures and construction of a new 2,534m² waste processing building, with ancillary infrastructure, including weighbridges, material bays, plant and equipment, and a separate office and staff amenities building
- an increase in approved maximum waste processing capacity from 30,000 tpa to 220,000 tpa
- processing of dry non-putrescible construction and demolition (C&D), commercial and industrial (C&I) and domestic (Council clean-up) waste
- distribution of processed waste off-site to licensed recycling facilities for further processing or landfills (for residual waste)
- operation of the facility during the hours of 6am – 10pm, Monday to Saturday.



2. Proposed Modification

The Applicant has lodged a modification application under section 4.55(1A) of the EP&A Act to reduce the scale of recycling and processing of waste undertaken on the site, resulting in a number of changes to the site layout. Construction had already started on the waste processing building and site offices approved under SSD 7421 however, has stopped until a decision is made on the modification. The modification is described in full in **Appendix B** and the changes are summarised in **Table 1**. Key elements of the modification are shown in **Figure 2** and **Figure 4**.

Table 1 | Detail of Modifications

Proposed modification	Details of modification
Reduced scale of recycling and processing plant	<ul style="list-style-type: none">• The modification includes less complex processing of waste by replacing more advanced equipment with screening equipment to separate material by size only.• There would be two main recovered sizes: <60mm soils and rubble and >60mm soil, rubble and other products. Other materials such as oversized concrete, timber and steel would also be recovered.
Expansion of the incoming waste receival area	<ul style="list-style-type: none">• Increase in the size of the tip floor from 574m² to 1,120m² to allow two vehicles to tip at once.
Changes to the layout of the waste processing building and provision of a new entry and exit point to the recycling building	<ul style="list-style-type: none">• The addition of an access point on the south western side of the waste processing building and a separate bulk load-out area in the north west of the recycling building.• The creation of two holding pits between the tip floor and loadout area, one for unprocessed waste the other for screened materials >60mm.• The installation of an overhead feed hopper and gantry crane.
Consolidation of external product storage bays	<ul style="list-style-type: none">• The nine approved product storage bays would be consolidated into five. There is no change proposed to the total storage capacity of the bays.• One of the consolidated storage bays (likely the bay closest to the site entrance) would

Proposed modification	Details of modification
	<p>include an asbestos bin area, battery storage cage, fire extinguisher cage and gas bottle storage cage.</p> <ul style="list-style-type: none"> Of the remaining storage bays, one would be used to hold the processed and recovered <60mm product and the other three would be used for larger items of steel, timber, and oversized concrete.
Relocation of the outbound weighbridge	<ul style="list-style-type: none"> The outbound weighbridge would be relocated to adjacent to the site office.
Reduction in the number of vehicle stacking spaces from 28 to 15.	<ul style="list-style-type: none"> The modification indicates a reduced need for stacking spaces on-site. The number of stacking spaces for heavy rigid vehicles (HRVs) would therefore be reduced from 28 to 15 (see section 6).
Relocation of amenities and lunchroom	<ul style="list-style-type: none"> A reduction in footprint of administration/office building and the relocation of site amenities to be above car parking spaces.
Changes to parking arrangements	<ul style="list-style-type: none"> The approved development included 12 parking spaces. The modification includes a reduction in the number of car parking spaces from 12 to 11.
Administrative changes to maximum waste allowed in storage areas	<ul style="list-style-type: none"> Condition A8 of the current consent sets out the maximum stockpile volumes for waste stored on-site at any one time. The condition is based on the nine product storage bays. As the modification seeks to reduce the number of storage bays this condition requires revision to be consistent with the proposed development.

2.1 Process description

The modification would result in a number of changes to the processing of waste. Instead of advanced resource recovery equipment to separate incoming waste into final product streams, waste processing at the site would be simplified to involve mainly screening of material into different size fractions, a process flow diagram is provided (see **Figure 3**). Processed material can then be sent on for further resource recovery at a different site within Bingo's network.

Under the modification, mixed waste would be delivered to the waste processing building from a new entrance on the south west elevation of the building. Waste would be tipped onto an expanded tip floor, which would allow for two vehicles to tip at one time. Waste that is eligible to be accepted would be pushed into the waste holding pit. Any non-conforming waste would be separated and stored in a designated storage bay until it can be removed in accordance with the current approval. Any large items of steel, timber, and oversized concrete would be separated and stored in a designated storage bay.

The gantry crane, with a three cubic metre capacity grab, would lift waste from the waste pit into the overhead hopper. Waste would be fed through the hopper and onto a screener which separates waste into two fraction sizes (see **Figure 4**).

Material which is <60mm in size would be sent by conveyor to either a truck for direct loading or to the product storage bays if a truck is not available for loading. Material which is >60mm in size would be sent to the screened material pit via a conveyor. The overhead gantry crane would lift the >60mm waste from the screened material pit to one of two overhead loadout bunkers. The bunkers open from the bottom to load trucks parked in the loadout area.

2.2 Applicant's justification for the Proposed Modification

The Applicant currently owns and operates a number of facilities across the Sydney basin which broadly form a resource recovery network. The Applicant has carried out a review of their network, and as a result have indicated that simplifying the processing at the site, from advanced resource recovery to preliminary resource recovery and then sending processed material to more specialised facilities for further processing would allow the network to operate more efficiently. The Applicant advises that the change in processing on-site would mean higher resource recovery rates across the network would be possible. The Applicant also submits that the simplified processing activities at the site would reduce the active machinery on-site and improve the site's environmental performance outcomes.



Figure 2 | Site Area

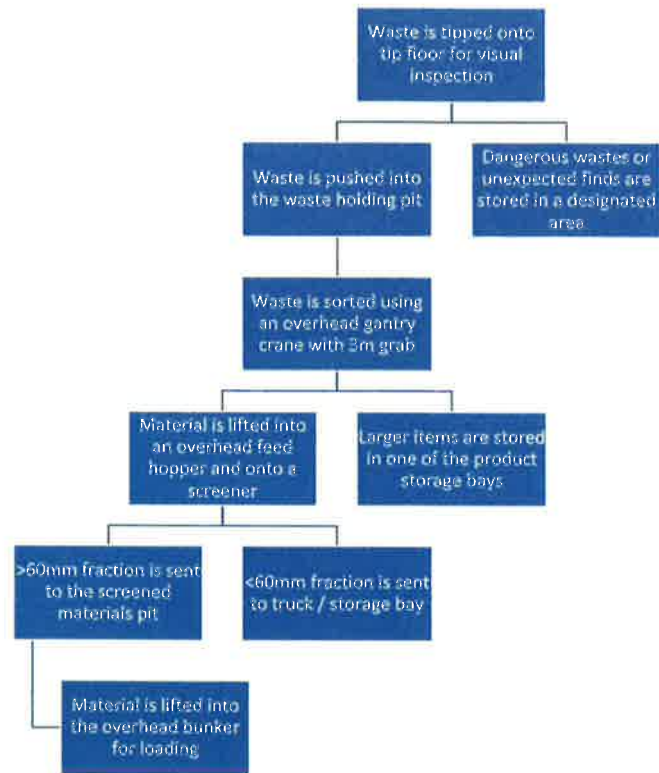


Figure 3 | Process Flow Diagram

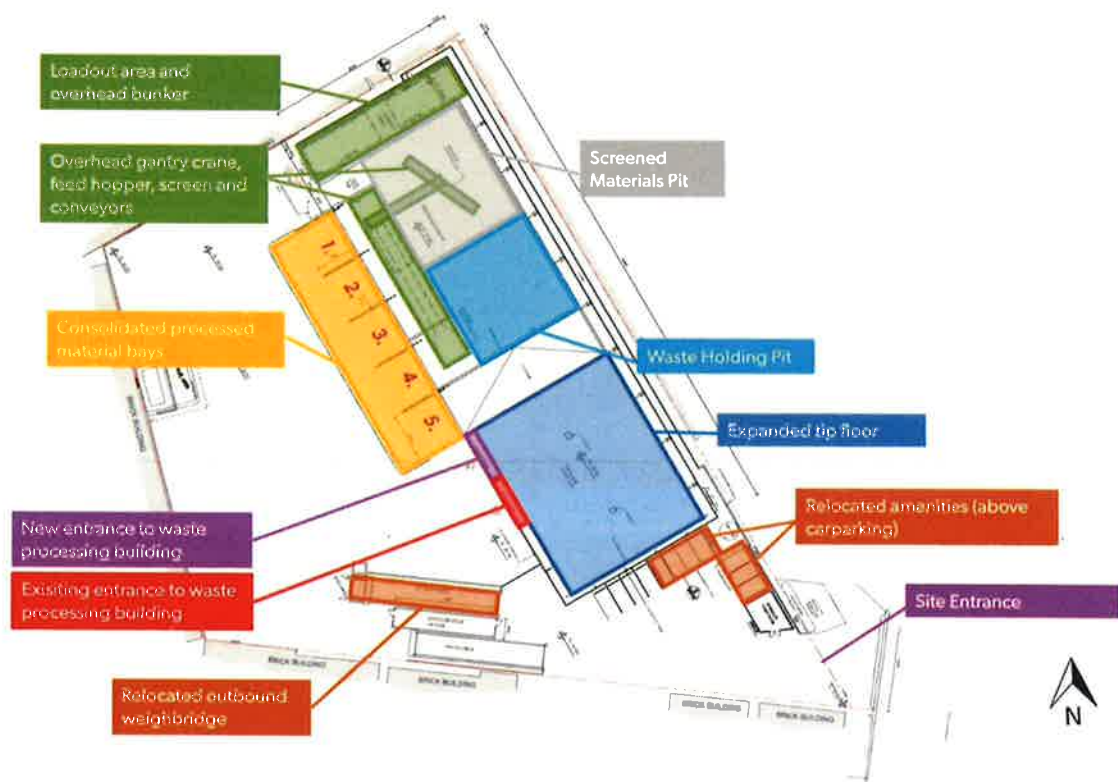


Figure 4 | Proposed Modifications to the Approved Site Plan



3. Strategic Context

The Department has considered the following strategic documentation relevant to the assessment of the modification application:

- A Metropolis of Three Cities – the Greater Sydney Region plan
- NSW Waste Avoidance and Resource Recovery Strategy 2014-21

3.1 A Metropolis of Three Cities – the Greater Sydney Region Plan

The modification is consistent with the directions and objectives outlined in A Metropolis of Three Cities as it would assist in ensuring more waste is re-used and recycled in to support the development of a circular economy (Objective 35).

3.2 Waste Avoidance and Resource Recovery Strategy 2014-21

Reducing waste and keeping materials circulating within the economy are priorities for the NSW government. To meet this challenge, the government has prepared a state-wide WARR Strategy. The strategy sets waste recovery targets to be achieved by 2021–22. These are:

- C&I from 57% (in 2010–11) to 70%
- C&D from 75% (in 2010–11) to 80%
- MSW from 52% (in 2010–11) to 70%
- increase the waste diverted from landfill from 63% (in 2010–11) to 75%.

By using waste material that would otherwise be destined for landfill and encouraging the highest amount of resource recovery, the modification would continue to contribute to the State's recovery performance in C&I and C&D waste.



4. Statutory Context

4.1 Scope of Modifications

The Department has reviewed the scope of the modification application and considers that the application can be characterised as a modification involving minimal environmental impacts as:

- the primary function and purpose of the approved project would not change due to the modification
- the modification is of a scale that warrants the use of section 4.55(1A) of the EP&A Act
- the approved waste processing rate of 220,000 tpa would not change
- any potential environmental impacts would be minimal and appropriately managed through the existing or modified conditions of approval.

Therefore, the Department is satisfied the modification is within the scope of section 4.55(1A) of the EP&A Act and does not constitute a new development application. Accordingly, the Department considers that the application should be assessed and determined under section 4.55(1A) of the EP&A Act rather than requiring a new development application to be lodged.

4.2 Consent Authority

The Minister will be the consent authority under s. 4.5(a) of the Act unless the Independent Planning Commission is the consent authority under cl.8A(2) of the SRD SEPP.

Minister's delegate as consent authority

The Minister for Planning is the consent authority for the application under section 4.5(a) of the EP&A Act. However, under the Minister's delegation dated 11 October 2017, the Director, Industry Assessments, may determine the application.



5. Engagement

5.1 Department's Engagement

Clause 117(3B) of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation) specifies that the notification requirements of the EP&A Regulation do not apply to State significant development. However, in this instance the application was notified to neighbours and to relevant agencies for comment. Relevant agencies in this instance included the following:

- Department of Industry
- Environment Protection Authority
- Fire & Rescue NSW
- Georges River Council
- Office of Environment and Heritage
- Roads & Maritime Services

5.2 Summary of Submissions

The Department received five comments in response to the notification, including from Council and relevant agencies. There were no public submissions.

5.3 Key Issues – Public Authorities

Environment Protection Authority did not object to the modification and provided a number of comments related to the original Noise Assessment which did not clearly explain the changes in modelling, did not use the correct noise levels for comparison, did not consider meteorological conditions and did not consider construction noise and vibration.

Fire & Rescue NSW did not object to the modification and requested the Applicant provide them with a copy of the fire engineering report. FRNSW also requested the Applicant undertake a comprehensive fire safety study (FSS) in accordance with the requirements of Hazardous Industry Planning Advisory Paper No.2 (HIPAP No.2).

Georges River Council did not object to the modification, however, raised concerns about the swept path criterion for the trucks in the design and layout of the site and the potential for impacts to the local road network. Council requested further information regarding manoeuvrability of vehicles on-site.

Office of Environment and Heritage did not object to the modification and highlighted the requirements for the modification of SSD 7421 under the *Biodiversity Conservation Act 2016*.

Roads & Maritime Services noted that the modification did not seek to change the number or type of vehicles entering the site and had no objection to the modification.

5.4 Response to Submissions

The Applicant provided a response to submission (RTS) report on 5 April 2019 on the issues raised during the notification of the modification request. The RTS included a revised air quality assessment and a revised noise assessment. The RTS was provided to agencies to consider whether it adequately addressed the issues raised. Further information was provided on 17 April 2019.

The RTS report was made available on the Department's website at:

<https://www.planningportal.nsw.gov.au/major-projects/project/9741> (see **Appendix A**).

Environment Protection Authority accepted the Applicant's response and considered any impacts could be managed by the existing conditions of consent.

Fire & Rescue NSW accepted the Applicant's response that the information requested would be provided following the approval of the modification.

Georges River Council were satisfied with the Applicant's response provided there would be no queuing of trucks or vehicles associated with the development on any local roads and that all vehicles and trucks associated with the development would be accommodated on-site.



6. Assessment

The Department has assessed the merits of the proposed modification. During this assessment, the Department has considered the:

- the Modification Application and RTS provided to support the modification (see **Appendix A**)
- the assessment report for the original development application (SSD 7421)
- submissions from government agencies and Council (**Appendix B**)
- relevant environmental planning instruments, policies and guidelines
- requirements of the EP&A Act, including the objects of the EP&A Act.

The Department considers the key assessment issues to be on-site traffic movements and the consolidation of waste storage bays.

6.1 On-site traffic movements

Background

During the assessment of the original SSD 7421 application, traffic and transport impacts, including on-site traffic movements, were key considerations for the Department. It remains essential that adequate space is provided on-site for trucks to manoeuvre safely and efficiently without causing queuing in Hearne Street. The current approval includes a condition of consent which prohibits queuing in Hearne Street.

The Applicant provided a Transport Impact Assessment (TIA) prepared by TTPP dated 22 February 2019 and further information through an RTS. The Department notes there is an interdependency between the amended site layout, the time each truck spends on-site, and the number of stacking spaces provided and each of these aspects is assessed in more detail below.

Internal truck movements and swept paths

An amended site layout has been justified by the Applicant on the basis that the revised processing activities would increase the rates of recycling through its network of sites and improve environmental outcomes at the site. Part of the amended site layout involves a relocation of the site amenities and outbound weighbridge and an increase in area required for truck manoeuvring (see **Figure 4**). The Department's key concern with regards to the amended site layout is whether this affects the ability of vehicles to manoeuvre safely on-site.

The Applicant states that all internal vehicle movements are forward movements except for two reverse movements; onto the tip floor for waste delivery and into the loadout bunker for waste collection. The Applicant believes that the amended site layout allows for easier access and egress from the site for vehicles delivering or collecting waste, which would reduce the time trucks spend manoeuvring on-site.

A swept path analysis of on-site vehicle movements was provided by the Applicant. The swept path analysis demonstrated there was enough space on-site for articulated vehicles to undertake the required turning movements to access the waste pit and both the bulk loadout area and product storage bays. Based on this analysis, the Department is satisfied the swept paths would be achievable even with trucks occupying stacking spaces under normal and worst-case scenarios.

Reduced time trucks spend on-site

A trucks 'turnaround time' refers to the time a truck spends on-site when collecting or delivering waste. The Applicant states that the increase in the size of the tip floor to allow two trucks to tip at one time and the design of the waste collection pit which allows for the tip floor to be cleared quickly would reduce the wait time for trucks when delivering waste to the site. Furthermore, the Applicant believes the use of the overhead gantry crane and overhead bunker to directly load vehicles collecting waste from the site is more efficient than manual loading using front loaders and allows for vehicles to be loaded very quickly, within five minutes. This would reduce the time trucks spend on-site when collecting product.

The Applicant anticipates that, as a result of these aspects of the modification, the typical truck turnaround time would be 17 minutes. Under a worst-case scenario the turnaround time is anticipated to be 25 minutes. The anticipated truck turnaround times were used to justify a reduced number of stacking spaces. The Department had concerns regarding the decrease in truck turnaround times from what was initially estimated and how this had been justified, particularly that the truck turnaround times were ambitious and did not adequately take into account a worst-case scenario. Further information on truck turnaround times including survey results from existing similar facilities was provided in the RtS provided by the Applicant on 5 April 2019 and 17 April 2019.

Based on the survey data provided by the Applicant the Department's assessment concluded the 17-minute average turnaround time could be feasible and a 30-minute turnaround time would represent the worst-case scenario which was used to inform the stacking space assessment to understand if the amended site layout adequately caters for the maximum amount of trucks on-site at any given time.

Stacking spaces

Stacking spaces provide waiting areas for trucks within the site. The modified site layout reduces the total number of stacking spaces from 28 to 15 spaces. The 15 spaces include nine spaces along the boundary of the site and six spaces within the waste processing building (see **Figure 5**). This reduces the number of spaces available for waiting trucks and increases the potential for trucks to queue in Hearne Street awaiting access to the site.

The Applicant justified the reduction in stacking spaces based on other changes to on-site traffic movements including the number of trucks accessing the site during periods of peak operations and reduced time each truck spends on-site.

Under typical operations, based on a turnaround time of 17 minutes on-site, the stacking assessment calculated that each stacking space could therefore accommodate 3.5 trucks an hour ($60 \text{ minute} / 17 \text{ minutes}$). The proposed stacking arrangement could accommodate 52 trucks an hour ($3.5 \text{ trucks} \times 15 \text{ spaces}$). During periods of peak operation (6am – 7am and 12pm – 2pm) 18 trucks are expected to arrive each hour and these could be accommodated in six stacking spaces leaving nine spaces vacant. Under a worst-case scenario of a truck being on-site for 30 minutes, each stacking space could accommodate 2 trucks an hour ($60 \text{ minute} / 30 \text{ minutes}$). This is equivalent to 30 trucks an hour across the site ($2 \text{ trucks} \times 15 \text{ spaces}$). Which is considered adequate to accommodate the trucks per hour during peak operations.

Council raised concerns regarding the potential for trucks to queue on Hearne Street, however accepted that the impact could be mitigated through the existing condition which prohibits queuing in Hearne Street and the Traffic Management Plan (TMP) and Traffic Control Plan (TCP) to be implemented under existing conditions of consent.

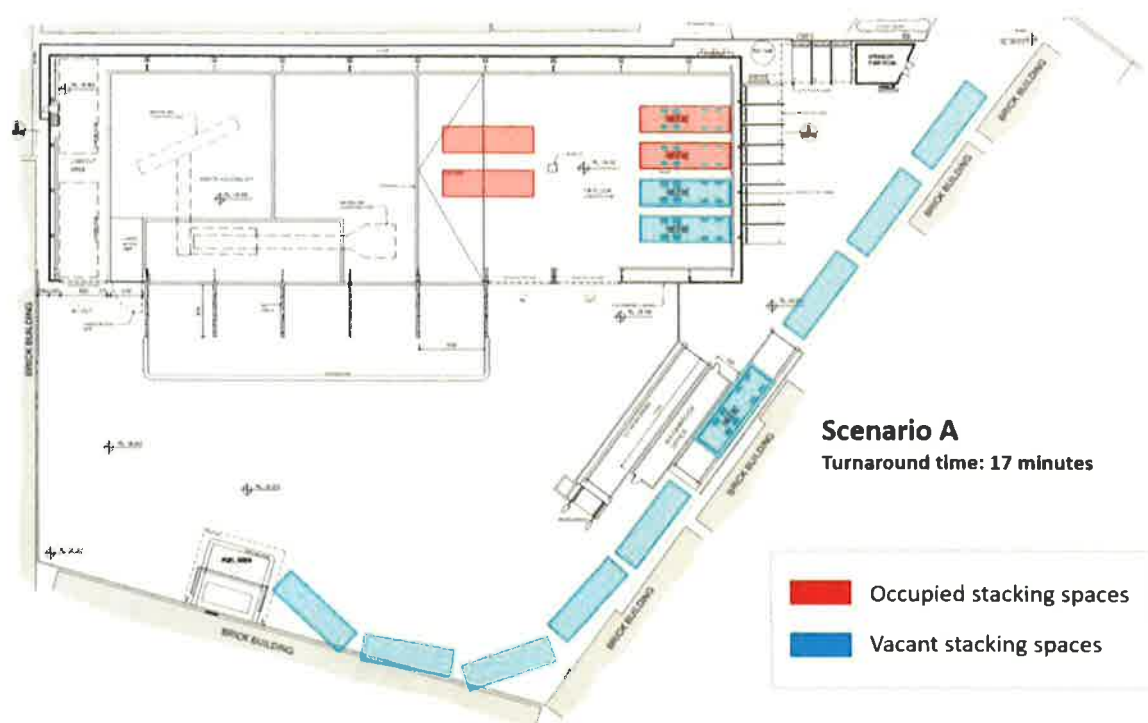


Figure 5 | Location of Stacking Spaces

The Department has considered all information regarding on-site vehicle movements and the results of modelling which have shown that the site could still accommodate all trucks on the site without causing queuing in the local road network during a worst-case scenario. The Department is also satisfied that through the implementation of the TMP and TCP protocols will be in place alert Bingo's drivers to bring loads of waste to another facility in their network in an unlikely scenario that stacking spaces on-site are full. This would ensure that queuing in Hearne Street is further avoided.

Conclusion

The Department is satisfied that even during a worst-case scenario there would be a low risk of vehicles queuing in Hearne Street and adequate protocols will be in place to direct trucks to other facilities in the unlikely event the site is saturated with trucks. The Department's assessment concludes that the amended site layout including a reduction in stacking spaces is not expected to cause an impact on the safety and efficiency of the road network and appropriate management measures would be in place through existing conditions of consent to ensure this.

6.2 Consolidated Waste Storage Bays

Inappropriate management of C&I and C&D waste material entering and leaving the site has the potential to cause adverse impacts on the surrounding area and the environment. The approved development includes nine product storage bays and separate, dedicated storage areas for a number of different types of waste as set out in Condition A8 of the current consent. Given the proposed changes in processing technology there would be fewer types of products resulting from the processing of waste and only five product storage bays are required. These five bays have the same footprint as the approved nine bays.

The modification application states that a separate area for storage of non-conforming waste, including unexpected finds and dangerous goods, would be identified within the one of the storage bays (Storage Bay 5). This would include: an asbestos bin area, battery storage cage, fire extinguisher cage and gas bottle storage

cage. This area would also include a covered skip bin for Green Waste, as required by condition B18. As a result, of the changes to processing and recycling equipment plasterboard would no longer be separated prior to processing and a skip for separated plasterboard would no longer be required.

Under the currently approved development, covered skips and cages are located in designated areas outside the storage bays, whereas they would now be stored within one of the storage bays. This means that only four of the five storage bays would be available to store recovered products.

Based on the total approved volume of waste (945m³ across the nine storage bays) each of the five consolidated storage bays could hold approximately 189m³. As there would be four bays available to store the processed materials, the total available storage volume for these materials would be 756m³. Condition A8 currently includes a maximum volume of waste which can be stored in each of the nine proposed storage bays and would need to be updated to reflect the new volume of waste to be stored in each of the product storage bays.

Condition A8 would also need to be updated to include a maximum volume of 2000m³ for the screened materials pit. The loadout hopper would have a capacity of approximately 250m³ however, would not be used to store waste. It would be loaded from the screened materials pit for vehicles arriving to collect waste and hence is not included in condition A8.

The EPA had no comments on the proposed changes to the storage bays. The Department is satisfied that the modification of the number and size of storage bays is unlikely to result in inappropriate management of waste material. Further information on stockpile volumes would need to be provided under Condition B20 of SSD 7421 which requires the Applicant to prepare a Waste Management Plan (WMP) to form part of the Operational Environmental Management Plan (OEMP). The Department recommends that condition A8 is amended to provide new limits for volumes of waste in each of the waste receival area, storage bays and screened materials pit.

6.3 Other Issues

The Department's assessment of other issues is provided in **Table 2**.

Table 2 | Assessment of other issues

Findings	Recommended Condition
Air Quality	
<ul style="list-style-type: none"> The development has the potential to generate air quality impacts, mainly from dust emissions. A qualitative air quality impact assessment (AQIA) was provided to support the modification application and updated as part of the RTS dated 5 April 2019. The revised qualitative AQIA for the modification analysed the total site emissions (kg/annum) for TSP, PM10 and PM2.5. The AQIA concluded there would be a reduced impact to air quality as a result of the modification. Total site emissions were anticipated to reduce for TSP, PM10 and PM2.5. The EPA did not raise any concerns regarding air quality. The Department is satisfied that there would be no additional adverse impacts to air quality from the modification as long as the 	<ul style="list-style-type: none"> No additional conditions are recommended

Findings	Recommended Condition
<p>current conditions remain in place. This includes the requirement for the Applicant to prepare and implement an Air Quality Management Plan.</p>	
Noise	
<ul style="list-style-type: none"> • The development has the potential to generate noise impacts from vehicles accessing and exiting the site, operational plant and loading and unloading of material. • Some elements of the modification, including the new entrance to the waste processing building, new screening equipment and overhead gantry crane have the potential to impact noise emissions. • An operational noise and vibration impact assessment was provided to support the application and updated as part of the RTS dated 5 April 2019. • The revised predicted noise levels were estimated to be around 10 dB below the criteria in the current consent (condition B28). • The EPA raised concerns about the methodology used in the noise assessment. IN response the Applicant provided additional noise modelling for 102 Boundary Road. The outcome was that this receiver (R19) would be the worst affected location in the vicinity. While the result of noise modelling at this location was below the noise limit criteria, the EPA recommended that the Applicant should include this receiver in its noise monitoring network. • Even though noise levels were expected to increase at 102 Boundary Road (R19) the predicted noise levels would be substantially below the relevant noise criteria the risk of impacts at the receiver are considered low. • The Department is satisfied the noise impacts from the development can be managed by the existing development consent conditions including a post-commissioning Noise Verification Report (Condition B30). 	<ul style="list-style-type: none"> • Amend Appendix A of the conditions of consent to include 102 Boundary Road
Stormwater Management	
<ul style="list-style-type: none"> • The development has the potential for impacts to surface water from stormwater runoff as the modification would involve minor changes to site levels. • As the site was already sealed the stormwater runoff volumes would not increase as a result of the modification and no surface water impact assessment was provided with the modification application. • The Applicant is not proposing to alter the currently approved stormwater management systems. • As the site is fully sealed, the Department is satisfied as there are no changes required to the stormwater system does not recommend 	<ul style="list-style-type: none"> • No additional conditions are recommended

Findings	Recommended Condition
any additional conditions of consent.	
Visual	
<ul style="list-style-type: none"> • The changes to the layout of the waste processing building, including the increase in the size of the incoming receival area are within the footprint of the approved waste processing building. • The construction of new amenities building has the potential to visually impact the surrounding area. The modification would relocate the site amenities from the site entrance to above the proposed carparking spaces. • The Applicant states the design of the relocated amenities would be visually consistent with the rest of the site and the general area which is industrial in nature. • Council did not have any comments regarding visual impacts. • The Department has reviewed the site plans and is generally satisfied there would be no additional adverse visual impacts from the modification as it would be consistent with the surrounding industrial uses. 	<ul style="list-style-type: none"> • Amend the conditions of consent to include the revised site plans.



7. Evaluation

The Department has assessed the proposed modification in accordance with the relevant requirements of the EP&A Act.

The Department considers the proposed modification can be undertaken on the basis it would:

- result in minimal environmental impacts beyond the approved facility
- not result in a change in the number, proportion and types of vehicles accessing the site
- maximise the recycling and recovery activities carried out across the applicant's network
- improve environmental performance outcomes for the site

The Department is satisfied that the modification should be approved, subject to updated conditions.



8. Recommendation

It is recommended that the Director, Industry Assessments, as delegate of the Minister for Planning:

- **considers** the findings and recommendations of this report; and
- **Determines** that the application SSD 7421 MOD 1 falls within the scope of section 4.55(1A) of the EP&A Act
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant approval to the application;
- **agrees** with the key reasons for approval listed in the draft notice of decision;
- **modify** the consent SSD 7421
- **signs** the attached approval of the modification (Attachment 1)

Recommended by:

 23/05/19

Katelyn Symington

Senior Environmental Assessment Officer
Industry Assessments

Recommended by:

 23/05/19

Kelly McNicol

Team Leader
Industry Assessments



9. Determination

The recommendation is: **Adopted by:**

C. Ritchie

Chris Ritchie

Director

Industry Assessments

29/5/19.



Appendices

Appendix A – List of Documents

Mortdale Resource Recovery Facility, 20 Hearne Street, Mortdale Section 4.55(1A) Application (SSD 15_7421) dated 22 February 2019 prepared by Arcadis Australia Pacific Pty Ltd

Mortdale Resource Recovery Facility, 20 Hearne Street, Mortdale Section 4.55(1A) Application (SSD 15_7421) dated 5 April 2019 prepared by Arcadis Australia Pacific Pty Ltd

Memorandum Mortdale RRF (SSD 7241) Response to Submissions – Further Information dated 17 April 2019 prepared by Arcadis Australia Pacific Pty Ltd

Appendix B – Statement of Environmental Effects/ Environmental Assessment

Available on the Department's website at:

<https://www.planningportal.nsw.gov.au/major-projects/project/9741>

Appendix C – Submissions

Available on the Department's website at:

<https://www.planningportal.nsw.gov.au/major-projects/project/9741>

Appendix D – Notice of Modification