

19 October 2021

Ms Emma Barnet  
Department of Planning, Industry and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Dear Emma,

**SSD-10450 – Dewatering Facility at 81 Gow Street, Padstow – Submission to State Significant Development – Canterbury Bankstown Council**

Council thanks you for the opportunity to provide comment in response to the State Significant Development (SSD) Application SSD-10450 for the proposed addition of a dewatering facility to the existing construction and demolition waste recycling facility at 81 Gow Street, Padstow.

Council previously provided comments on this proposal dated 22 May 2020 in response to the proponent's request for the Secretary's Environmental Assessment Requirements (SEARs). A copy of Council's previous submission is appended and contains matters that remain relevant to the SSD Application.

Based on Council's review of the documentation submitted to the Department of Planning, Industry and Environment (DPIE) and made available on the Major Projects website, we raise the following issues to be considered as part of the DPIE's detailed assessment:

**Air Quality:**

1. The development has been the subject of recent complaints regarding dust and air quality from construction and demolition waste recycling operations. It is noted that these emissions are caused by current construction and demolition waste recycling operations and that dewatering facilities on the site would likely have a negligible impact on these emissions.
2. Council notes the NSW Environmental Protection Authority (EPA) comment on this proposal states that the EPA is *"reluctant to approve any changes if the proposal does not include enclosing the facility"* and encouraged the applicant to consider the full or partial enclosure of construction and demolition waste recycling operations.
3. Notwithstanding, Council notes that there is a strong need to reduce the air quality impact of the current operations on surrounding area. Council considers this issue must be addressed by the proposal.
4. It is noted that odour impacts are proposed to be controlled by customers complying with certain criteria, prior to the acceptance of drilling mud deliveries on site i.e. Odorous drilling mud types (including oil - based muds and synthetic based muds) would not be received by the facility. Council is not satisfied that this will be sufficient to prevent drilling mud free from detectable offensive odour from entering the site.



5. The Air Quality Impact Assessment submitted with the SSDA does not include an assessment of odour impacts. A detailed odour assessment has not been included as part of this application.

**Recommendation:**

- a. That the applicant undertakes all mitigation measures outlined in the EIS including:
  - Upgrade to the water misting system to provide improved coverage and more effective suppression of dust particles; and
  - Covering the crusher and screen with a flexible hood and vacuum ducting to capture dust emissions directly from each process.
- b. The applicant should consider options to enclose or partially enclose facilities onsite as raised by the NSW EPA.
- c. A detailed odour assessment is undertaken by the applicant and submitted for review and comment by Council before the assessment of the SSDA is completed.

**Noise, Vibration and Hours of Operation:**

6. The existing construction and demolition waste recycling facility on the site operates between 6am and 6pm Monday to Friday and 7am to 6pm Saturday and Sunday. These hours of operation are in place to protect the amenity of nearby residential areas from noise and emissions associated with the construction and demolition (C&D) waste recycling operations.
7. The dewatering facilities are proposed to operate 24 hour a day, seven days a week. If the SSDA is approved as proposed, this would result in separate consent notices approving multiple hours of operation for the same site, which is not supported by Council.
8. Council acknowledges that the Noise Assessment demonstrates the development can meet relevant residential noise criteria during day operations, and subject to certain types of equipment being used and certain activities not being undertaken between 10pm and 6am, the exceedance of night-time noise criteria for residential receivers is not anticipated.
9. However, any operations beyond 6pm would contravene the existing consent on the site. The application should be clear that an extension to these existing approved operating hours is sought.
10. It is noted that the noise monitoring took place in March 2019 which now represents data that is over two years old.
11. The noise mitigation measures described have not been incorporated into the Environmental Management Plan, Procedure Number 2.

**Recommendation:**

- d. That the hours of operation be rationalised for the entire development and that the plan of management include detailed description of the types of activities proposed to be undertaken outside of the current hours of operation.



- e. Noise mitigation measures be incorporated into the Environmental Management Plan Procedure Number Two.

### **Transport, Parking and Accessibility:**

12. Internal truck circulation and onsite queuing arrangements have been submitted as part of the Traffic Impact Assessment (TIA).
13. Council notes that the secondary access point proposed is for the entry/egress of service vehicles and will not be used by trucks or heavy vehicles. However, it is not clear that the secondary driveway will allow a service vehicle to enter and leave in a forward direction.
14. The number of off-street parking spaces proposed is fifteen (15), and the EIS and TIA state that the proposed dewatering facility requires eight (8) spaces. However, it is not clear that the existing C&D facilities have been included in these calculations.
15. Council also notes that the existing consent requires the provision of sixteen (16) car spaces. A reduction of on-site parking with an intensification of the land use is not supported. Any deviation from the parking rates required by the Bankstown DCP 2015 should be appropriately justified.
16. The dimensions of the car parking spaces and aisle width have not been indicated on the architectural plans provided. These should be shown to indicate compliance with AS2890.1:2004.
17. The number of heavy vehicle movements expected during the operation of the development has been provided: 44 per day for the C&D facility and 128 per day for the dewatering facility. The traffic generation for the proposed development is considered acceptable.
18. The TIA has assessed and modelled the following intersections:
  - a. Fairford Road with Gow Street; and
  - b. Gibson Avenue, Gow Street and Stiles Avenue.It is noted that the TIA concluded that based on the modelling undertaken no significant change in Level of Service (LoS), queueing distance or intersection saturation is expected, and that additional trips from the proposed liquid waste facility can be accommodated at the modelled intersections without affecting intersection performance.
19. However, in the context of the current traffic arrangement (no left turn out of Gow St onto Fairford Road) the TIA has not adequately demonstrated the expected primary and secondary routes for heavy vehicles to and from the site. This is necessary for the assessment of the traffic impacts of the proposal and whether additional heavy vehicle traffic may impact nearby residential properties. Council notes that in their response to the SEARS TfNSW requested that the TIA include a description of haul route origins and destinations.
20. TfNSW also requested that the TIA provide an inbound/outbound vehicle profiles by time of day and day of week. The TIA submitted has modelled the AM/PM peaks but has also noted that liquid waste peak hour is not expected to occur during commuter peak hour with the majority of liquid waste pickups anticipated to occur from 7am onwards. Further information on the expected freight volumes to and from the site is needed to ascertain the potential impacts of heavy vehicle movements, particularly as



the application seeks to extend operating hours beyond those permitted under the current consent.

21. Ordinarily, the construction phase of a development would involve the consideration of the heavy vehicles and potential for damage to the adjacent road network. However, in the case of this development, the operational phase will entail a much more significant level of exposure to heavy vehicles than the construction phase, with resultant detrimental impacts on local road infrastructure. The load on the receiving road network can only be accurately determined through the interrogation of the vehicles used and the associated axle loadings.
22. Given the nature of the activities and the significant loads generated on Council's road network by the operation of the proposed dewatering facility, Council requests that the applicant prepare additional Traffic Management Plans: A Construction Traffic Management Plan (CTMP) and an Operational Traffic Management Plan (OTMP) (see recommendations (k)-(m) below).
23. Ongoing monitoring of the impact of the development on the road network will be required. This should take the form of an annual Dilapidation report on the heavy vehicle routes to be provided to Council's City Asset Division. This report will be used to ascertain the damage that could be attributed to the operation of the facility.

**Recommendation:**

Request for Additional Information

- f. The TIA be amended to include a description of haul routes for heavy vehicle traffic with potential origins and destinations, and whether residential areas may be impacted by these movements.
- g. The TIA be amended to include a profile of inbound and outbound vehicle movement by time of day and day of week.
- h. A swept path assessment showing a service vehicle entering and leaving the eastern driveway in a forward direction should be referred to the Traffic Unit for review.
- i. On-site parking rates should be calculated in accordance with the Bankstown DCP based on the existing C&D operations and the proposed dewatering facility. Any deviation from these rates should be appropriately justified on environmental planning grounds.
- j. The architectural plans should be amended to indicate the dimensions of the car parking spaces to demonstrate compliance with AS2890.1:2004.

Conditions to be included of any Development Consent Granted:

- k. Before construction commences, a **Construction Traffic Management Plan** should be prepared and forwarded to Council for consideration as the road authority. The report shall reference the Council approved Heavy Vehicle Route. The developer shall provide Council's City Asset Division a Dilapidation report on the Heavy Vehicle Route, between the site and the TfNSW road network.
- l. Prior to operation commencing, a detailed **Operational Traffic Management Plan** should be prepared and submitted to Council for review and comment. This plan should include the type of vehicles being utilised, with the tare and gross vehicle mass determined.



- m. This information is then to be incorporated into Equivalent Axle Impact Report (EAIR) of the receiving road network which is requested to be provided to Council's City Assets Division annually. This EAIR should reference the recorded weigh bridge readings and routes taken to access the site (from the nearest TfNSW road) or the TfNSW road network, of all trucks servicing the site for the following categories
- In bound delivery trucks
  - Out bound empty delivery trucks
  - In bound empty outbound trucks
  - Outbound full trucks
- n. The Heavy Vehicle routes shall be determined and approved by the relevant authority for accessing the site.
- o. The developer shall provide Council's City Asset Division an annual Dilapidation Report on the Heavy Vehicle Route, between the site and the TfNSW road network.

#### **Flooding, Drainage and Stormwater:**

24. Council notes that the results of the flood assessment generally indicate that the proposed development:
- Does not generate flooding issues at the subject site due to overland flow;
  - Does not lead to adverse flooding impacts on the surrounding areas; and
  - a. Does not create safety issues at the subject site and the surrounding areas.
25. One of Council's key concerns is for the application to demonstrate that the existing drainage easement and pipe are not impacted by the development. The architectural plans show that there are no permanent structures proposed to be constructed over the width of the easement and that access has been retained from Gow Street.
26. Council's Asset Management Team reviewed the Flood Assessment Report, Stormwater Easement Drainage Survey and the Stormwater, Erosion and Sediment Control reports and raised concerns that the details of the connection to the existing Council pipe has not been provided.

#### **Recommendation:**

- p. Prior to the issue of a final certificate the following is to be undertaken:
- Prior to the connection of the proposed stormwater system to the existing Council stormwater pipe, photos shall be taken to show the existing condition of the pipe.
  - Photos shall be taken from the opening to the Council pipe. After the connection and before the backfilling, clear and enough photos shall be taken to show the general condition of the pipe after connection.
  - After the connection, the pipe shall be flushed with a high-pressure water jet.
  - After pipe being flushed, CCTV footage shall be provided to confirm the quality of the connection of the 375 mm stormwater pipe to the Council 1500mm pipe.



- The applicant engineer supervisor to supervise the whole process and to review the CCTV report and to certify that no damage has occurred to Council assets.

A copy of all photos, CCTV report and engineer supervisor certificate are to be submitted to the Principal Certifying Authority and to Council's Customer Support – Public Domain and Works Team for approval.

#### **Acid Sulfate Soils:**

27. An Acid Sulfate Soils Management Plan has been prepared for the proposal in accordance with the *Acid Sulfate Soils Manual*. The management plan provides detailed information for the identification, screening and testing of ASS onsite. The plan also provides procedures for the correct handling and treatment of ASS in the event they are found onsite. The ASS Management Plan appears to have adequately addressed these issues.

#### **Recommendation:**

- q. Implementation of the Construction Environmental Management Plan that includes:
  - an Acid Sulfate Soil Management Plan; and
  - Erosion and Sediment Control Plan;
- r. Implementation of the Environmental Management Plan including the water monitoring program described in the Soil and Water Report.

#### **Waste Management:**

28. Council's Waste Management team acknowledge that the development will positively impact the management of waste in Canterbury Bankstown Local Government Area (LGA), particularly as the LGA population is expected to increase to 500,000 people by 2036 and greater quantities of commercial waste product, that will be treated by the proposed facility, is generated.

#### **Recommendation:**

- s. All waste on-site is managed in accordance with the recommendations of the Waste Management Plan submitted with the SSDA.

#### **Ecologically Sustainable Development:**

29. Council notes that the application proposes to include the following environmental measures in line with the principles of ecologically sustainable development:

- a. Implementation of air quality controls;
- b. Stormwater pollution controls, including fully contained process and storage areas.
- c. Fire protection services;



- d. Storage and handling of hazardous chemicals including hardstand area integrity management and maintenance of hazardous chemicals and liquid waste storage area;
  - e. Waste management and stringent procedures to manage the incoming and outgoing waste; and
  - f. Environmental Management Plan (EMP).
30. However, while the EIS states that there is “*No net reduction in the existing landscaping of the site*” it is not clear that the proposal has considered opportunities for additional landscaping on the site as part of the development. Further landscaping of the site would be favourable to the area as it will increase tree canopy, may assist in minimising the impacts of stormwater runoff and potential heat island effects.

**Recommendation:**

- t. The application considers opportunities for additional landscaping as part of the proposal.

**Urban Design:**

31. In the feedback Council provided on the SEARS several urban design issues were raised including:
- a. Clear articulation of pedestrian and vehicle entries and frontages with vehicular entries visible from at least 100m away.
  - b. Use of landscaping (as noted above).
  - c. Interface Impact to surrounding land uses.
  - d. Accessible paths of travel to enter and move through the site.
- It is not clear from the submitted plans how these comments have been addressed and whether the proposed design.

**Recommendation:**

- u. The submitted plans are to address the urban design issues raised in Council’s previous submission to the SEARS.

**Environmental Site Assessment and Environmental Management Plan**

32. This assessment was restricted to two operational areas, the drive over pit and structural footings for the mixing and concrete batching plant and the in-ground water pit location for the drilling mud dewatering plant.
33. Contaminants of concern results were below the adopted NEPM criteria for commercial/industrial sites. Samples were not tested for asbestos and no ACM was encountered during sampling.
34. Procedure 1 – Air Quality management indicates that if results of inspections indicate visual emissions of dust more stringent controls should be enforced.
35. Procedure has not provided detail as to what these stringent controls are.



36. Procedure 2 – Noise and Vibration Management has not included measures from the acoustic assessment.
37. Procedure 6 – Spill Procedure indicates that site will hold 65,000 L of diesel in a self-bunded diesel tank. Additionally, the site will also hold other various chemicals that are used for trucks and machinery, including degreaser, oils and lubricants. Small quantities of a flocculant will be stored on site to aid in recovery of mineral ores and remove suspended material from wastewater. All of these chemicals are to be stored inside on bunded pallets.
38. The spill procedure does not specifically mention the above chemicals and whether any specific monitoring or additional training for staff is required. Clarification is also sought on whether these chemicals would be flammable or pose a safety risk.

**Recommendation:**

- v. The EMP be amended to include:
- More stringent procedures on dust control should visual emissions of dust be identified;
  - Mitigation measures from the acoustic assessment as per recommendation (e); and
  - Clarification on whether any of the above chemicals require any specific training or monitoring.
  - Clarification regarding whether chemicals or other materials on the site pose a fire safety risk and appropriate measures to manage such materials.

Please contact Liam Rogers, Graduate Strategic Planner on (02) 9707 5596 or [liam.rogers@cbc.city.nsw.gov.au](mailto:liam.rogers@cbc.city.nsw.gov.au) if you require clarification of this matter.

Yours sincerely,

Patrick Lebon  
**Coordinator Strategic Assessments**