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**Response to Submissions Report  
REMONDIS Australia Pty Ltd  
Tomago Resource Recovery Facility and  
Truck Parking Depot (SSD-10447)**

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**We declare that:**

The statement has been prepared in accordance with clauses 6 and 7 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.

The statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and the information contained in the statement is neither false nor misleading.

Report version	Authors	Date	Reviewer	Approved for issue	Date
DRAFT	R. Loemker, and Dr M. Jackson	19/05/21	Dr M.Jackson	Dr M.Jackson	20/05/21
FINAL for issue to DPIE	R. Loemker, and Dr M. Jackson	07/06/21	Dr M.Jackson	Dr M.Jackson	08/06/21

## Executive Summary

REMONDIS Australia Pty Ltd is seeking development consent for the Tomago a Resource Recovery Facility and Truck Parking Depot at 21D (Lot 11, DP270328) and 21F (Lot 8, DP DP270328) and part of Lot 301, DP 634536 School Drive, Tomago. As part of this development project, REMONDIS will be relocating its existing truck parking depot and resource recovery facility in Thornton to the Tomago site. The new facility will expand the operations that REMONDIS currently performs, to help provide a broader range of critical recycling services for the Hunter region.

The development is considered a State Significant Development under clause 23(6b) of Schedule 1 of the *State Environmental Planning Policy (State and Regional Development) 2011*, therefore requiring an EIS to be submitted with the development application.

The original development application was submitted to the NSW Department of Planning, Industry and Environment (DPIE) on 3<sup>rd</sup> December 2020. The proposal was on public exhibition from 16<sup>th</sup> December 2020 until 3<sup>rd</sup> February 2021. This report is a response to the submissions received and addresses the comments in those submissions to allow for a final determination of the proposal.

During the public exhibition, a total of nine agency submissions were received and no submissions were received from the public. The nine agencies included:

- DPIE - Water and the Natural Resources Access Regulator;
- DPIE - Biodiversity and Conservation Division;
- Port Stephens Council;
- Roads and Maritime Services;
- Transport for NSW;
- Hunter Water Corporation;
- NSW Environment Protection Authority;
- NSW Fire and Rescue; and
- Rural Fire Service.

The Roads and Maritime Services and Transport for NSW submitted separate responses to the EIS; however, the comments were duplicate and have therefore been addressed together in this Response to Submissions. The NSW Fire and Rescue did not provide any comments that need to be addressed in this Response to Submissions.

In response to the comments received from the above government agencies, several technical studies were reviewed and responses to the comments prepared. These include:

- Air Quality Impact Assessment;
- Noise and Vibration Impact Assessment;
- Traffic Impact Assessment;
- Water Cycle Impact Assessment and Soil and Water Management Plan;
- Biodiversity Assessment;
- Emergency Response Plan;
- Pollution Incident Response Management Plan; and
- Waste Management Plan.

All technical studies conclude that the final design will result in the facility having minimal impact on the environment and surrounding land users. Overall, the project meets the environmental criteria in the relevant standards and guidelines and now meets the additional requirements listed in the agency comments.



The environmental and social impact on the local area will be negligible. The project is consistent with the objectives of the land use zoning and with the Council development strategies for the area. The new facility will provide employment, economic benefits, and best practice recycling services for the local area, is broadly supported by the community, and is recommended for approval.

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Appendix 3 – Amended Traffic Impact Assessment Report

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Appendix 6 – Updated Waste Management Plan

Appendix 7 – Updated Emergency Management Plan

Appendix 8 – Updated Pollution Incident Response Management Plan

Appendix 9 – Bushfire Compliance Letter

# 1. Introduction

An Environmental Impact Statement (EIS) has been prepared for the proposed development of the Tomago a Resource Recovery Facility and Truck Parking Depot at 21D (Lot 11, DP270328) and 21F (Lot 8, DP DP270328) and part of Lot 301, DP 634536 School Drive, Tomago.

REMONDIS proposes to use the existing buildings at 21D School Drive for the receipt and processing of up to 98,201 tonnes per annum of solid and liquid waste materials. REMONDIS will be relocating its existing truck parking depot and resource recovery facility in Thornton to the Tomago site. The new facility will expand the operations that REMONDIS currently performs, to help provide a broader range of critical recycling services for the Hunter region.

Waste materials include dry non-putrescible waste materials from domestic, commercial, industrial and construction sources. Each recycling operation will be established in discreet parts of the existing industrial warehousing, and collectively, the Tomago Resource Recovery Facility will provide a wide range of recycling services.

The development is considered State Significant Development under clause 23(6b) of Schedule 1 of the *State Environmental Planning Policy (State and Regional Development) 2011*, therefore requiring an Environmental Impact Statement (EIS) to be submitted with the development application.

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

REMONDIS is committed to complying with all laws that affect its operations and understands that development approval and appropriate licensing is required prior to the proposed development occurring.

This response to submissions report has been prepared in accordance with the Department of Planning and Environment's guideline *Responding to Submissions – Draft Environmental Impact Assessment Guidance Series* (June 2017).

## 1.1. Status of development approval

An EIS and development application was prepared and submitted to the NSW Department of Planning, Industry and Environment (DPIE) on 3<sup>rd</sup> December 2020. The proposal was on public exhibition from 16<sup>th</sup> December 2020 until 3<sup>rd</sup> February 2021.

During the public exhibition, a total of nine agency submissions were received and no submissions were received from the public. The nine agencies included:

- DPIE - Water and the Natural Resources Access Regulator;
- DPIE - Biodiversity and Conservation Division;
- Port Stephens Council;
- Roads and Maritime Services / Transport for NSW;
- Hunter Water Corporation;
- NSW Environment Protection Authority;
- NSW Fire and Rescue; and
- Rural Fire Service.

The Roads and Maritime Services and Transport for NSW submitted separate responses to the EIS; however, the comments were duplicate and have therefore been addressed together in this Response to Submissions. The NSW Fire and Rescue did not provide any comments that need to be addressed in this Response to Submissions.



This report is a response to the submissions received and addresses the comments in those submissions.

## 2. Overview of the exhibited project

### 2.1. Summary of project description in exhibited EIS

REMONDIS proposes to use the existing buildings at 21D School Drive for the receipt and processing of up to 98,201 tonnes per annum of solid and liquid waste materials. Waste materials include dry non-putrescible waste materials from domestic sources, commercial, industrial and construction sources. Each recycling operation will be established in discreet parts of the existing industrial warehousing, and collectively, the Tomago Resource Recovery Facility will provide a wide range of recycling services through:

- A fully integrated Materials Recovery Facility for sorting and processing:
  - Commercial and industrial mixed general solid waste (non-putrescible) (60%); and
  - Construction building waste from residential and commercial construction (non-putrescible) (40%);
- A Cardboard Baling Facility for source separated cardboard collected from businesses;
- A Drill Mud Recycling Facility for drill muds sourced from the civil, construction and mining industries;
- A Packaged Food Recycling Plant, which will accept packaged foods and drinks, separating the food contents and packaging for recycling;
- A Garden Organics Primary Processing plant, which will receive, decontaminate, and shred woody garden organics for off-site composting;
- A Hazardous Waste Recycling Facility, for sorting and aggregating a range of spent solid materials and liquids containing oils and chemicals;
- A Copper Processing area; and
- A Metals Recycling Facility.

A maintenance workshop will be established in Building 3. The workshop will provide vehicle maintenance services to support the REMONDIS truck collection fleet.

A truck parking depot will be established on the adjacent vacant lot referred to as 21F School Drive providing overnight parking for 24 rigid trucks and 9 semi-trailers.

Figure 2.1 provides an image of the front of building 1. Figure 2.2 provides the site layout plan for the proposed operation. Figures 2.3-2.5 provide the general arrangement plan for Buildings 1-3.

Figure 2.1. Tomago Resource Recovery Facility and Truck Parking Depot – front of Building 1 and location of proposed truck parking depot in background.

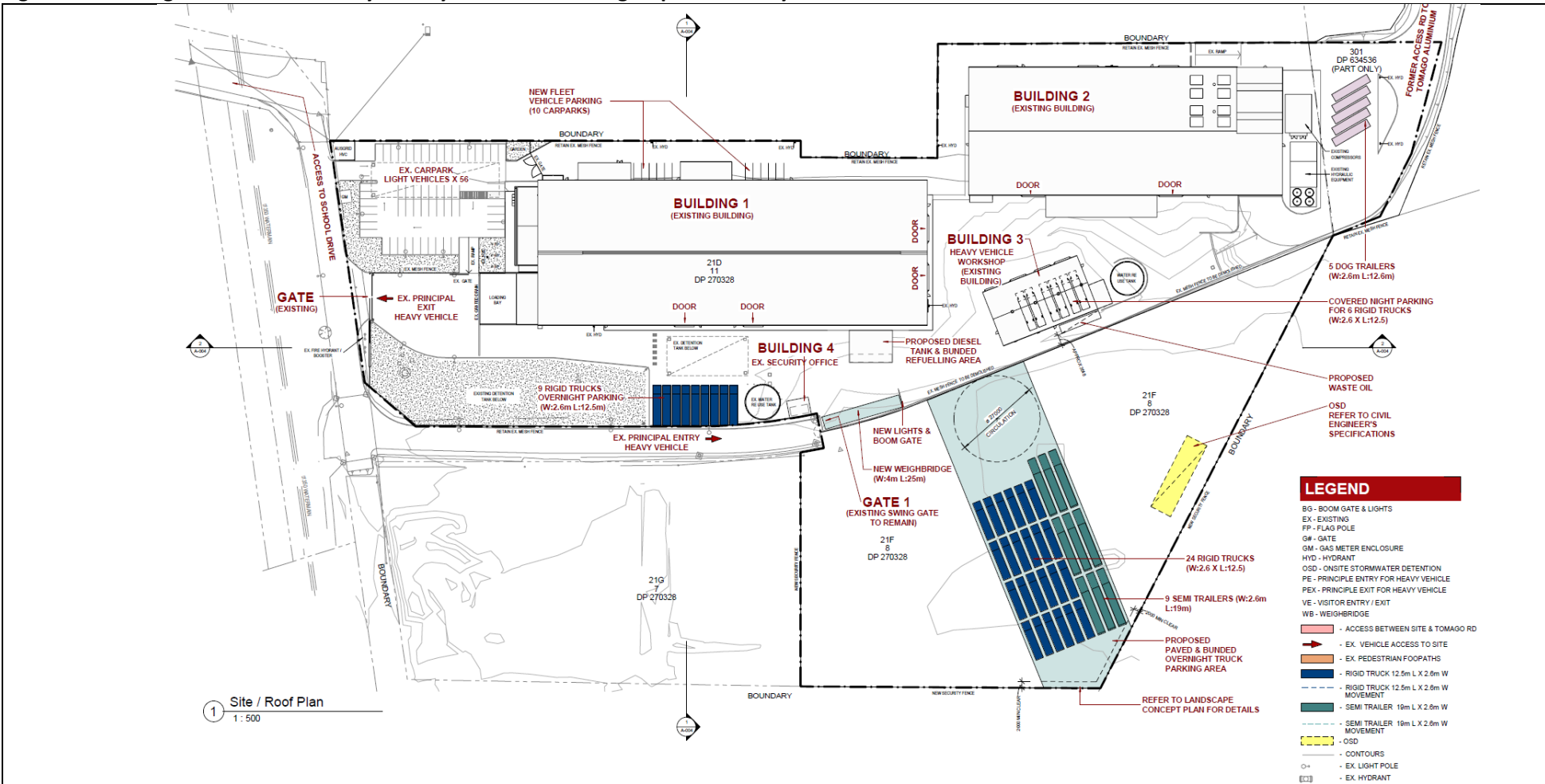


Proposed Truck Parking Depot



<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>	 <p><b>JACKSON</b>  <b>ENVIRONMENT AND PLANNING</b>  <small>STRATEGY   INFRASTRUCTURE   COMPLIANCE   PROCUREMENT</small></p>	<b>Client</b>	<b>REMONDIS Australia Pty Ltd</b>
04/06/21	Revision A	R. Loemker	21D and 21F School Drive, and Lot 301 / DP634536	<b>Strategy   Infrastructure   Compliance   Procurement</b> A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Project</b>	Response to Submissions
						<b>Title</b>	Aerial Image
						<b>Scale</b>	N/A
						<b>Source</b>	Newcastle Herald

Figure 2.2. Tomago Resource Recovery Facility and Truck Parking Depot – Site Layout.

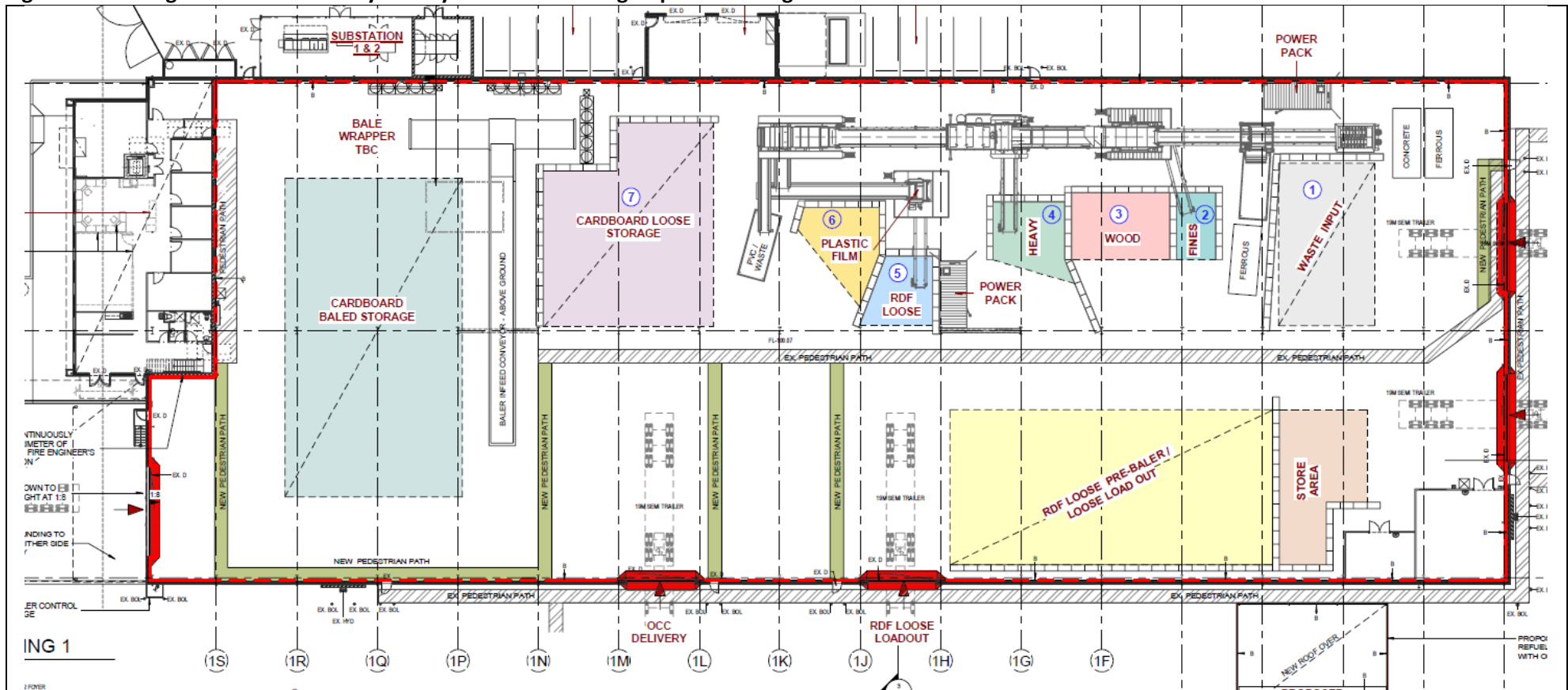


Date	Revision	Drawn By	Site description	Jackson Environment and Planning Pty Ltd Strategy   Infrastructure   Compliance   Procurement A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>
04/06/21	Revision A	R. Loemker	21D and 21F School Drive, and Lot 301 / DP634536	



Client	REMUNDIS Australia Pty Ltd
Project	Response to Submissions
Title	Site Layout
Scale	N/A
Source	EJE Architecture

Figure 2.3. Tomago Resource Recovery Facility and Truck Parking Depot – Building 1 Floor Plan.




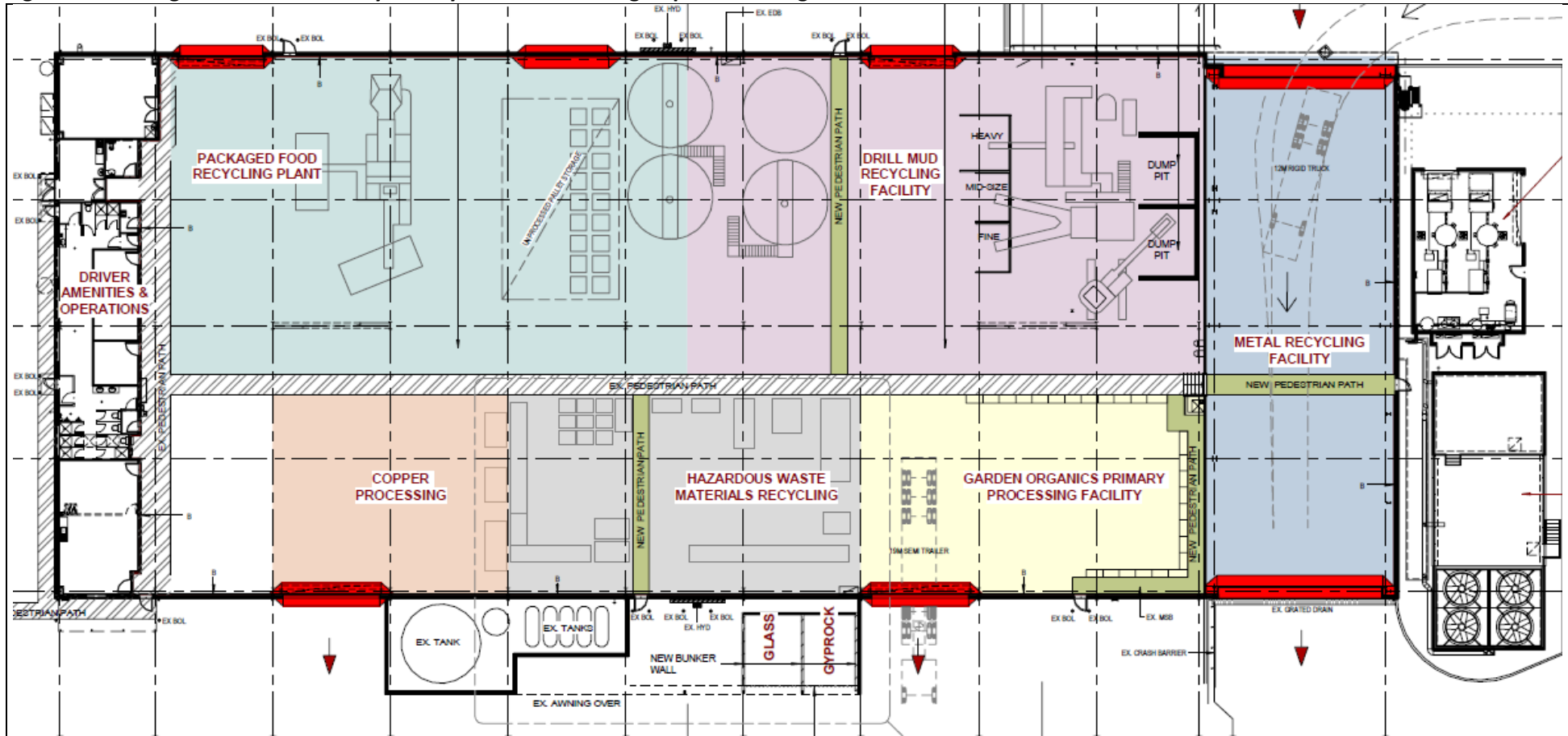
<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b> Strategy   Infrastructure   Compliance   Procurement A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Client</b>	REMONDIS Australia Pty Ltd
04/06/21	Revision A	R. Loemker	21D and 21F School Drive, and Lot 301 / DP634536			<b>Project</b>	Response to Submissions
						<b>Title</b>	Building 1 Floor Plan
						<b>Scale</b>	N/A
						<b>Source</b>	EJE Architecture

Figure 2.4. Tomago Resource Recovery Facility and Truck Parking Depot – Building 2 Floor Plan.




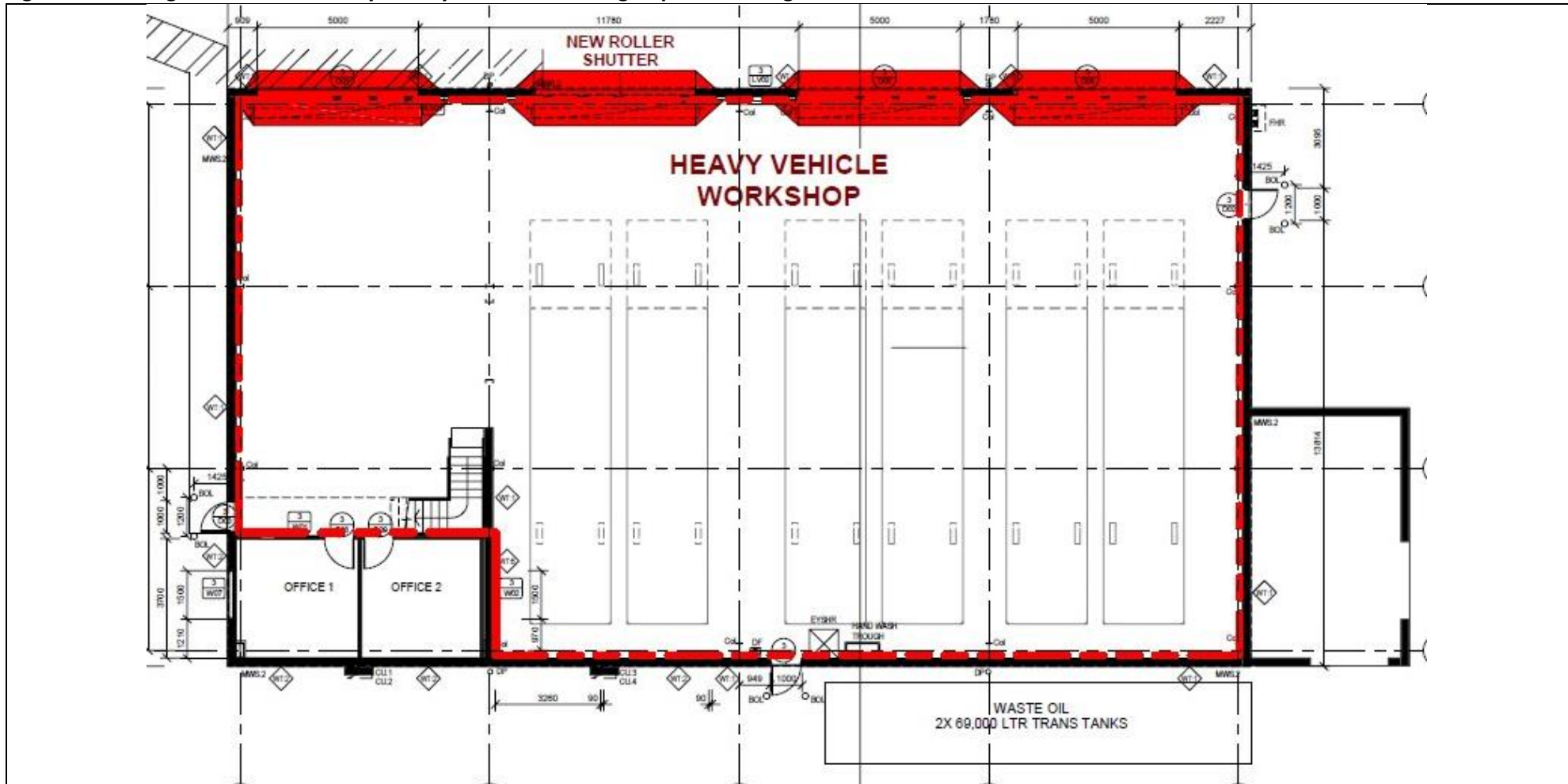

<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b> Strategy   Infrastructure   Compliance   Procurement A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>	 <b>ENVIRONMENT AND PLANNING</b> STRATEGY   INFRASTRUCTURE   COMPLIANCE   PROCUREMENT	<b>Client</b>	REMUNDIS Australia Pty Ltd
04/06/21	Revision A	R. Loemker	21D and 21F School Drive, and Lot 301 / DP634536			<b>Project</b>	Response to Submissions
						<b>Title</b>	Building 2 Floor Plan
						<b>Scale</b>	N/A
						<b>Source</b>	EJE Architecture

Figure 2.5. Tomago Resource Recovery Facility and Truck Parking Depot – Building 3 Floor Plan.



<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b> Strategy   Infrastructure   Compliance   Procurement A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>	 <b>JACKSON</b> <b>ENVIRONMENT AND PLANNING</b> STRATEGY   INFRASTRUCTURE   COMPLIANCE   PROCUREMENT	<b>Client</b>	REMUNDIS Australia Pty Ltd
04/06/21	Revision A	R. Loemker	21D and 21F School Drive, and Lot 301 / DP634536			<b>Project</b>	Response to Submissions
						<b>Title</b>	Building 3 Floor Plan
						<b>Scale</b>	N/A
						<b>Source</b>	EJE Architecture

## 2.2. Operational description of the development – as exhibited

### 2.2.1. Materials Recycling Facility

Building 1 will house the Materials Recycling Facility (MRF) for sorting and recycling non-putrescible commercial and industrial mixed general solid waste via front-lift bin collections (approximately 60% of total waste received) and construction building waste from residential and commercial construction, including office fit outs (approximately 40% of total waste received). The MRF is expected to process up to 31,000 tonnes per annum.

### 2.2.2. Cardboard Baling Facility

A separate part of the Tomago Resource Recovery Facility will be a dedicated Cardboard Baling Facility (CBF). Collection vehicles will enter from the front of the site in the forward direction, pass over the weighbridge for gross weight recording, and then will enter the eastern side of Building 1 for unloading in the dedicated OCC delivery bay area (refer to Figure 2.3). The CBF is expected to process up to 30,000 tonnes per annum.

### 2.2.3. Drill Mud Recycling Facility

Drill mud is currently generated by various commercial activities which include hydro-excavation or non-destructive digging, exploration drilling and horizontal boring. Drilling fluid (drill mud) is used as a lubricant and as a coolant during drilling operations such as horizontal direction drilling, potholing and investigative digging for civil, construction and mining. Drill mud is a mixture of water, clays, fluid loss control additives, density control additives and viscosifiers, which typically requires transport for off-site treatment at a recycling facility. The Drill Mud Recycling Facility is expected to process up to 5,000 tonnes per year of drill mud.

### 2.2.4. Packaged Food Recycling Plant

The Packaged Food Recycling Plant (PFRP) will receive, de-package and recycle foods, drinks and associated packaging collected from retailers and manufacturers. The PFRP will separate foods from their packaging, to enable the recovery of the food fraction (such as through off-site composting or soil injection) and packaging, including steel, aluminium, plastics and liquid paperboard. The PFRP is expected to process up to 2,000 tonnes per annum.

### 2.2.5. Garden Organics Primary Processing Plant

A separate part of the Tomago Resource Recovery Facility will be a dedicated Garden Organics Primary Processing area (GOPP). This facility will receive, shred and send off-site primary processed garden organics to licenced composting facilities for processing and manufacturing into compost. The Garden Organics Primary Processing Plant is expected to process up to 5,000 tonnes per year of garden organics.

### 2.2.6. Hazardous Waste Recycling Facility

A range of spent solid materials and liquids containing oils and chemicals will be received, aggregated and stored according to chemical group within the Tomago Resource Recovery Facility. These materials are collected from mining and manufacturing in the Hunter. Sorting and aggregation of the materials by type enables these materials to be efficiently collected and transported to off-site processing, recycling or disposal facilities. The Hazardous Waste Recycling Facility is expected to process up to 20,201 tonnes per year of hazardous waste.

### 2.2.7. Copper Processing area

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

enable the recovery of copper wire and plastics. The Copper Processing area is expected to process up to 1,000 tonnes per year of copper wire.

### 2.2.8. Metals Recycling Facility

A separate part of the Tomago Resource Recovery Facility will be a dedicated Metal Recycling (MR) facility. This facility will receive, sort, cut and potentially bale ferrous and non-ferrous metals from commercial and industrial collections. The Metal Recycling facility is expected to process up to 4,000 tonnes per year of ferrous and non-ferrous metals.

### 2.2.9. Maintenance workshop

A maintenance workshop will be established within Building 3. The workshop will provide vehicle maintenance services to support the REMONDIS truck collection fleet. The workshop will store a limited quantity of fuels, oils and cleaning chemicals to support the operations. All maintenance activities will be performed indoors within this building (refer to Figure 2.5). The maintenance workshop will also be used for parking 6 rigid trucks overnight.

### 2.2.10. Truck parking depot

The Tomago Resource Recovery Facility will incorporate a truck parking depot on 21F School Drive, directly east of the operations proposed on 21D School Drive. This will provide parking for 24 rigid trucks and 9 semi-trailers for overnight parking demands associated with the project needs.

### 2.2.11. Waste materials to be received, quantities and storage

A summary of these proposed operations and the materials that will be accepted for recycling is summarised in Table 2.1. This table also lists the projected annual tonnages of materials to be received through each recycling process.

The proposed facility will receive up to 98,201 tonnes per annum of solid and liquid wastes for sorting, processing, aggregation, and recycling. At any one point in time, the facility may store up to 3,500 tonnes of solid and liquid wastes.



**Table 2.1. Summary of proposed wastes to be received and annual tonnages projected to be received through each recycling process.**

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

Recycling process	Types of materials to be received and processed	Source	Annual tonnage projections (tonnes pa)	Waste classification
	+ Oily water/Coolant etc	Businesses Industry	300	Category 1 trackable liquid waste (J120)
	+ Batteries (Li-ion/NiCad/etc)	Businesses Industry	1	General solid waste (non-putrescible)
	+ Fluoro Tubes	Businesses Industry	50	General solid waste (non-putrescible)
	+ Gyproc	Businesses Industry	200	General solid waste (non-putrescible)
	+ Used Fire extinguishers and Pressure Vessels/Rams etc	Businesses Industry	50	General solid waste (non-putrescible)
	+ Residual Solvents / Thinners / Paints	Businesses Industry	50	Category 1 trackable liquid waste (J100)
	+ E-waste	Businesses Industry	50	General solid waste (non-putrescible)
<b>TOTAL</b>			98,201	

## 2.1. Summary of issues identified in exhibited EIS

The sections below provide a brief summary of the identified issues relating to the project, as exhibited. It should be noted that the descriptions relate to the project as proposed. The changes made as a result of the submissions received during the exhibition period are discussed in Section 4.3.1.

### 2.1.1. Waste management in exhibited EIS

The construction of the Tomago Resource Recovery Facility and Truck Parking Depot will generate construction waste. Typical construction activities will include:

- Clearing of vegetation and grubbing for the proposed truck parking depot on 21F School Drive;
- Earthworks and installation of a weighbridge on 21D School Drive; and
- Installation of above ground mechanical and electrical plant and equipment Installation for sorting and processing waste withing the buildings on 21D School Drive, Tomago.

Trees/shrubs removed during initial works will be mulched and surface applied to exposed soil surface outside of the immediate construction area for soil erosion control in accordance with Appendix D of Landcom (2004) *Managing Urban Stormwater – Soils and Construction*. All vegetation will be fully recycled and re-used on-site as erosion control mulch.

It is noted that site soils on 21F School Drive will be largely retained and capped on site as recommended by the Remedial Action Plan. Where site soil is surplus to requirements and cannot be used on site, this waste will be

classified under the NSW EPA's *Waste Classification Guidelines Part 1: Classifying Waste* (2014). This soil will be placed in labelled hook lift bins and sent off-site for lawful disposal.

The site operations will generate little waste itself. The vast bulk of “waste” materials will be brought onto site for processing or for aggregation and off-site transport to other facilities for recycling. While some material will be non-recyclable “residual” waste, most material will be recovered, processed and sold as products.

The recycling operations will be established within existing buildings on the Site, which were approved under Major Project MP 10\_003 and will process up to 98,201 tonnes of solid and liquid waste materials per annum. The project will involve the construction of sorting plant, sorting equipment, mobile plant and waste and sorted material storage bunkers. The Tomago Resource Recovery Facility will recycle an expected 97.4% of all incoming waste (or 95,151 tonnes per annum). The remainder of the waste received will be disposed at a lawful landfill (~3,050 tonnes per annum). The major products expected to be manufactured by the facility include paper and cardboard (~28,500 tonnes per year), followed by RDF (15,500 tonnes per year), contaminated soils (12,000 tonnes per annum) and recovered fines (11,470 tonnes per annum). These five products make up ~69% of all products manufactured.

All waste materials and processed products will be stored in separate concrete bays with three sides or in dedicated hook lift bins. Storage of incoming waste in dedicated areas and sorted materials and products in dedicate bays helps in inventory control, good housekeeping, reduces potential for cross contamination and is critical for quality control.

### 2.1.2. Air quality impacts in exhibited EIS

Key air emissions associated with the recycling processes above include particulates (PM<sub>2.5</sub>, PM<sub>10</sub> and TSP) and odour (from the Garden Organics Primary Processing Plant, Drill Mud Recovery Recycling Facility and the Packaged Food Recycling Plant). Particulate emissions are also associated with the onsite haul routes. VOC and odour emissions are expected to occur from the waste oil unloading which is associated with the truck parking depot. The site is surrounded primarily by industrial uses. Sensitive uses, including the historic Tomago House, are located to the south east and south west of the proposed development site.

The results of the modelling demonstrate compliance with the air quality criteria for the proposed compliance with the air quality criteria for the proposed development for VOC and odour at the property boundary and nearby sensitive receptors by a significant margin. Cumulative PM<sub>10</sub> and PM<sub>2.5</sub> predictions are indicating exceedances to the 24-hour and annual criteria. PM<sub>10</sub> and PM<sub>2.5</sub> 24-hour exceedances for the Mayfield station have been reviewed. It is noted that no additional exceedances are predicted as a result of the emissions the proposed development.

It is noted that highly conservative modelling assumptions have been made, such as emission factors not accounting for activities occurring within buildings. The emissions factors which have been adopted are also based on material handling and processing from the mining industry. It is therefore noted that pollution concentrations from the development are likely to be lower in practice.

To minimise potential dust and odour emissions from the site, best practice measures are proposed including buildings to enclose all material handling, shredding and sorting activities, paved truck routes and an odour control system on the Food De-packaging Plant.

Overall, the site represents a suitable location for the proposed resource recovery facility and truck parking depot from an air quality perspective. Based on the findings of the air dispersion modelling and proposal air quality mitigation measures, the contribution of the proposed development to the local and regional air quality environment is expected to be low and within relevant targets.

GHG emissions associated with the Project are primarily associated with the combustion of fuels, in particular diesel. Therefore, opportunities for reducing emissions are related to alternative fuel types used, use of low

emissions technology (e.g. equipment with latest technology) and maintenance of equipment. In summary, opportunities for reducing GHG emissions for these sources include the following:

- Minimising the use of fuel by selecting fuel efficient plant and equipment, operating vehicles and machinery in a fuel-efficient manner e.g. turning off idling equipment, and selecting construction techniques that utilise lower amounts of fuel;
- Implementation of a maintenance plan for all fuel and electrically powered equipment;
- Implementation of energy conservation practices by all staff (which can be enforced through appropriate training); and
- Use of solar panels.

### 2.1.3. Noise and vibration impacts in exhibited EIS

The Noise and Vibration Assessment demonstrated that the predicted noise emissions from the site to the surrounding environment are low. The proposed development satisfies the Project Noise Trigger Levels (PNTLs) of the NSW EPA's *Noise Policy for Industry* during all time periods at all nearby noise-sensitive receivers. No operational mitigation measures are required at the site.

The sleep disturbance impacts from the operational noise events generated by the site were investigated in the noise and vibration impact assessment. The proposed development satisfies the sleep disturbance trigger levels at all nearby sensitive receivers.

The existing traffic noise levels on the nearby affected roads exceeds the NSW *Road Noise Policy* (RNP) criteria. Therefore, all new traffic noise increases must satisfy the RNP 2 dB increase criteria. The noise and vibration impact assessment shows that the proposed development generates negligible additional traffic noise. The NSW RNP criteria are satisfied as a result.

The construction noise impacts have been assessed in accordance with the NSW Interim Construction Noise Guidelines (ICNG). During standard construction hours no exceedances of the NMLs are predicted at the closest residential receivers. No receivers were found to be 'highly noise affected' as per the ICNG. Standard noise mitigation measures are not required for the construction phase.

Construction traffic noise levels must satisfy the RNP 2 dB increase criteria. The noise and vibration impact assessment shows that the construction traffic generates negligible additional traffic noise. The NSW RNP criteria are satisfied as a result.

The offset distances (in all directions) between the vibrationally intensive equipment and any sensitive receivers is large (> 100 m). The potential for vibration impacts due to the construction or operation of the development are effectively nil. All vibration criteria with respect to cosmetic damage to buildings and human comfort impacts will be satisfied as a result.

It was concluded that the proposed Resource Recovery Facility and Truck Parking Depot is a complying development with respect to noise and vibration impacts and is therefore suitable for construction and operation.

### 2.1.4. Traffic and transport impacts in exhibited EIS

From the Traffic Impact Assessment survey work undertaken and the review of the proposed development and associated plans against the requirements of the *Guide to Traffic Generating Developments* and *Austrroads Guide to Traffic Management*, it is considered that the project is acceptable with regards to traffic, parking and access.

The project will allow for a re-use of an existing industrial building and will allow for the development of a waste resource management centre. Traffic flows that will be generated by the project have been determined based upon

similar sites operated by REMONDIS and the impact of this additional traffic on the local road network has been assessed. The key intersection that could be impacted upon by the project is that connecting McIntyre Road to Tomago Road. SIDRA modelling has been completed for this intersection and shows that whilst some delays may occur in 2030, driver behaviour will continue to allow for safe traffic movements and acceptable delays and minor queues.

The other intersections impacts include the roundabout controlled intersection of Tomago Road and Old Punt Road and the SIDRA modelling demonstrates that this will continue to operate very well with minor delays / congestion for the future design year of 2028 and beyond. It is noted that the planned upgrade to provide the M1 to Raymond Terrace Road link will significantly alter the traffic patterns in this location, with new grade separated links and a new link road from Tomago Road that will bypass the roundabout at Tomago Road / Old Punt Road. Whilst no timeframe is confirmed for this road upgrade, planning is well advanced and partial funding has been provided.

Parking for the project will utilise the existing on-site provision and will satisfy the demands associated with staff. A dedicated parking area will be provided for the trucks to park on site overnight and has been assessed with Autoturn to ensure that these vehicles can safely enter and exit the layover area. The operation of this area will be enforced through an on-site traffic management plan.

### 2.1.5. Biodiversity impacts in exhibited EIS

A Biodiversity Development Assessment was completed in accordance with the Biodiversity Assessment Method and includes a Biodiversity Assessment (Stage 1) and an Impact Assessment (Stage 2). The assessment was also undertaken having regard to Matters of National Environmental Significance listed under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), the *NSW Biosecurity Act 2015* and relevant State Environmental Planning Policies.

Impact to vegetation is confined to 21F School Drive, Tomago where a paved and bunded overnight truck parking area and Onsite Stormwater Detention area are to be constructed. Taking into consideration the native species composition within the site and that occurring within the locality One Plant Community Types (PCT) was determined to be present, being PCT 1647 – Red Bloodwood – Smooth-barked Apple heathy woodland on coastal sands of the Central and lower North Coast. PCT 1647 occurring within 21F was found to be highly disturbed and consisted of a few native shrubs with a largely introduced groundcover. No upper stratum was present. This PCT was uniform in condition within the site and did not require further stratification into vegetation zones. The PCT was given the Vegetation Zone name PCT 1647\_Disturbed.

The development footprint has been positioned on an area of land that has been subject to a number of disturbances from past industrial development activities. The direct impacts arising from the project include:

- The removal of up to 0.1 ha of Vegetation Zone PCT 1647\_Disturbed;
- The removal of up to 0.1 ha of habitat assumed present for 1 Species Credit Species *Uperoleia mahonyi*.

Considerations have been made to the *Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act 1999*. It was determined that there would be no significant matters of national significance and no referrals should be required.

No Ecosystem Credits are required to be retired as a vegetation integrity score of 12.1 (i.e.  $\leq 17$ ) was given for the PCT zone 1647 located within the study area.

Due to time constraints, a total of one Species Credit Species was assumed present within the study area as fieldwork for this BDAR was undertaken outside of the survey period for these species. Species Credits required to be retired to offset the impacts of the project include:

- 1 species credit for impacts on *Uperoleia mahonyi*.

To avoid and minimise potential impacts of the project on biodiversity, a series of mitigation and management measures were identified and detailed within the report.

### 2.1.6. Water impacts in exhibited EIS

The proposed stormwater management design presented has been prepared to comply with Port Stephens Council's *Development Control Plan 2014*, as well as industry best practice. The design philosophy is based on the principle of at source treatment, to reduce conveyance infrastructure to manage water quantity and quality aspects.

The outcomes of the preliminary stormwater management strategy indicate that detention measures can be adopted to attenuate post developed flows to pre-developed rates. In addition to this, through the adoption of WSUD principals, the water quality reduction targets can be achieved.

Based on the investigation and concept design, it is considered that the proposed development can adequately manage and address all items surrounding stormwater runoff, and soil and water management.

### 2.1.7. Flood impacts in exhibited EIS

The site is located in a flood prone area. However, the site is not a 'flood control lot'. A Flood Planning Level (FPL) is not applicable for the subject site with the Probable Maximum Flood (PMF) level listed as 6.3m AHD.

In accordance with B5.6 of the Stephens Council's DCP (2014) the development is located within the minimal risk flood hazard category, which applies to critical emergency response and recovery facilities or vulnerable development types such as aged care and childcare facilities. The subject development does not fall within these classifications.

The proposed industrial development does not include any habitable rooms, and thus is not required to meet the requirements for a habitable room as outlined in Section B5.5 of the PSC DCP. As previously identified, a Flood Planning level (FPL) is not applicable to the site development thus negating the need for electrical fixtures to be located above the FPL for non-habitable rooms.

A storage area is provided by the second story of the existing buildings that will enable the storage of goods above the PMF flood level.

The proposed truck depot will require fill to construct the pavement to the finished design levels. This will raise the surface levels locally by approximately 100-500mm. For the minor degree of filling required, the proposed development will not substantially impede the flow of floodwater and will not contribute to significant flooding or ponding of water on adjacent properties.

The 5% AEP flood level is not applicable for this site and as such the finished surface level for the truck depot has been deemed acceptable.

### 2.1.8. Heritage impacts in exhibited EIS

The AHIMS search results, as part of the Aboriginal Cultural Heritage Assessment Report, showed that there were no previously registered Aboriginal sites within the Project Area and background research showed that the area had been previously disturbed.

The development area was surveyed on 10<sup>th</sup> July 2020. No Aboriginal sites or potential archaeological deposit were identified during the survey. No further archaeological investigation is required for the Project Area.

The Statement of Heritage Impact for the proposed development identified the closest heritage items at 350 m from the Project Area - Tomago House and Chapel – which are listed as two separate heritage items on the *Port Stephens Local Environmental Plan 2013* and as a single listing on the State Heritage Register.

Past land use of the area by early settlers was likely agricultural. The land has since been heavily modified through industrial land use, including sandmining. There are no heritage items within the development area and therefore no specific mitigation measures are needed.

### 2.1.9. Contamination issues in exhibited EIS

The western part of 21D School Drive is paved and contains two large sheds, and some smaller buildings and water tanks. Beneath the pavement, brown gravelly sand, containing concrete and brick rubble to a depth of between 1mbgl and 1.8mbgl, was interpreted to be fill. This material had previously been assessed as meeting the criteria for excavated natural material, and for commercial/industrial land use. Light brown fine to medium grained sand beneath the fill was interpreted as representing *in situ*, 'natural' material.

The Detailed Contamination Assessment of the site included sampling and analysis groundwater. Groundwater was intersected at 2.4mbgl. Hydrocarbon contamination was not detected in samples collected from adjacent to the hydrocarbon trench in 21D School Drive, indicating that significant contamination of soils in this area had not been caused by leaks from the trench.

The eastern part of the site (21F School Drive) was unpaved, and sparsely covered with grass and other low vegetation. Fill mounds including concrete, metal and timber were observed, and concrete beams and concrete-filled tyres had been stockpiled in the northern part of 21F School Drive. Elevated zinc and copper concentrations in this material were considered to be consistent with the use of sandblasting in the metal manufacturing process.

Beneath the fill, brown sand, interpreted as representing *in-situ* material, appeared to be largely uncontaminated. Elevated cadmium, arsenic and lead concentrations were observed in dark sandy material on the surface in the northeast corner of the site. These analytes are commonly found at high concentrations in slag.

The groundwater assessment found that chromium, copper and zinc were detected in some wells at concentrations exceeding adopted ecological investigation levels, and exceeding background concentrations. The assessment considered that under the proposed remediation and redevelopment, the risk associated with exposure to contaminated groundwater to on-site ecological receptors would be negligible, and to off-site receptors would be low.

The studies show that the site has been impacted by contamination comprising heavy metals at concentrations exceeding guideline values for commercial/industrial land use. The site could meet the environmental requirements for commercial/industrial land use subject to the development and successful implementation of an appropriate Remedial Action Plan.

The objective of the remediation is to remove a potential exposure pathway between heavy metal contamination of surface fill in 21F School Drive and site workers, the local ecology and groundwater. As this part of the site is destined for vehicle parking and equipment laydown purposes, it was considered that a cap and contain remedial approach would be appropriate for the site.

Since the Remedial Action Plan does not recommend the full removal of contamination from the site, there is an ongoing requirement to manage the contamination remaining on site. This commitment will be addressed via a Long-Term Environmental Management Plan.

### 2.1.10. Bushfire hazards in exhibited EIS

The highest Bushfire Attack Level to the proposed building was determined to be BAL-12.5. The building is outside flame contact zone. Non-residential Class 5 to 8 buildings require no specific level of construction in accordance with AS3959:2018. The waste oil tank will be located 53 metres off the short heath being BAL-12.5 with the diesel tank being located more than 100 metres from a bushland threat.

The proposed development offers compliance with *Planning for Bush Fire Protection*. There is potential for bushfire attack at this site and a list of recommendations has been included to reduce that risk. Based upon an assessment of the plans and information received for the proposal, it is recommended that development consent be granted subject to the following conditions:

1. At the commencement of building works and in perpetuity, the entire property shall be managed as an inner protection area (IPA) as outlined within Appendix 4 of *Planning for Bush Fire Protection 2019* and the NSW Rural Fire Service's *Standards for Asset Protection Zones*;
2. Landscaping is to be undertaken in accordance with Appendix 4 of *Planning for Bush Fire Protection (2019)* and managed and maintained in perpetuity;
3. It is recommended that the property owner and occupants familiarise themselves with the relevant bushfire preparation and survival information provided by the New South Wales Rural Fire Service; and
4. The building manager shall have emergency evacuation plans prepared for the workplace with specific consideration of bushfire evacuation and management planning.

### 2.1.11. Fire Safety in exhibited EIS

The proposed development will store significant fire loads within both Building 1 (15,300GJ) and Building 2 (15,000GJ). A smaller fire load is contained in two storage tanks outside Building 3 (2,900GJ).

Both Building 1 and Building 2 would be classified as incidental high hazard storage, due to the intermittent quantities of plastics stored on site. However, as the 'incidental' classification may change, both buildings will require sprinkler systems compliant with AS 2118.1:2017 high hazard classification.

Both Building 1 and Building 2 are classified as Incidental High Hazard storage with fire protection based on Ordinary Hazard 3 occupancies (OH3-bbb) under AS 2118.1:2017. Building 1 has an automatic sprinkler system installed. Building 2 will have an automatic sprinkler system installed to the same standard as Building 1. Both buildings will require their fire detection, alarm and notification equipment to be upgraded to current AS 4428, including direct notification to the Tarro fire station, approximately eight (8) minutes response time.

A number of building upgrades have been recommended. Subject to implementation of the mitigation measures and preventative practices, the fire safety study and risk assessment has identified that the proposed facility can operate with acceptable risk to persons and property.

### 2.1.12. Visual impacts in exhibited EIS

The proposed truck parking depot will only be visible from the entrance to the site via a private access road. Vegetation and existing buildings screen the proposal from public areas. There is potential for future developments to remove vegetation currently screening the project site. However, the project is in keeping with the existing land use. The proposed development is not likely to alter the existing visual character of the area. The existing landscape is industrial in nature with large scale infrastructure part of the landscape character.

In addition, due to the site set back from public roads, as well as being screened by existing buildings and Tomago Aluminium, it is unlikely that the proposed truck parking depot will be visible from public roads. As a result, impacts assessed were low.



Mitigation measures are aimed at improving the integration of the proposed development with future development that is likely to occur in future. Considering the existing character of the landscape, the land use, and the number of viewers that the visual impacts associated with the proposal are acceptable within this location.

Due to the already existing infrastructure, as well as the nature of the intended use of the site, limited opportunity exists to improve existing conditions. Implementation of the Detailed Landscape Concept Plans do not fully comply with the *Port Stephens Development Control Plan 2014*, however REMONDIS will rely on Clause 11(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* to override this requirement and use a lower level of landscaping.

## 3. Analysis of submissions

A total of nine submissions were received during the public exhibition period, all for government agencies. The individual submissions can be found on the DPIE website: <https://www.planningportal.nsw.gov.au/major-projects/project/30156/submissions/13111/3251>

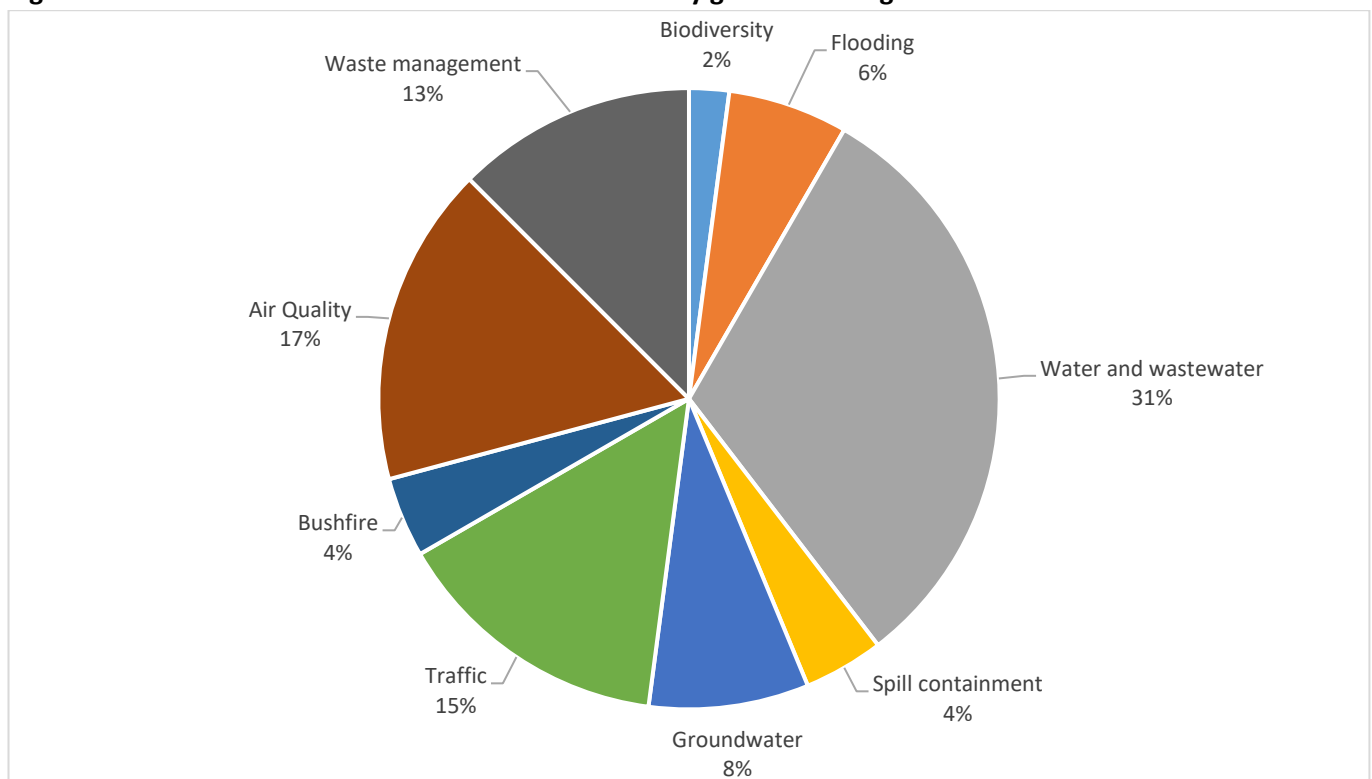
### 3.1.1. Submissions by government agencies

The following government bodies provided comments on the proposed development through DPIE:

1. DPIE - Water and the Natural Resources Access Regulator;
2. DPIE - Biodiversity and Conservation Division;
3. Port Stephens Council;
4. Roads and Maritime Services;
5. Transport for NSW;
6. Hunter Water Corporation;
7. NSW Environment Protection Authority;
8. NSW Fire and Rescue; and
9. Rural Fire Service.

Most comments related to water and waste management at the site (stormwater; hydrogeology, waste water and process water), however, comments relating to traffic, air quality and waste management were also raised. Figure 3.1. summarises the distribution of environmental issues raised by government agencies.

**Figure 3.1. Distribution of environmental issues raised by government agencies.**



All comments were considered and addressed in the revision of the development design and the EIS. Section 4.3.1 provides details of the changes to the project as a result of the comments received and further input from the additional studies conducted.

## 4. Action taken following public exhibition

### 4.1. Engagement activities

The primary source of feedback on the proposed project was via the written comments received after the EIS exhibition. In addition, clarification on comments by Transport for NSW were sought directly to ensure additional studies were adequately addressed the comments on the proposal.

### 4.2. Further environmental assessment

In response to the comments received from the government agencies, further studies were undertaken and additional technical design work for the development was conducted. These included:

- Additional air quality assessment and modelling;
- Additional traffic assessment;
- Additional stormwater assessment;
- Groundwater quality assessment.

A summary of each of the final studies is provided in the sections below. The full copies of the updated reports / addendum reports are attached to this report.

#### 4.2.1. Additional air quality assessment and modelling

Air Noise Environment (now Trinity Consultants Australia) was engaged to perform the original air quality impact assessment for the proposed development (dated 27 August 2020). A subsequent report was issued by Air Noise Environment on 17 November 2020 in response to the NSW Department of Planning, Industry and Environment adequacy review.

In response to the NSW EPA submission, Air Noise Environment revised the air quality modelling to consider impacts on the surrounding industrial and commercial receptors (in addition to the impacts at the previously considered sensitive uses). Additionally, modelling assumptions were also clarified regarding meteorological data, Volatile Organic Compounds (VOC) and benzene. The revised dispersion modelling results are provided in the supplementary report in Appendix 2.

Modelling and detailed design of the odour control system has not been undertaken at the current development approval phase of the proposed facility. Furthermore, there is no specific odour testing at similar food depackaging facilities. An odour control system such as an activated carbon system will be utilised. These systems can achieve reductions of up to 97% as tested for a grease waste trap facility in Sydney. To provide the NSW EPA with certainty as to the type of system installed, an approval condition could be placed on the site requiring further design details of the control system to be provided to the NSW EPA for approval, prior to commencement of operations.

#### 4.2.2. Additional traffic assessment

SECA Solution Pty Ltd was engaged to prepare the original Traffic Impact Assessment. SECA Solution Pty Ltd has reviewed the comments and amended the Traffic Impact Assessment (see Appendix 3). Comments received from Transport for NSW / Roads and Maritime Services originally requested that additional SIDRA modelling be provided for both existing and development traffic for Tomago Road/Pacific Highway and School Drive/McIntyre Road. However, the request for modelling of Tomago Road/Pacific Highway is no longer required based on correspondence received from TFNSW on 8<sup>th</sup> April 2021, following clarification on modelling requirements.

SECA Solution Pty Ltd has subsequently carried out additional SIDRA modelling for School Drive/McIntyre Road.

### 4.2.3. Groundwater quality assessment

A Groundwater Sampling and Analysis Quality Plan (SAQP) was undertaken by JM Environments (JME) for 21D and 21F School Drive, Tomago in response to comments submitted by the NSW EPA. The groundwater assessment was carried out to:

- Assess the current groundwater contamination status of Lots 8 and 11; and
- Assess the groundwater flow direction.
- Improve understanding of the contamination status of groundwater beneath the site.

The groundwater quality assessment report is provided in Appendix 4.

### 4.2.4. Additional wastewater / stormwater management assessment

Northrop Consulting Engineers was engaged to prepare a concept Soil and Water Management Plan to support the development application. An addendum letter has been prepared to address each of the comments raised by each individual agency in relation to the Soil and Water Management Plan. The information presented within this addendum letter (Appendix 5) is to supersede that of the relevant sections in the of the Soil and Water Management Plan presented with the original EIS.

A new ILSAX hydrological model was prepared for the site with revised conditions, to better represent the site soil profile. The additional infiltration rates were obtained from ground water well monitoring provided in the Groundwater Contamination Assessment Report prepared by JM Environments.

## 4.3. Update to management plans

### 4.3.1. Updated Waste Management Plan

The Waste Management Plan has been updated to reflect the comments received (see Appendix 6). The main changes relate to:

- Incoming waste inspections;
- Management of non-conforming loads;
- Drill mud receipt;
- Emergency flood procedures; and
- Additional information on Refused Derived Fuel.

### 4.3.2. Updated Emergency Management Plan

The Emergency Management Plan (Appendix 7) has been updated to include safeguards to prevent the release of hazardous materials from the site during a large flood event. The floor in Building 2 is 0.7m below the Probable Maximum Flood (PMF) level. Therefore, in the event that flood waters may reach the site boundaries, the facility is to stop receiving inbound product and service/remove all bins and vessels wherever possible by sending contents offsite to recycling/disposal destinations. Where materials cannot be taken off-site, actions relevant to each area are to be implemented. Some of the measures include:

- Remove wastes off-site and recycle so no waste held on site;
- Store above PMF level; and
- Drain oil and store IBCs above the PMF level.

## 5. Changes to the project

As a result of the comments from government agencies and results of the additional studies, changes have been made to the project. A number of additional mitigation measures were added to the overall development design.

### 5.1. Minor errors and discrepancies

#### 5.1.1. Traffic Impact Assessment

There were minor discrepancies between the number of heavy vehicle movements in EIS Table 9.1 (150 trucks) and Traffic Impact Assessment (TIA) Table 3 (160 trucks). The Traffic Impact Assessment report has been modified to show there are 150 in-bound waste collection vehicles equivalent to 150 vehicle movements per day.

There is also a workshop truck (1 truck) which will provide an additional 10 (5 in and 5 out) movements per day. Giving a total of 160 vehicle movements per day for the facility.

There were also minor discrepancies between peak on-site staff number with EIS Section 9.4.1 which stated 60 staff and with TIA section 3.4.2 which stated 63 staff. The information in EIS Section 9.4.1 was taken from section 4.1.2.1 *Staff Movements* in the Traffic Impact Assessment report. Therefore, Section 4.1.2.1 *Staff Movements* has been updated to show that the operational stage of the facility may have up to 63 staff at any time.

Details of the driver facilities provided on site were also provided, which includes:

- Separate male driver facilities in Building 1 including:
  - Male toilets x 1
- Separate female driver facilities in Building 1 including:
  - Female toilets x 1
- Accessible bathroom amenities:
  - Accessible toilet
  - Accessible shower
- Shared driver facilities:
  - First aid room
  - Meeting room
  - Lunchroom

#### 5.1.2. Air quality assessment

A typographic error was presented in Table 20 of the original assessment where the predicted Benzene concentrations were presented annual averages when in fact were 1-hour averages.

#### 5.1.3. Biodiversity Development Assessment Report

The Biodiversity Development Assessment Report (BDAR) has been updated and finalised with a valid date and certification by the assessor in the Certification Document of the BDAR. The updated BDAR was finalised within 14 days of submission of the BAMC with the submission of this Response to Submissions Report.

## 5.2. Changes to physical layout, construction/operation methodology, technology.

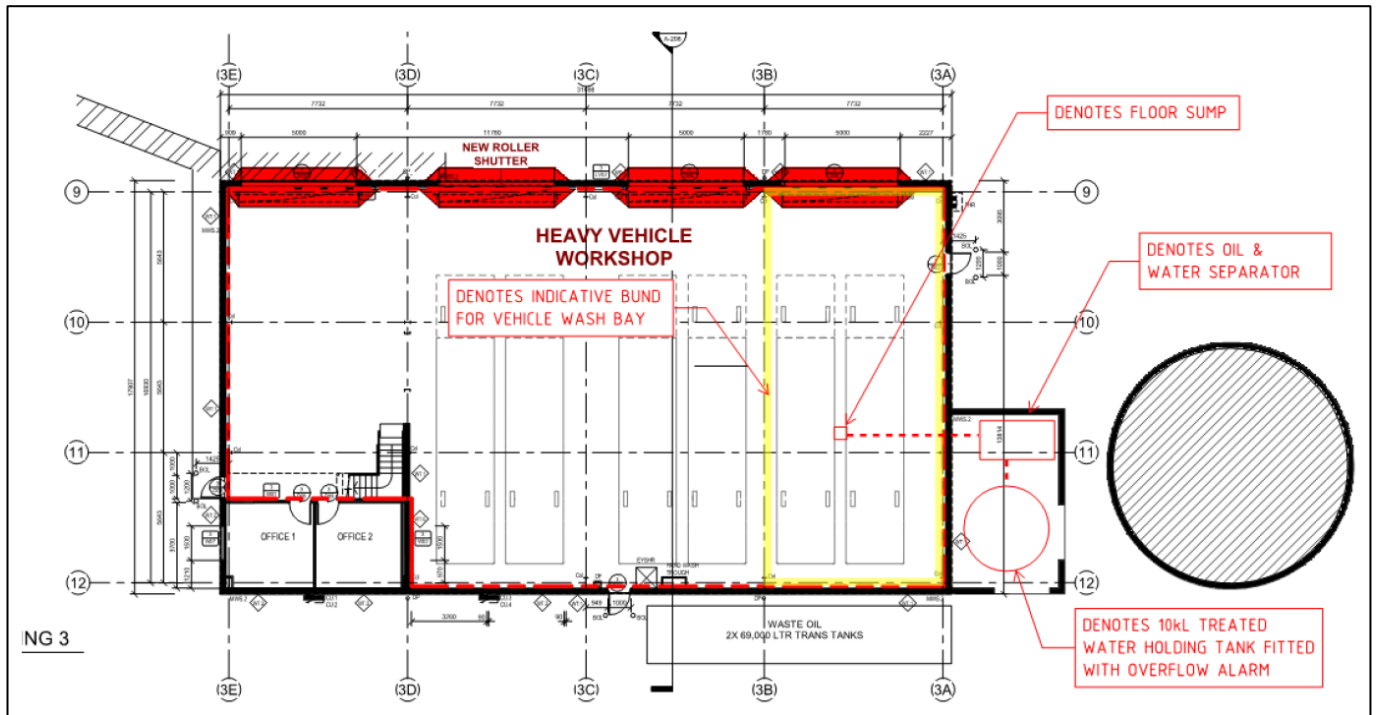
### 5.2.1. Vehicle washdown

A vehicle washdown bay is proposed to be installed within the heavy vehicle workshop (refer to Figure 5.1 below).

The vehicle washdown bay will be bunded internally within the building with proposed screens to be installed to ensure full water capture. Run-off from the truck wash will be collected by existing floor sumps that will drain the water to a pit in the shed on the northern side of the maintenance workshop. Water will be treated in an oil/water separator and pumped to a 10kL holding tank also located in the shed. The tank will be periodically pumped out, with treated water sent for off-site recycling in accordance with Remondis’ existing tankering agreement with Hunter Water Corporation.

Figure 5.1 illustrates the indicative bunding and wash bay within the workshop.

**Figure 5.1 – Wash Bay located in Proposed Heavy Vehicle Workshop (21D School Drive).**



### 5.2.1. Capping

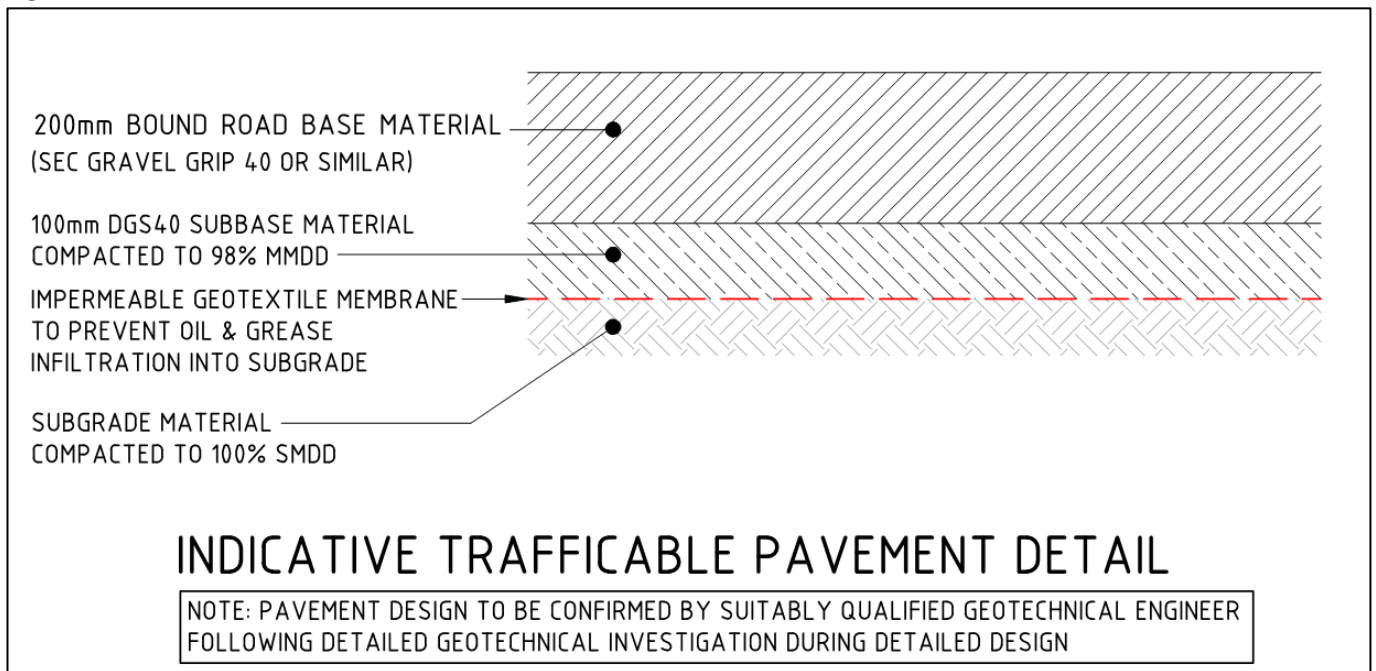
The Groundwater Contamination Assessment Report prepared by JME concluded that the site does not require additional mitigation to protect groundwater from the presences of arsenic, cadmium, copper and lead. The zinc impacted soils with the highest concentrations are associated with the lead impacted soils that are planned to be removed in accordance with the Remediation Action Plan prepared by JME.

Despite the subsequent findings in the groundwater assessment, a capping layer has been proposed for the extent of the new parking depot to achieve two primary objectives. The first is to maintain consistency with the outcomes of the Remediation Action Plan, and the second, is to prevent ingress of additional pollutants that may occur from the truck parking depot (for example small oil leaks or spills).

Figure 5.2 presents the proposed pavement design extracted from the revised engineering plans prepared by Northrop for the parking area, composed of 200mm bound road base material with an impermeable geotextile layer.

The pavement will fall towards stormwater pits where water will be captured, treated, and directed to the infiltration system. The hydraulic conductivity of the road pavement layer is not critical due to the presence for the impermeable geotextile layer. Any surface runoff not captured by the pavement layer will flow as surface runoff and be collected via the stormwater pits installed within the pavement extents. The runoff generated from surface overland flow and the stormwater collected by the subsoil drainage system are directed to the same discharge location after processing through the treatment train.

**Figure 5.2. Indicative Pavement Detail.**



### 5.2.1. Refuse Derived Fuel

More information on the waste streams to be received at the facility for recovery of Refuse Derived Fuel (RDF) was requested. The Waste Management Plan (see Appendix 6) has been updated to include addition noncommercial in confidence information, including:

- Waste specifications;
- Suppliers;
- Upstream Management Procedures; and
- Resource Recovery Criteria.

## 5.3. Changes to reports, plans and figures

### 5.3.1. Traffic Impact Assessment

The following changes were made to the Traffic Impact Assessment:

- The concept design for M12RT as shown in Figure 2.5 of the Traffic Impact Assessment was outdated. Figure 2.5 was updated to reflect the current proposal date of October 2020; and
- Commentary in the EIS about reduced demand on Tomago Rd/Old Punt Rd intersection post M1 to Raymond Terrace (M12RT) has been corrected. Access from Tomago Road to the M12RT north and south (and Pacific Highway north) is via Old Punt Road using the existing intersection at Old Punt Road/Tomago Road. The M12RT project includes upgrading the intersection of the Pacific Highway and Old Punt Road as the primary connection between M12RT and Tomago as described above. The functionality and performance of this intersection will change post M12RT and the intersection of Tomago Road/Pacific Highway will have reduced traffic volumes post M12RT.

### 5.3.2. Air quality assessment

The NSW EPA required adequate justification of the year 2019 for modelling in the air quality impact assessment. The air quality consultant considers the meteorological data for the year 2019 appropriate based on a comparison of wind conditions with other years of data from 2015 to 2019. However, it is noted that for the revised modelling presented in the revised report (Appendix 2), the year 2017 has been ultimately adopted as a representative data set and to address the NSW EPA's comment regarding inadequate background air quality data presented regarding the selection of the year of background data presented. Therefore, representative meteorological data for the year 2017 has been combined with representative background for the year 2017. The 2017 meteorological data set is considered representative when comparing wind conditions for the year 2015 to 2019 for nearest meteorological stations at Williamstown RAAF, Beresfield and Mayfield. Revised modelling has been completed for 2017 given that this year represents a typical number of PM10 and PM2.5 exceedance (based on the 6 year of data comparison).

### 5.3.1. Plans

Architectural plans have been updated to include changes identified in the revised studies and in response to comments from relevant agencies. The revised plans are provided in Appendix 1.

## 5.4. Changes to impacts

### 5.4.1. Groundwater

The previous soil contamination assessment carried out by JME indicated the site soil in the eastern portion of site was impacted with arsenic, copper, cadmium, lead and zinc. Lead exceeded the human health criteria whilst the remaining metals exceeded the ecological criteria. The RAP prepared by JME recommended the excavation and removal of the significant lead impacted areas with capping and stormwater management to mitigate potential offsite ecological impacts of arsenic, copper, cadmium and zinc.

The recent groundwater monitoring indicated that the impact of arsenic, cadmium and copper on the groundwater is negligible. Zinc appears to be significantly elevated at MW7 with a concentration of 89 µg/L compared to trigger value of 15 µg/L. The highest zinc soil impacts are associated with the highest lead soil impacts and, as such, are planned to be removed from the site in the remediation process.

Perfluorooctanesulfonic acid (PFOS) was detected in the downgradient wells up to almost 30 times greater than the adopted Default Guideline Value. Although the concentrations in the wells nearer to the Varley site are slightly



higher and gradually diminish across the site, the concentrations of PFOS are similar enough in the PFAS impacted wells to consider its presence is unlikely to be caused by onsite migration from the neighbouring site. Therefore, it is considered possible that PFAS was either previously used on site or a significant bushfire threatened the site. Either way, the primary source has been removed from site and the groundwater concentrations of PFAS should naturally attenuate with time. No PFOS was detected in the upgradient wells, MW9 and MW9. It is important to note that the PFOS detections were significantly lower than human health trigger values.

The site is within the TAC buffer zone. The TAC buffer zone is a special environment management zone and is defined in the TAC conditions of consent and is derived from the ambient fluoride levels associated with TAC operations. Fluoride and aluminium concentrations were largest in the upgradient wells and appeared to diminish the further away from TAC the groundwater well was located. No further action is required for fluoride and aluminium because these will continue to migrate onto site whilst the TAC smelter is still operable. The concentration of fluoride does exceed the drinking water guidelines in some wells and therefore the drinking of groundwater should be strictly prohibited on site.

JME considers that the presences of arsenic, cadmium, copper and lead have not had a significant impact on the groundwater beneath site and do not require any further mitigation to protect the groundwater into the future. It is noted that zinc is significantly elevated in one monitoring well, MW7. The zinc impacted soils with the highest concentrations are associated with the lead impacted soils that are planned to be removed in accordance with the RAP prepared by JME. The RAP also recommends the placement of a cap over the remainder of site. The cap, in conjunction with a storm water system was intended to reduce stormwater percolation through the soil thereby reducing the metal leaching potential.

On this basis, it is considered that groundwater specific remediation is not required.

### 5.4.2. Bushfire

In response to comments from the NSW Rural Fire Service, Moir Landscape Architecture Pty Ltd confirmed via letter (dated April 2021) (Appendix 8) that the landscaping complies with the NSW Rural Fire Service requirements relating to planting densities, types and maintenance.

### 5.4.3. Air quality

The revised air quality modelling results show predicted compliance with the air quality criteria for all pollutants at the nearest sensitive receptors and site boundary, except for PM<sub>10</sub> 24-hour. For PM<sub>10</sub>, there are no additional exceedances at the nearest off-site sensitive receptors, however, with the proposed development, the number of exceedances increases to up to 20 along the site boundary. Review of the data indicates that these exceedances are primarily due to truck movements over paved surfaces.

The modelling assumes peak daily truck movements every day of the year. Peak daily movements are estimated to be 1.5 times the average daily movements. Therefore, the 20 exceedances (or additional 17) predicted at the boundary are due to the peak daily truck movements coinciding with worst-case meteorology (easterly wind conditions). The potential for additional exceedances are expected to be lower when accounting for average daily truck movements.

### 5.4.4. Traffic Impact

An issue that has been raised by Transport for NSW is the potential impact of the additional traffic and the potential for the right turn into School Drive to become increased and block back to the intersection of McIntyre Road and Tomago Road. The Sidra modelling shows that this right turn queue is currently 1.4 metres in the AM peak and 0.5 in the PM peak.

The modelling results show that the intersection of McIntyre Road and School Drive will continue to operate well with minor delays and queues. The right turn queue into School Drive is predicted to be up to 3.8 metres in the PM peak and the distance between this intersection and Tomago Road is 25 metres, which can cater for a truck and dog combination to be propped waiting to turn here.

## 5.5. Changes to performance criteria and mitigation measures

### 5.5.1. Groundwater

The groundwater quality assessment has determined that the presences of arsenic, cadmium, copper and lead have not had a significant impact on the groundwater beneath site and do not require any further mitigation to protect the groundwater into the future.

### 5.5.2. Air quality

The NSW EPA requested a revised Air Quality Impact Assessment to demonstrate that the emissions of principal toxic air pollutants (principally Benzene) have been minimised to the maximum extent achievable. It has been recommended that to minimise potential benzene emissions from bulk tanker loading of waste oil, a passive activated carbon system is installed, such that any head space air from tankers must pass through the system prior to release to atmosphere.

The modelling already considers best practice measures for the truck routes including paved surfaces with a low silt loading content (indicating a well-maintained paved surface). The most appropriate means (in addition to paved surfaces) to address potential exceedances is to utilise water sprays or a water truck when there are visible plumes of dust dispersing towards the nearest industrial buildings. This management measure can be incorporated into procedures of any operational management plan developed for the site.

The NSW EPA requested detailed design of the proposed odour control system at the food depackaging building. However, the detailed design has not been undertaken at the current development approval phase of the proposed facility. To provide the NSW EPA with certainty as to the type of system installed, an approval condition could be placed on the site requiring further design details of the control system to be provided to the NSW EPA for approval, prior to commencement of operations. Example details of a potential system with an expected odour reduction efficiency is provide in Section 9 of the original air quality impact assessment. It is proposed that an odour control system such as an activated carbon system will be utilised at the facility. These systems can achieve reductions of up to 97% as tested for a grease waste trap facility in Sydney.

### 5.5.3. Flood management

The revised Waste Minimisation and Management Plan; Emergency Response Management Plan and Pollution Incidence Response Management Plan have been amended to indicate storage arrangements / mitigation measures for hazardous goods prior to a PMF event.

The floor in Building 2 is 0.7m below the Probable Maximum Flood (PMF) level, therefore, in the event that flood waters may reach the site boundaries, the facility is to stop receiving inbound product and service/remove all bins and vessels wherever possible by sending contents offsite to recycling/disposal destinations. Where materials cannot be taken off-site, actions relevant to each area are to be implemented. Some of the measures include:

- Remove wastes off-site and recycle so no waste held on site;
- Store above PMF level; and
- Drain oil and store IBCs above PMF level.

### 5.5.4. General

An Environmental Management Plan will also be developed post approval. The objectives of the OEMP will be to:

- Support operations of the Development in accordance with the Conditions of Consent;
- Ensure compliance with all relevant regulatory requirements;
- Minimise the environmental impacts of the Development during operations;
- Engage with the community to minimise complaints;
- Maintain a high level of environmental performance through on-going training and inductions;
- Ensure the commitments made in the approval’s documentation are fully implemented and/or complied with during operations; and
- Ensure the environmental risks associated with the operations of the Development are effectively managed.

## 6. Updated project description

### 6.1. Key elements of the updated project

There are no proposed significant changes to the project. A formal vehicle washdown bay is proposed to be installed within the heavy vehicle workshop (refer to Figure 6.4 below). Two vehicle bays will be bunded internally within the building with proposed screens to be installed to ensure full water capture. Run-off from the truck wash will be collected by new floor sumps that will drain the water to a new holding tank adjacent to the existing sewer system. Figure 6.4 illustrates the indicative bunding and wash bay within the workshop.

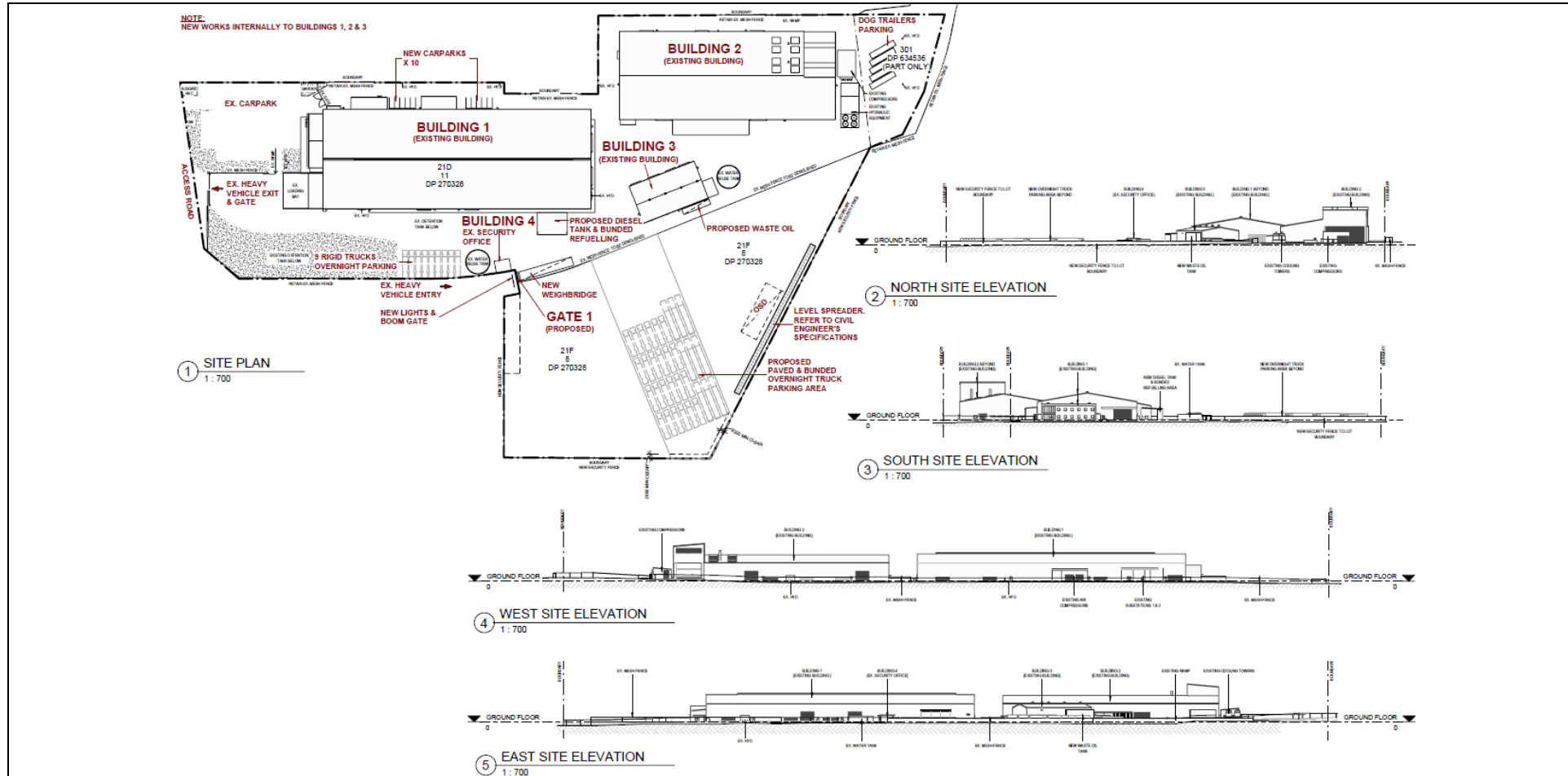
### 6.2. Updated plans and figures

The main change to the plans is as follows:

- Level spreader shown on the notification plan (Plan A-020);
- Full bunding shown on General Arrangement plan for Building 2 (Plan A-102A);
- Note on Building 2 Detailed Plan that full building bunding is to be provided (Plan A-102B); and
- Floor plan for Building 3 (Plan A-103) amended to show features for the truck wash in the Heavy Vehicle Workshop, including:
  - 10KL treated water holding tank fitted with overflow alarm;
  - Oil and water separator;
  - Floor sump; and
  - Bunding.

Figure 6.1 provides the updated notification plan (Plan A-020). Figure 6.2 provides the Building 2 General Arrangement Plan. Figure 6.3 provides the updated detailed plan of Building 2 and Figure 6.4 provides the updated general arrangement plan for Building 3.

Figure 6.1. Tomago Resource Recovery Facility and Truck Parking Depot – updated notification plan (Plan A-020).




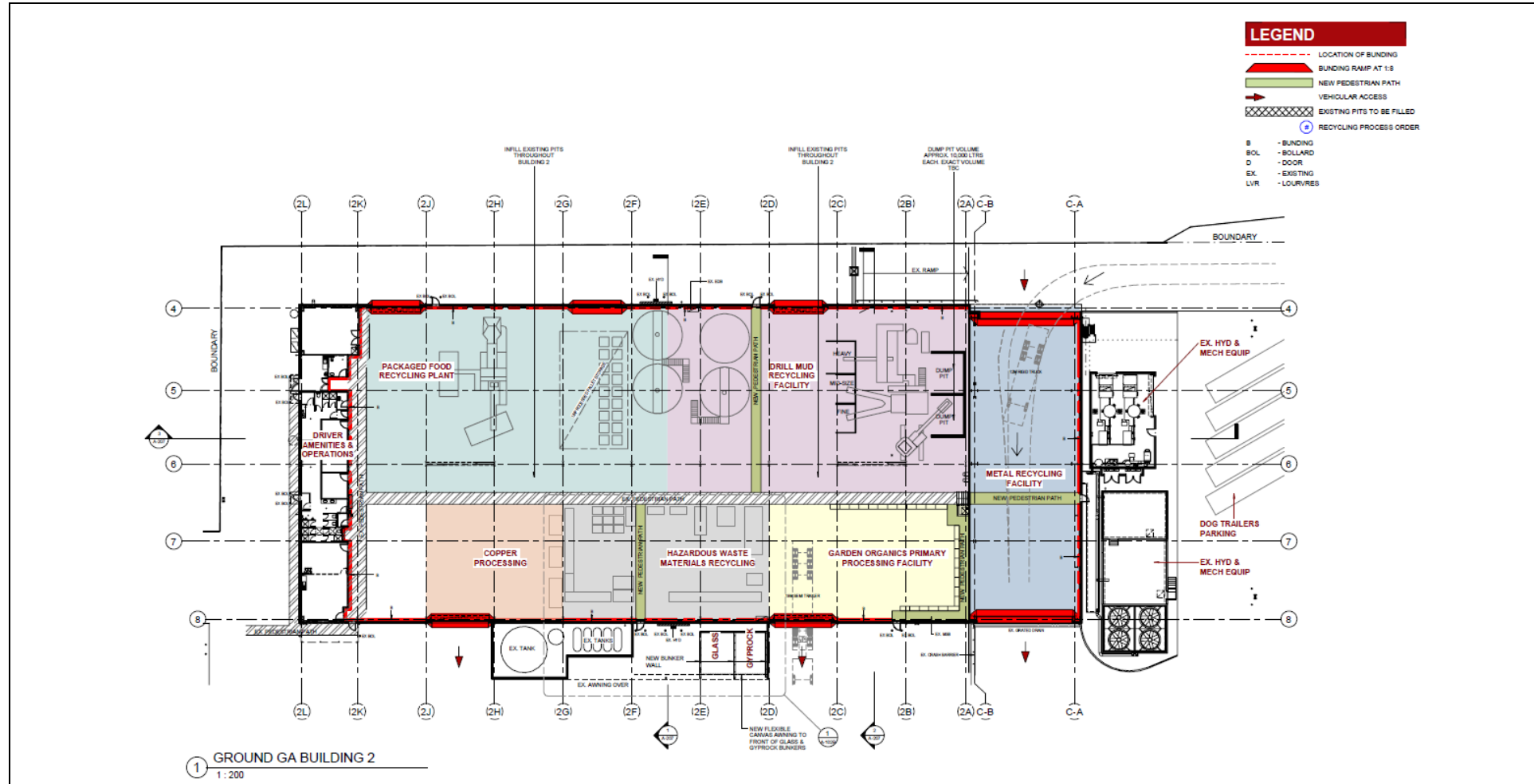
<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b> <b>Strategy   Infrastructure   Compliance   Procurement</b> A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>	 <b>JACKSON</b> <b>ENVIRONMENT AND PLANNING</b> STRATEGY   INFRASTRUCTURE   COMPLIANCE   PROCUREMENT	<b>Client</b>	REMUNDIS Australia Pty Ltd
04/06/21	Revision A	R. Loemker	21D and 21F School Drive, and Lot 301 / DP634536			<b>Project</b>	Response to Submissions
						<b>Title</b>	Updated notification plan
						<b>Scale</b>	N/A
						<b>Source</b>	EJE Architecture

Figure 6.2. Tomago Resource Recovery Facility and Truck Parking Depot – Updated General Arrangement plan for Building 2 (Plan A-102A).




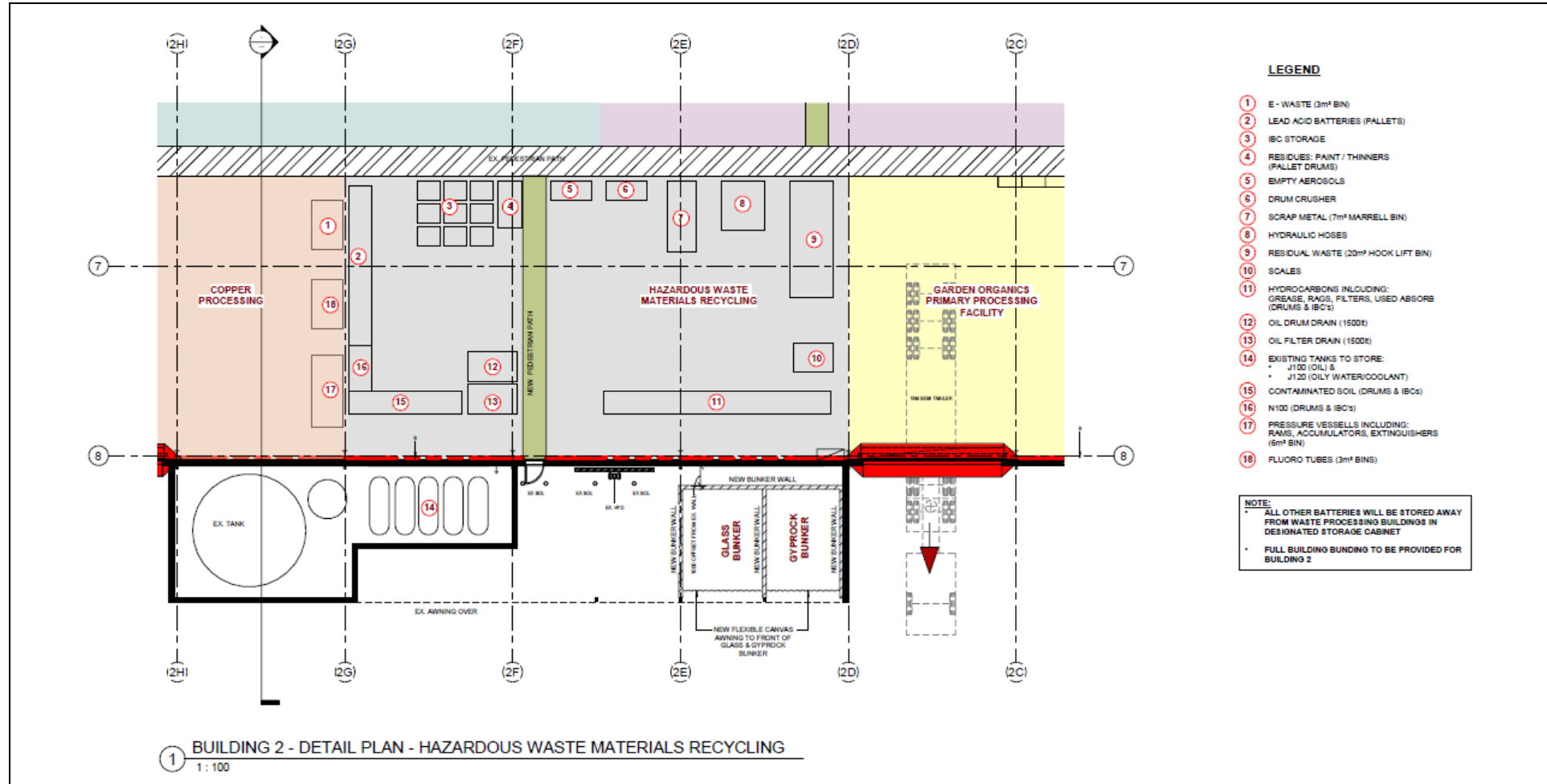
<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b> Strategy   Infrastructure   Compliance   Procurement A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>	 <b>JACKSON</b> <b>ENVIRONMENT AND PLANNING</b> STRATEGY   INFRASTRUCTURE   COMPLIANCE   PROCUREMENT	<b>Client</b>	REMONDIS Australia Pty Ltd
04/06/21	Revision A	R. Loemker	21D and 21F School Drive, and Lot 301 DP634536			<b>Project</b>	Response to Submissions
						<b>Title</b>	Updated GA plan for Building 2
						<b>Scale</b>	N/A
						<b>Source</b>	EJE Architecture

Figure 6.3. Tomago Resource Recovery Facility and Truck Parking Depot – Updated Detailed Plan for Building 2 (Plan A-102B).

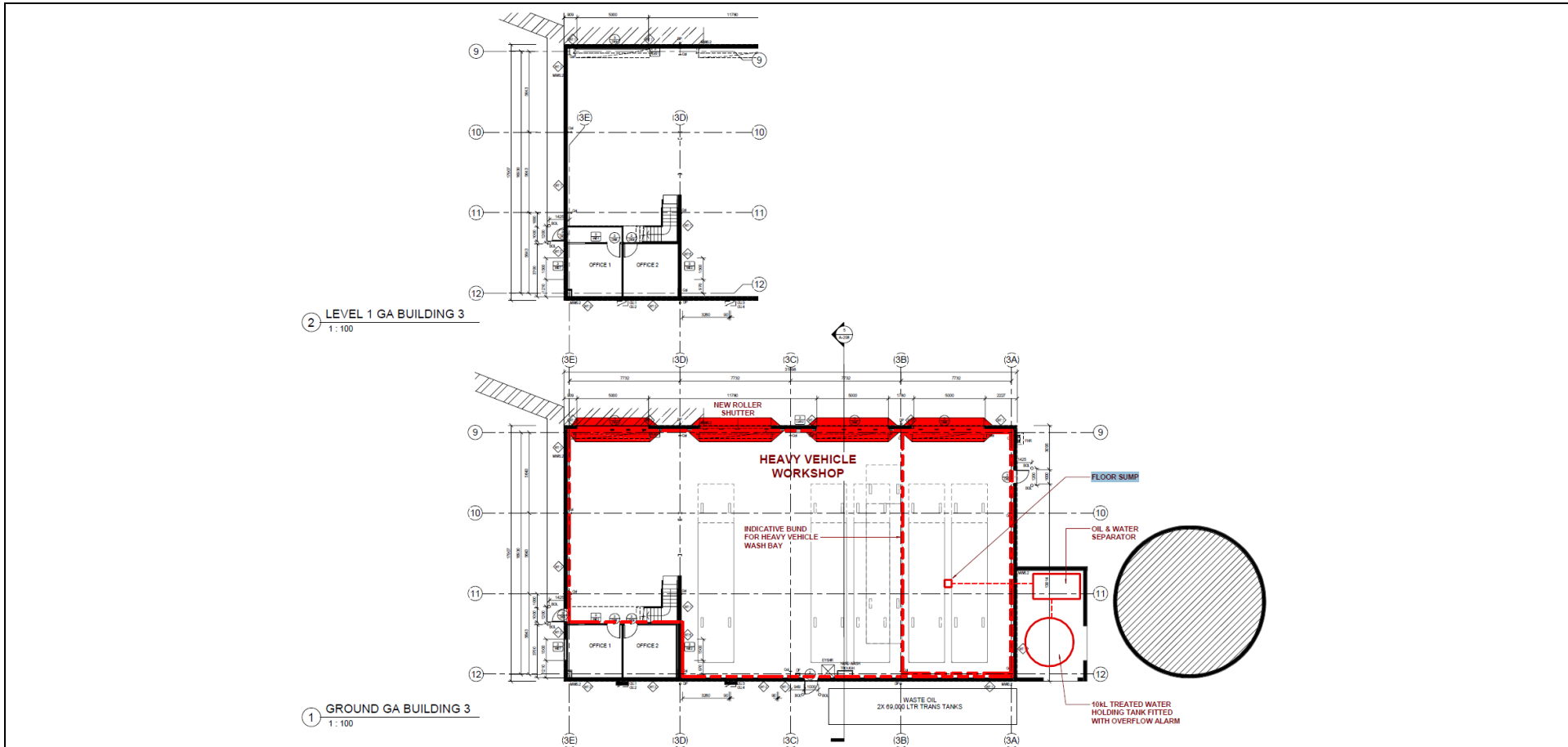


Date	Revision	Drawn By	Site description	Jackson Environment and Planning Pty Ltd
04/06/21	Revision A	R. Loemker	21D and 21F School Drive, and Lot 301 / DP634536	Strategy   Infrastructure   Compliance   Procurement A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>



Client	REMONDIS Australia Pty Ltd
Project	Response to Submissions
Title	Updated detailed plan for Building 2
Scale	N/A
Source	EJE Architecture

Figure 6.4. Tomago Resource Recovery Facility and Truck Parking Depot – Updated general arrangement plan for Building 3 (Plan A-103).



<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>
04/06/21	Revision A	R. Loemker	21D and 21F School Drive, and Lot 301 / DP634536	Strategy   Infrastructure   Compliance   Procurement
				A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060
				E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a>
				T: 02 8056 1849
				W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>



<b>Client</b>	REMUNDIS Australia Pty Ltd
<b>Project</b>	Response to Submissions
<b>Title</b>	Updated GA plan for Building 3
<b>Scale</b>	N/A
<b>Source</b>	EJE Architecture



## 7. Response to submissions

Table 7.1 summarises the comments / amendments made to the EIS in response to the agency comments received.

**Table 7.1. Comments / amendments made to the EIS in response to the agency comments received.**

No.	Issue	Agency	Agency Comment	Response / Amendment
1	Biodiversity	DPIE - Biodiversity and Conservation Division	Section 6.15 of the Biodiversity Conservation Act 2016 states that a biodiversity assessment report cannot be submitted in connection with a relevant application unless the accredited person certifies in the report that it has been prepared on the basis of the requirements of (and information provided under) the biodiversity assessment method as at a specified date and that date is within 14 days of the date the report is so submitted. The Biodiversity Assessment Method (BAM) accredited assessor has not certified that the Biodiversity Development Assessment Report (BDAR) was finalised within 14 days of exhibition of the Environmental Impact Statement (EIS). BCD recommends the BAM accredited assessor certifies that the BDAR was finalised within 14 days of the exhibition of the EIS.	The BDAR has been updated and finalised with a valid date and certification by the assessor in the Certification Document of the BDAR. The updated BDAR was finalised within 14 days of submission of the BAMC with the submission of the Response to Submissions Report (refer to Appendix 10).
2	Flooding	DPIE - Biodiversity and Conservation Division	It is proposed to store and process hazardous materials on flood prone land. The EIS and the proposed Emergency Plan have not assessed the risk of flood waters transporting hazardous materials and contaminating nearby communities, and natural areas. While the EIS notes that all hazardous substances will be stored in a bunded area is not clear if the bund is designed to protect against all floods, up to and including the probable maximum flood (PMF). The EIS does not state if trucks, containing hazardous materials, will park in the uncovered overnight parking area and if so, how these risks would be managed. BCD recommends that all hazardous materials stored on site are protected from all floods up to and including the PMF. Also, the Emergency Plan should be updated to include safeguards to prevent the release of hazardous materials from the sites during a large flood event.	<p>The Probable Maximum Flood (PMF) level identified for the site is at RL6.30m AHD. It is noted that this level is approximately 700mm above the floor level of the existing buildings.</p> <p>The Waste Minimisation and Management Plan; Emergency Response Management Plan and Pollution Incidence Response Management Plan have been amended to indicate storage arrangements / mitigation measures for hazardous goods prior to a PMF event.</p> <p>In summary, the plan outlines that all hazardous materials will be stored in locations with bunding provided up to the PMF level of RL6.30m, or otherwise on raised platforms above the flood level.</p>

No.	Issue	Agency	Agency Comment	Response / Amendment
				In addition, the management plan specifies that no hazardous materials are to be stored within trucks parked within the uncovered depot.
3	Flooding	DPIE - Biodiversity and Conservation Division	It is proposed to use the existing proprietary water treatment devices; Humeceptor STC-5 and the Hume Jellyfish HF-1800. These devices have been designed to treat the pollution from a wire and cable manufacturing facility. The new use of the site as a resource recovery facility may change the pollutant loads and the existing stormwater treatment devices may not continue to be appropriate. BCD recommends that the proponent reviews the continued use of existing stormwater treatment devices to ensure they remain appropriate under the proposed change in land use to use in a recycling facility.	<p>The handling and processing of waste materials are to be performed entirely within the enclosed buildings as outlined in the Waste Management Plan</p> <p>Pollutants or hazardous materials will be unable to enter the stormwater system and as such, it is anticipated that there will be no significant change in pollution generation as part of the change of use.</p> <p>The treatment devices provided as part of the previous development were suitable for treatment of typical stormwater pollutants generated from industrial developments (i.e. suspended solids, phosphorus, nitrogen and gross pollutants) and thus, it is deemed that these existing devices will remain appropriate for the intended use of the new facility.</p>
4	Flooding	DPIE - Biodiversity and Conservation Division	Runoff from the existing development enters infiltration on-site detention before it is treated with the Humeceptor STC-5 and the Hume Jellyfish HF-1800 devices. This creates a risk that untreated stormwater runoff will be discharged to groundwater through the detention basins. The potential for groundwater contamination and impacts on groundwater dependent ecosystems was assessed for the previous development (GHD 2012). However, this assessment cannot be used for this development as it has different pollution risks. The proponent should consider the potential for groundwater contamination through infiltration of untreated stormwater.	<p>The Waste Management Plan outlines the storage, handling, and processing of hazardous or pollutant materials, all of which is to occur within the enclosed spaces of the existing buildings. As such, the pollution risk for the site has not changed significantly from that of a typical industrial development.</p> <p>No additional pollutants, other than that present in typical stormwater runoff is anticipated to enter the ground water via the infiltration systems.</p>

No.	Issue	Agency	Agency Comment	Response / Amendment
5	Water and wastewater	Hunter Water Corporation	Section 2.24 “Integrated Water Management” of the EIS provides a description of the water management strategy used for the previous development at the site. This includes details on the size of existing rainwater tanks, the existing onsite sewerage treatment system (including reuse as subsurface irrigation), and proposed methods for dealing with process water reject (stored separately and tankered off site). This information contradicts details provided in the Soil and Water Management Plan prepared by Northrop, included as Appendix J of the EIS. For the purpose of this letter, it has been assumed that the details in the Soil and Water Management Plan are correct.	The details in the Soil and Water Management Plan are correct.
6	Spill containment	Hunter Water Corporation	Adequate detail is not contained in the EIS to justify that the specified bunded volume is sufficient to contain possible spills of potentially hazardous waste. Hunter Water recommends that all bunding on site, with the purpose of containing hazardous waste, be designed and constructed in accordance with the relevant Australian Standard.	All bunding on site, with the purpose of containing hazardous waste, will be designed and constructed in accordance with the relevant Australian Standard. The bunding on site will be sufficient to contain potential spills of hazardous wastes.
7	Spill containment	Hunter Water Corporation	As stated in the EIS, a Pollution Incident Response Management Plan and an Environmental Management Plan will be prepared for the site. Hunter Water recommends that the procedure for a spill should include the requirement for immediate clean-up and to notify Hunter Water within 24 hours of any spills occurring that infiltrate the aquifer.	The Pollution Incidence Response Management Plan has been amended to include a requirement to contact Hunter Water Corporation with 24hrs of a spill.
8	Water and wastewater	Hunter Water Corporation	The Soil and Water Management Plan has stated that the volume of water required from Hunter Water’s supply to be used as process water is negligible. The EIS also appears to understate the volume of process wastewater to be generated from the development. The process water system is stated to be a “closed loop” where it is captured and reused until it is lost through evaporation. It is expected that wastewater would be generated through site activities (for example, hosing internal floor areas and washing down trucks). Hunter Water recommends that a more detailed assessment be provided to justify the “closed loop” statement. Expected volumes of	<p>The Soil and Water Management Plan previously indicated that a closed loop system was required as part of the material processing. Subsequent investigation into the specifics of the processing indicate that the system does not require water demand and, and that wastewater is generated from the extraction of the drill muds. This wastewater is then exported off-site for treatment and disposal as trade waste.</p> <p>Additional details regarding the expected volumes and concentrations of contaminates as well as the management of the waste material to be exported are provided in the Waste</p>

No.	Issue	Agency	Agency Comment	Response / Amendment
			process wastewater, and the likely concentrations and types of contaminants contained within it, should be clearly identified and reported.	Management Plan. In summary, the facility is expected to process up to 5,000 tonnes per annum.
9	Water and wastewater	Hunter Water Corporation	Although the majority of waste transported to the site will be recycled on site, some waste is to be disposed at a lawful landfill. The EIS suggests that some of the liquid waste from the Drill Mud Recycling Facility and the Packaged Food Recycling Plant may be disposed of by Hunter Water. Hunter Water requests clarification of this and, if so, information be provided detailing the pollutant types and loads expected to be generated by the site activities to clarify the feasibility of trade waste management requirements.	The Waste Management Plan has been updated to include procedures for Drill mud receipt sampling and analysis and the disposal of liquid waste via the existing Tankering Agreement with Hunter Water Corporation (dated 28/09/20).
10	Water and wastewater	Hunter Water Corporation	Hunter Water is satisfied that the existing wastewater system is suitable for the proposed site operation, however it is recommended that a follow up inspection be undertaken to confirm repair of system has been undertaken to a satisfactory standard.	A follow up inspection be undertaken to confirm repair of system has been undertaken to a satisfactory standard. The inspection report will be provided to Hunter Water Corporation upon completion.
11	Water and wastewater	Hunter Water Corporation	Measures to maintain and monitor the effectiveness of the existing or proposed stormwater controls have not been included within the EIS or Soil and Water Management Plan. Hunter Water recommends that methods to sample and monitor stormwater quality on the site and discharging away from the site be considered and addressed in the Environmental Management Plan.	<p>The Waste Management Plan prepared by JEP outlines that all waste handling, storage, and processing will occur internally to the existing buildings. As such, no additional pollutants or contaminants generated by the waste are anticipated within the stormwater runoff.</p> <p>The proposed stormwater controls have been designed to reduce the standard pollutants found within stormwater runoff including suspended solids, total nitrogen, total phosphorus and gross pollutants. Council's DCP requirements and current industry practice is to achieve a percentage reduction in pollutant generated loads.</p> <p>To monitor the effectiveness of the upstream controls, sampling of the runoff generated by the developed would need to be taken at locations prior to treatment and at the</p>

No.	Issue	Agency	Agency Comment	Response / Amendment
				<p>discharge outlet at regular intervals. As the proposed development utilises at-source controls including use of infiltration to treat stormwater, no runoff is expected for frequent storm events. As such, monitoring of stormwater quality on a day-to-day basis is not practical.</p> <p>Monitoring in extreme rainfall events could be undertaken, however in this infrequent event concentrations of pollutants will be minimal due to the volume of runoff generated and therefore the effectiveness of the monitoring would be negated and may not achieve a practical outcome for the intended purpose.</p>
12	Groundwater	Hunter Water Corporation	It is suggested in the EIS that implementation of a Remedial Action Plan proposed for the site will enable the site to meet environmental requirements.	A Remedial Action Plan was prepared by JM Environments dated 29 October 2020.
13	Groundwater	Hunter Water Corporation	Hunter Water recommends that a site contamination and groundwater quality monitoring plan be included in the Environmental Management Plan to demonstrate the effectiveness of the proposed site management controls. Hunter Water would be interested in the opportunity to review the results of site monitoring for this purpose	An Environmental Management Plan will also be developed post approval and JM Environments will be consulted on an appropriate contamination and groundwater quality monitoring strategy.
14	Groundwater	DPIE - Water and the Natural Resources Access Regulator	NRAR recommends that if a groundwater supply is required for construction or operation, the proponent will need a Water Supply Work Approval	No groundwater is required for construction.
15	Traffic	Port Stephens Council	The intersection of McIntyre Road and Tomago Road may be affected by increased congestion in future however, traffic modelling indicates that it will still operate satisfactorily up to 2030.	Noted.
16	Water and wastewater	Port Stephens Council	The proposed stormwater design does not appear to be supported by any water quantity modelling. A Drains model should be provided to demonstrate the Infiltration system is designed to cater for all 1% AEP post development flows. The	A new ILSAX hydrological model for the site was developed with revised conditions, to better represent the site soil profile. The previous hydrological model assumed a soil type of 1.5 and an antecedent moisture condition of 3. The new

No.	Issue	Agency	Agency Comment	Response / Amendment
			<p>natural catchment has high infiltration, and it is believed that the subject site will not produce any significant runoff even for the major storm events. Accordingly the Drains model should use the assumption that the pre-development flows, for up to and including 1% AEP event are zero</p>	<p>hydrological model adopted a soil type of 1.0 and antecedent moisture condition of 1, which is the maximum allowable with the ILSAX model.</p> <p>Table 1 in Attachment 5 presents a comparison of the peak flow rates in the pre-developed and post developed scenarios with the revised hydrological assumptions and infiltration rates. Original flows noted below are from Northrop’s current Soil and Water management Report.</p> <p>There is a noticeable increase in the post-developed discharge when compared to the pre-developed scenario adopting an infiltration rate of 300mm/hr. This is primarily due to the fact that no runoff leaves the site in a pre-developed state until the 1% AEP event. It is noted that this previously designed and approved stormwater system on 21D was not designed for this criteria.</p> <p>To achieve the new design criteria being proposed, no runoff in the post developed situation would be allowable, which would require a full redesign of the existing stormwater system on site including reconstructing large areas of pavement.</p> <p>These changes to Lot 21D are considered unfeasible and excessive considering the change of use and small amount of works being proposed to the site. Furthermore, it is noted that these works do not affect the stormwater runoff volumes or the original design intent for the stormwater system.</p> <p>It is noted however that the existing system provides considerable benefit in reducing flows from the non-mitigated developed site, thus demonstrating the effectiveness of the existing stormwater detention strategy.</p>

No.	Issue	Agency	Agency Comment	Response / Amendment
17	Water and wastewater	Port Stephens Council	The EIS indicates that an onsite sewage treatment plant with onsite subsurface irrigation of the landscaping areas services the subject site. However, Council records identify an Effluent Pump Out system services the property. Due to this discrepancy it is recommended that further clarification be requested from the applicant.	It is confirmed that an effluent pump out system services the property and the effluent pump-out system will continue to be operated.
18	Water and wastewater	Port Stephens Council	Council's comments on the SEARs requested a Waste Management Report be provided to demonstrate that the existing on-site sewer management and trade waste systems are appropriate for the proposed development. This report has not been provided. The site is mapped as being very high hazard, indicating the site contains or is located in proximity to sensitive environmental constraints. The EIS notes that the existing system would be sufficient for the new development however, little justification has been given to support this claim. To confirm the adequacy of the existing system, or otherwise, it is recommended that a Waste Management Report, prepared by a suitably qualified person, be provided by the applicant.	<p>The site is currently serviced by an Envirocycle M23 on-site sewer treatment system. The existing system has a treatment capacity of 4.5-5kL/day with a 1L/s peak treatment rate.</p> <p>The existing system originally provided on-site effluent treatment and disposal for the previous development use, which employed a total of 119 employees. The proposed development will employ a total of 76 employees over several different shifts.</p> <p>As such it is anticipated that the existing sewer system will have adequate treatment capacity to manage the sewer demand generated from the use of the site. Treated sewage will be stored in a separate holding tank and periodically taken offsite via a pump-out truck under the current Tankering agreement for the site.</p>
19	Water and wastewater	Port Stephens Council	As the proposal involves a change of use, an approval to operate an onsite sewage management system from Council is required in accordance with Section 68 of the <i>Local Government Act 1993</i> . It is recommended that this requirement be included as a condition of consent.	An approval to operate an onsite sewage management system from Council will be sought post approval as required in accordance with Section 68 of the <i>Local Government Act 1993</i> .
20	Traffic	Transport for NSW / Roads and Maritime Services	The current concept design for M12RT is shown in figure 2.6 of Appendix H of the Environmental Impact Statement (EIS). It shows that there has been changes since 2017 (figure 2.5) in the Tomago area. It is noted there no longer a link/bypass road between Old Punt Road and Tomago Road as shown in figure 2.5.	Figure 2.5 was updated to reflect the current proposal date of October 2020.

No.	Issue	Agency	Agency Comment	Response / Amendment
21	Traffic	Transport for NSW / Roads and Maritime Services	<p>Commentary in the EIS about reduced demand on Tomago Rd/Old Punt Rd intersection post M1 to Raymond Terrace (M12RT) is to be corrected. Access from Tomago Road to the M12RT north and south (and Pacific Highway north) is via Old Punt Road using the existing intersection at Old Punt Road/Tomago Road.</p> <ul style="list-style-type: none"> <li>The M12RT project includes upgrading the intersection of the Pacific Highway and Old Punt Road as the primary connection between M12RT and Tomago as described above. The functionality and performance of this intersection will change post M12RT</li> <li>The intersection of Tomago Road/Pacific Highway will have reduced traffic volumes post M12RT.</li> </ul>	The Traffic Impact Assessment Report has been updated to reflect comments.
22	Traffic	Transport for NSW / Roads and Maritime Services	<p>SIDRA modelling has been provided for both existing and development traffic for Tomago Road/Old Punt Road, Tomago Road/McIntyre Road and Old Punt Road/Pacific Highway. SIDRA modelling of Tomago Road/Pacific Highway and School Drive/McIntyre Road are not included and are requested for further assessment.</p> <p>SIDRA modelling of McIntyre Road/Tomago Road intersection suggested LOS E for a right-hand turn from McIntyre Road with queue length of 23.5 metres. Note that this may create a potential traffic flow issue due to the short distance of approximately 26 metres on McIntyre Road between Tomago Road and School Drive, there, modelling of School Drive/McIntyre Road would provide the queue length on School Drive. Treatments such as road markings and signs should be considered to ensure that the right turn from McIntyre Road into School road is not blocked by queuing vehicles.</p>	<p>The request for modelling of Tomago Road/Pacific Highway is no longer required following clarification from Transport for NSW.</p> <p>The intersection of McIntyre Road and School Drive has also been modelled for the current traffic flows and shows that the current delays and queues are minor. It is currently operating at a level of service of A for all approaches in the AM and PM peak periods. An issue that has been raised by Transport for NSW is the potential impact of the additional traffic and the potential for the right turn into School Drive to become increased and block back to the intersection of McIntyre Road and Tomago Road. The Sidra modelling shows that this right turn queue is currently 1.4 metres in the AM peak and 0.5 in the PM peak.</p> <p>The modelling results show that the intersection of McIntyre Road and School Drive will continue to operate well with minor delays and queues. The right turn queue into School Drive is</p>



No.	Issue	Agency	Agency Comment	Response / Amendment
				predicted to be up to 3.8 metres in the PM peak and the distance between this intersection and Tomago Road is 25 metres, which can cater for a truck and dog combination to be propped waiting to turn here.
23	Traffic	Transport for NSW / Roads and Maritime Services	It is noted there are discrepancies between the number of heavy vehicle movements in EIS Table 9.1 (150 trucks) whereas Traffic Impact Assessment (TIA) Table 3 (160 trucks).	The Traffic Impact Assessment report has been modified to show there are 150 in-bound waste collection vehicles equivalent to 150 vehicle movements per day. There is also a workshop truck (1 truck) which will provide an additional 10 (5 in and 5 out) movements per day. Giving a total of 160 vehicle movements per day for the facility
24	Traffic	Transport for NSW / Roads and Maritime Services	It is noted there are discrepancies between peak on-site staff number with EIS Section 9.4.1 stated 60 staff and with TIA section 3.4.2 stated 63 staff. However, it is for noted the site will provide 66 parking spaces for staff.	There were also minor discrepancies between peak on-site staff number with EIS Section 9.4.1 which stated 60 staff and with TIA section 3.4.2 which stated 63 staff. The information in EIS Section 9.4.1 was taken from section 4.1.2.1 Staff Movements in the Traffic Impact Assessment report. Therefore, Section 4.1.2.1 Staff Movements has been updated in the Traffic Impact Assessment report show that the operational stage of the facility may have up to 63 staff at any time.
25	Traffic	Transport for NSW / Roads and Maritime Services	As per the SEARS response dated 09 April 2020, details of the driver facilities provided on site are required.	Details of the driver facilities provided on site are provided in the updated Traffic Impact Assessment.
26	Bushfire	NSW Rural Fire Service	From the commencement of new works, and in perpetuity, the entire property must be managed as an inner protection area (IPA) in accordance with the following requirements of Appendix 4 of Planning for Bush Fire Protection 2019: <ul style="list-style-type: none"> <li>• tree canopy cover should be less than 15% at maturity;</li> <li>• trees at maturity should not touch or overhang the building;</li> </ul>	In response to comments from the NSW Rural Fire Service, Moir Landscape Architecture Pty Ltd confirmed via letter (dated April 2021) (Appendix 9) that the landscaping complies with the NSW Rural Fire Service requirements to relating to planting densities, types and maintenance.

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			<ul style="list-style-type: none"> <li>• lower limbs should be removed up to a height of 2m above the ground;</li> <li>• tree canopies should be separated by 2 to 5m;</li> <li>• preference should be given to smooth-barked and evergreen trees;</li> <li>• large discontinuities or gaps in vegetation should be provided to slow down or break the progress of fire towards buildings;</li> <li>• shrubs should not be located under trees;</li> <li>• shrubs should not form more than 10% ground cover;</li> <li>• clumps of shrubs should be separated from exposed windows and doors by a distance of at least twice the height of the vegetation;</li> <li>• grass should be kept mown (as a guide grass should be kept to no more than 100mm in height); and</li> <li>• leaves and vegetation debris should be removed.</li> </ul>	
27	Water and wastewater	NSW EPA	<p>i. Consideration of additional and alternative measures for managing water pollution risks associated with construction in contaminated areas. Mitigation measures considered should include but not be limited to:</p> <ul style="list-style-type: none"> <li>• at-source controls (e.g. removal of highly contaminated material for off-site disposal, bunding, flow diversions);</li> <li>• options to avoid contaminated stormwater discharges (e.g. full capture and reuse or Tankering offsite); and</li> <li>• additional or alternative treatment measures (e.g. increased sediment basin capacity).</li> </ul> <p>ii. Demonstration that the proposed cap over 21F School Drive would be appropriately designed and constructed to prevent percolation of rainwater through the underlying</p>	<p>The existing soil profile for the site is that of sand, which has very high infiltration rates and low sediment runoff potential. No run-off is expected for the pre-developed site for all storm events up to the 1% AEP event.</p> <p>As such, the pollution risk of contaminated runoff leaving the site during construction is very low.</p> <p>Additional bunding will be provided along the site boundary, to ensure in the extremely unlikely occurrence of a 1% AEP storm event (or greater) that runoff will be prevented from leaving the site and will infiltrate into the soil profile, mimicking existing site conditions.</p>

No.	Issue	Agency	Agency Comment	Response / Amendment
			<p>contaminated soils. The Applicant should provide details of the proposed cap, including its:</p> <ul style="list-style-type: none"> <li>• composition;</li> <li>• thickness (mm); and</li> <li>• in situ saturated hydraulic conductivity (m/sec).</li> </ul>	<p>The Groundwater Sampling and Analysis Quality Plan prepared by JME concluded that the site does not require additional mitigation to protect groundwater from the presences of arsenic, cadmium, copper and lead. The zinc impacted soils with the highest concentrations are associated with the lead impacted soils that are planned to be removed in accordance with the Remediation Action Plan prepared by JME.</p> <p>Despite the subsequent findings in the groundwater assessment, a capping has been proposed for the extent of the new parking depot to achieve two primary objectives. The first is to maintain consistency with the outcomes of the Remediation Action Plan, and the second, is to prevent ingress of additional pollutants that may occur from the truck parking depot (for example small oil leaks or spills).</p> <p>Figure 2 in Attachment 5 presents the proposed pavement design extracted from the revised engineering plans prepared by Northrop for the parking area, composed of 200mm bound road base material above an impermeable geotextile layer.</p>
28	Water and wastewater	NSW EPA	<p>i. A revised water balance to include all water usage requirements, storages, reuse and discharges (including frequency and volumes of any discharges to the infiltration pit and managed overflows from the infiltration pit); and</p> <p>ii. A site drainage plan for the proposed development that identifies:</p> <ul style="list-style-type: none"> <li>• surface water flow paths for ‘clean’ roof runoff, ‘dirty’ stormwater and contaminated runoff from waste processing, stockpiles and external areas;</li> <li>• sub catchments (e.g. roof catchments draining to tanks, waste operations areas draining to collection pits/treatment devices, externals areas draining to each proposed discharge point);</li> </ul>	<p>The site drainage for the proposed truck depot and existing site have been provided as part of the concept engineering (Appendix 5). The plans identify stormwater infrastructure including treatment measures, infiltration pits, discharge locations and overland flow paths.</p> <p>As previously identified, all waste handling and processing is to occur entirely within the enclosed space of the existing buildings, and as such additional water infrastructure such as bunds, collection pits, storage tanks, and stockpiles are not required as part of the stormwater system. This infrastructure will be provided within the new facilities of the existing buildings as required for each specific waste operation proposed to be undertaken.</p>

No.	Issue	Agency	Agency Comment	Response / Amendment
			<ul style="list-style-type: none"> <li>• water infrastructure (e.g. bunds, collection pits, pipes, drains, storage tanks);</li> <li>• treatment measures, including the infiltration pit; and</li> <li>• discharge points and flow paths to receiving waterways</li> </ul>	<p>The site will only contain ‘clean’ runoff as there will not be any ‘dirty’ stormwater containing contaminated runoff from waste processing, stockpiles or external waste handling or processing areas.</p> <p>As there is no ‘dirty’ stormwater and all sewer and process wastewater is to be exported from site no potentially contaminated water will be directed to the infiltration pit.</p> <p>The infiltration pit is intended to manage the on-site detention to limit the peak flow rates discharging from the site.</p> <p>As such, there is no practical benefit to providing a revised water balance including water usage requirements, storages, reuse and discharges. The expected water and sewer demands have been previously provided, and expected waste processing and export rates have been provided in the Waste Management Plan.</p>
29	Water and wastewater		<ol style="list-style-type: none"> <li>Clarification of whether controlled discharges are proposed for the construction or operation stage of the proposed development; and</li> <li>If controlled discharges are proposed, for each discharge point, the EPA requires a water pollution impact assessment. The level of assessment and consideration of practical and reasonable mitigation measures should be commensurate with the potential water pollution risk/s. This assessment must:           <ul style="list-style-type: none"> <li>• predict the expected frequency and volume of discharges;</li> <li>• characterise the expected discharge quality under typical and worst-case conditions, in terms of the concentrations of all pollutants of concern present at levels that pose a</li> </ul> </li> </ol>	<p>The Waste Management Plan outlines that that no controlled discharges of waste contaminated water are proposed for the construction or operation of the proposed development. All waste materials will be suitably exported and disposed at an appropriate license facility.</p> <p>The only discharges proposed to leave the site are that generated by stormwater runoff during storm events. Appropriate measures to minimise the impacts and pollutant risks have been previously addressed in the response to previous comments or otherwise demonstrated in the Soil and Water Management Plan.</p>

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			<p>risk of non-trivial harm to human health or the environment;</p> <ul style="list-style-type: none"> <li>• assess the potential impacts of the proposed discharges on the environmental values of the receiving waterways consistent with the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZG, 2018) for slightly to moderately disturbed ecosystems; and</li> <li>• demonstrate that all practical and reasonable measures to avoid or minimise water pollution and protect human health and the environment from harm are investigated and implemented.</li> </ul>	
30	Water and wastewater	NSW EPA	<p>Additional detailed information on changes to the hydraulic properties of groundwaters as a result of increased point source recharge from the proposed upgrades to the projects stormwater collection system, demonstrating an increase to the protection of receiving groundwaters.</p>	<p>The groundwater contour and flow direction has been investigated and is outlined in the Groundwater Contamination Assessment Report prepared by JME. It identifies the groundwater contours flowing in a south, south-east direction towards the river.</p> <p>The report outlines that previous groundwater monitoring was undertaken during the operation of the sites previous use as well as an assessment of the current groundwater contamination and risks to groundwater from contaminants located onsite within the soils.</p> <p>The assessment determined that whilst some contamination was identified within the groundwater and soils, the risk of pollutants or contaminants migrating through the groundwater or to receiving groundwaters was negligible. Areas of significant concern, containing high concentrations of zinc and lead are proposed to be removed as part of the Remediation Action Plan.</p>
31	Water and wastewater	NSW EPA	<p>Adequate justification for the differences in water quality treatment devices employed and proposed across Premises.</p>	<p>There are a number of proprietary stormwater treatment devices available to achieve the desired treatment outcomes</p>

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				<p>for stormwater runoff. The devices vary between manufacturers and the preferred device for a specific site can change depending on the site constraints, desired treatment levels, cost, availability and/or stormwater arrangement.</p> <p>MUSIC modelling has been undertaken as outlined in Section 2.2.1 and 2.2.2 in the Soil and Water Management Plan that demonstrates the treatment targets have been achieved for both the existing site and the proposed development.</p> <p>A different device was proposed for the new development as the Humes Jellyfish has since been discontinued and is no longer commercially available. As such an alternative treatment train, utilising pit filter inserts and proprietary filter cartridges has been proposed to provide the most cost-effective solution to achieve the required reduction targets.</p>
32	Air Quality	NSW EPA	<ul style="list-style-type: none"> <li>i. A revised AQIA that includes the industrial and commercial receptors in the complete assessment of air quality impacts; and</li> <li>ii. A revised AQIA that accounts for the control and mitigation measures that reflect the actual proposed operations (i.e. operating proposed activities within a building).</li> <li>iii. Should impacts above the criteria be predicted the EPA will require consideration and assessment of additional controls until compliance is achieved.</li> </ul>	<p>Revised modelling has been completed to consider the air quality impacts of the proposed facility onto the surrounding industrial and commercial receptors (in addition to the impacts at the previously considered sensitive uses). Receptors have been modelled around the boundary to represent a worst-case scenario for air quality and odour impacts. Refer to the Air Quality Information Request Response letter (dated 31/03/21) in Appendix 2.</p>
33	Air Quality	NSW EPA	<ul style="list-style-type: none"> <li>i. A revised AQIA that clarifies the proposed operations and justifies the inclusion or exclusion of the VOC emissions in the modelling;</li> <li>ii. A revised AQIA that includes further information on the source and approach for quantitatively assessing the VOC concentrations included in the AQIA, including any supporting emissions data; and</li> </ul>	<p>Fuels, oils and cleaning chemicals are proposed to be stored at the maintenance workshop located in Building 3. VOC and odour Emissions associated with the storage of fuels, oils and cleaning chemicals in the maintenance workshop are anticipated to be low, given that the materials are to be stored within the enclosed Building 3. There will be 2 x 69 KL tanks at the rear of Building 3 to store waste oil from on-site</p>

No.	Issue	Agency	Agency Comment	Response / Amendment
			iii. A revised AQIA that includes additional information regarding the waste oil unloading that has been quantitatively assessed, including but not limited to waste oil quantities, source, unloading rates, storage capacity and emission controls.	vehicle maintenance. The potential for VOC and odour emissions from bulk waste oil unloading into a tanker for removal off -site has been included in the modelling as these activities occur. The modelling has assumed continuous emissions during operating hours, which is highly conservative, given that bulk tanker loading will be undertaken on an as required basis (when tanks are reaching capacity). Outside of these times, natural breathing emissions from the tanks are expected to be negligible. Refer to the Air Quality Information Request Response letter (dated 31/03/21) in Appendix 2.
34	Air Quality	NSW EPA	<p>i. A revised AQIA that demonstrates that the emissions of principal toxic air pollutants have been minimised to the maximum extent achievable; and</p> <p>ii. A revised AQIA that assesses benzene for a 1-hour averaging period.</p>	A carbon filter drum is recommended during the unloading of waste oil into bulk tankers. Carbon filters remove VOCs and odour with a removal efficiency well in excess of 90%. This represents the most practical and effective means of minimising principal toxic emissions during bulk tanker unloading. Refer to the Air Quality Information Request Response letter (dated 31/03/21) in Appendix 2.
35	Air Quality	NSW EPA	A revised AQIA that assesses the impacts of principal air toxics across the modelling domain, evaluate the highest impact from air toxics at and beyond the boundary and provide contour plots of all assessed pollutants.	The predicted concentration plots for all modelled pollutants are provided in Appendix 2. It is noted that the concentration plots indicate that no exceedances are predicted beyond the property boundary for any pollutant. Refer to the Air Quality Information Request Response letter (dated 31/03/21) in Appendix 2.
36	Air Quality	NSW EPA	Adequate justification of the year 2019 for modelling.	The meteorological data for the year 2019 is considered appropriate based on a comparison of wind conditions with other years of data from 2015 to 2019. However, it is noted that for the revised modelling presented in this letter, the year 2017 has been ultimately adopted as a representative data set. This is partly because, in order to address Item (k) regarding the selection of the year of background data, 2017 background air quality data has been selected (see discussion under Item (k)). Therefore, representative meteorological data for the year

No.	Issue	Agency	Agency Comment	Response / Amendment
				<p>2017 has been combined with representative background for the year 2017.</p> <p>The 2017 meteorological data set is considered representative when comparing wind conditions for the year 2015 to 2019 for nearest meteorological stations at Williamstown RAAF, Beresfield and Mayfield. The data shows that wind speed conditions for 2017 are very similar to other years of data. Refer to the Air Quality Information Request Response letter (dated 31/03/21) in Appendix 2.</p>
37	Air Quality	NSW EPA	<ul style="list-style-type: none"> <li>i. A revised AQIA that justifies that the 2019 background air quality data is representative through comparison of 2019 air quality data with additional years. Where justification cannot be provided, other background data should be considered;</li> <li>ii. A revised AQIA that provides more detailed information on the background air quality data, including the varying 24-hour concentrations used in the assessment of cumulative impacts; and</li> <li>ii. A revised AQIA that re-evaluates the cumulative impacts and the predicted exceedances to ensure that the assessment of additional exceedances is correct. Results should be provided for the cumulative impacts resulting from the highest background concentrations and from the highest incremental concentrations.</li> </ul>	<p>Background particulate data from the NSW Department of Environment and Heritage Mayfield monitoring data from 2015 – 2019 has been reviewed to determine the measured number of exceedances to the PM<sub>10</sub> and PM<sub>2.5</sub> 24-hour criteria.</p> <p>It is acknowledged that the number of exceedances predicted in 2020 for both PM<sub>10</sub> and PM<sub>2.5</sub> appear to be outliers when compared to the preceding four years and subsequent year of data. Refer to the Air Quality Information Request Response letter (dated 31/03/21) in Appendix 2.</p>
38	Air Quality	NSW EPA	A revised AQIA that includes an adequate description of all emission point sources.	A revised figure showing the location of the location of all nine modelled point sources is presented in Figure 3 of the Air Quality Information Request Response letter (dated 31/03/21) in Appendix 2.
39	Air Quality	NSW EPA	<ul style="list-style-type: none"> <li>i. Details of the best practise odour control system that will be installed at the facility, the control efficiency and odour emission rates and revise the odour modelling that accounts for the odour control system that will be implemented; and</li> </ul>	Detailed design of the odour control system has not been undertaken at the current development approval phase of the proposed facility. Furthermore, there is no specific odour testing at similar food depackaging facilities. An odour control system such as an activated carbon system will be utilised.



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			ii. Evaluation of the risk of odour impacts and discusses additional mitigation measures that could be implemented if odour becomes an issue after the facility becomes operational.	These systems can achieve reductions of up to 97% as tested for a grease waste trap facility in Sydney. To provide the NSW EPA with certainty as to the type of system installed, an approval condition could be placed on the site requiring further design details of the control system to be provided to the NSW EPA for approval, prior to commencement of operations.
40	Groundwater	NSW EPA	<p>i. A detailed site assessment report that includes an appropriate assessment of groundwater contamination. The report should include adequate assessment of soil and groundwater contamination to determine the nature and extent of contamination. The Detailed Site Investigation Report(s) must be prepared in accordance with guidelines made or approved under section 105 of the Contaminated Land Management Act 1997; and</p> <p>ii. A Section B Site Audit Statement or an interim audit advice from a NSW accredited site auditor certifying:</p> <ul style="list-style-type: none"> <li>• the appropriateness of the contamination assessment reports prepared,</li> <li>• that the nature and extent of contamination have been determined, and</li> <li>• whether the site can be made suitable for the proposed use subject to the Remedial Action Plan submitted as part of the proposal</li> </ul>	<p>A detailed site assessment report that includes an appropriate assessment of groundwater contamination was carried out. Refer to Groundwater Contamination Assessment Report (report dated 28/04/21). Refer to Appendix 4.</p> <p>An Interim Audit Advice from a NSW accredited site auditor has been commissioned. The Interim Audit will be supplied separate to the RTS report.</p>
41	Water and wastewater	NSW EPA	i. Details of how waste material will be transported to and within each of the recycling facilities at the RRF. For example; the EIS states that trucks will transport package food waste material to the Package Food Recycling Plant (PFRP) however there is no truck entrance to the PFRP;	The Waste Management Plan has been updated to include additional information on waste handling procedures. Refer to the Waste Management Plan (Appendix 6).

No.	Issue	Agency	Agency Comment	Response / Amendment
			<ul style="list-style-type: none"> <li>ii. The location of controls such as bunding. For example, the EIS refers to a bunded hazardous waste unloading and inspection area however the location is not specified in the EIS;</li> <li>iii. More detail on the design and operation of the RRF (including each of the recycling facilities within the RRF) to ensure it demonstrates that all waste received is appropriately inspected, stored and processed to prevent cross contamination of waste streams and contaminates spreading within or outside of the RRF.</li> </ul>	
42	Waste management	NSW EPA	<ul style="list-style-type: none"> <li>i. Further detail in the procedure for dealing with wastes not permitted to be accepted at the Premises;</li> <li>ii. Information on the potential or likely contaminants from each waste type to be received at the RRF;</li> <li>iii. Detailed information on non-compliant waste requiring special handling will be managed; and</li> <li>iv. Information on the location and capacity of contamination waste storage areas.</li> </ul>	The Waste Management Plan has been updated to include additional information on waste acceptance procedures. Refer to the Waste Management Plan (Appendix 6).
43	Waste management	NSW EPA	<ul style="list-style-type: none"> <li>i. Further details of the drill mud process, an assessment of potential associated risks and proposed management measures;</li> <li>ii. Information on the destination of the liquid component recovered from the drilling mud, including discussions or agreements that may have been made in relation to trade waste.</li> <li>iii. Information on the cleaning of tanker trucks used for transporting drill mud including the location of the truck wash area, bunding and any other infrastructure associated with the truck wash.</li> </ul>	The Waste Management Plan has been updated to include additional information on drill mud processes. Refer to the Waste Management Plan (Appendix 6).
44	Waste management	NSW EPA	More information on how the applicant will meet the requirements of the treated drilling mud order and exemption 2014, including;	The Waste Management Plan has been updated to include additional information on drill mud processes. Refer to the Waste Management Plan (Appendix 6).

No.	Issue	Agency	Agency Comment	Response / Amendment
			<ul style="list-style-type: none"> <li>• how it will prevent the receipt of contaminated material, how will identify receipt of contaminated material, and</li> <li>• how the receipt of contaminated drilling mud waste will be identified, removed and stored.</li> </ul>	
45	Waste management	NSW EPA	An amended EIS that clearly identifies and presents waste classification information for all waste types proposed to be received and produced, including classification information for both waste management/disposal purposes and waste transport purposes.	The Waste Management Plan has been updated to include additional information on waste classification information. Refer to the Waste Management Plan (Appendix 6).
46	Waste management	NSW EPA	<ol style="list-style-type: none"> <li>Detailed information to clarify drill mud and liquid waste storage and infrastructure requirements; and</li> <li>Clear identification and justification of controls to be implemented to mitigate risks associated with waste activities, and in particular liquid waste handling and storage.</li> </ol>	The Waste Management Plan has been updated to include additional information on drill mud processes. Refer to the Waste Management Plan (Appendix 6).
47	Waste management	NSW EPA	<ol style="list-style-type: none"> <li>More information on the waste streams to be received at the facility for recovery of RDF, including specifications, suppliers and upstream management procedures (to support waste specifications and controls for non-conforming wastes). In order to give the EPA confidence that the Proposal is suitable and that a market does exist for RDF, the Applicant should develop specifications for the RDF product;</li> <li>A detailed contingency plan for how you plan to manage stockpiles of recovered RDF as a result of low market demand;</li> <li>Information on how you will comply with specific export and transport requirements for RDF;</li> <li>Further information on how RDF recovered from the RRF for the purpose of feedstock for thermal treatment at an energy recovery facility will meet the criteria outlined in Table 1 of the Policy Statement; and</li> </ol>	The Waste Management Plan has been updated to include additional information on recovery of RDF. Refer to the Waste Management Plan (Appendix 6).

No.	Issue	Agency	Agency Comment	Response / Amendment
			v. Details of proposed potential recipients licensed to receive non-standard fuels.	
48	Bushfire	NSW Rural Bushfire Service	<p>From the commencement of new works, and in perpetuity, the entire property must be managed as an inner protection area (IPA) in accordance with the following requirements of Appendix 4 of Planning for Bush Fire Protection 2019:</p> <ul style="list-style-type: none"> <li>• tree canopy cover should be less than 15% at maturity;</li> <li>• trees at maturity should not touch or overhang the building;</li> <li>• lower limbs should be removed up to a height of 2m above the ground;</li> <li>• tree canopies should be separated by 2 to 5m;</li> <li>• preference should be given to smooth-barked and evergreen trees;</li> <li>• large discontinuities or gaps in vegetation should be provided to slow down or break the progress of fire towards buildings;</li> <li>• shrubs should not be located under trees;</li> <li>• shrubs should not form more than 10% ground cover;</li> <li>• clumps of shrubs should be separated from exposed windows and doors by a distance of at least twice the height of the vegetation;</li> <li>• grass should be kept mown (as a guide grass should be kept to no more than 100mm in height); and</li> <li>• leaves and vegetation debris should be removed.</li> </ul>	Moir Landscape Architecture Pty Ltd confirmed via letter (dated April 2021) (Appendix 9) that the landscaping complies with the NSW Rural Fire Service requirements to relating to plating densities, types and maintenance.

## 8. Project evaluation

All technical studies conclude that the final design will result in the facility having minimal impact on the environment and surrounding land users. Overall, the project meets the environmental criteria in the relevant standards and guidelines and now meets the additional requirements listed in the agency comments.

The environmental and social impact on the local area will be negligible. The project is consistent with the objectives of the land use zoning and with the Council development strategies for the area. The new facility will provide employment, economic benefits, and best practice recycling services for the local area, is broadly supported by the community, and is recommended for approval.

# Appendix 1 – Site Plans

# Appendix 2 – Air Quality Impact Assessment Supplementary Report

# Appendix 3 – Amended Traffic Impact Assessment Report



# Appendix 4 – Groundwater Sampling and Analysis Quality Plan

# Appendix 5 – Soil and Water Management Plan Addendum Letter

# Appendix 6 – Updated Waste Management Plan

# Appendix 7 – Updated Emergency Management Plan

# Appendix 8 – Updated Pollution Incident Response Management Plan

# Appendix 9 – Bushfire Compliance Letter

# Appendix 10 – Updated Biodiversity Development Assessment Report