

Cumberland City Council
PO Box 42
Merrylands NSW 2160

14 July 2023

Dear

Subject: 109A Church Street, Lidcombe
Submission to DA2023/0130 – Demolition of existing buildings and construction and operation of an organic waste transfer station

On behalf of _____, please find enclosed a submission in objection to DA2023/0130 for the Demolition of existing buildings and construction and operation of an organic waste transfer station at 109A Church Street, Lidcombe (the site). The proposal is to develop an organic waste transfer station capable of processing 80,000 tonnes per annum of mixed domestic and commercial food organic and garden organic waste.

Introduction

_____ has been an integral part of the Lidcombe community since _____ is a major contributor to the surrounding community, with donations and services provided to community groups and local charities. _____ patronage includes Members and guests from a range of backgrounds reflecting the cultural diversity of the local community.

_____ currently provides a range of services and facilities to approximately 75,500 members, including a fully equipped gym, entertainment and high-quality restaurants.

The DA as proposed will have significant and unreasonable impacts on _____ members and guests, and the local community. We therefore request that the DA be recommended for refusal. In summary:

- The proposed land use is inconsistent with the zone objectives and conflicts with adjoining residential zones.
- The proposal will impact on the Lidcombe Town Centre, of which _____ is a major landholder and social and economic contributor.
- The application makes no attempt to consider other more suitable sites for the development.
- The proposed operating hours are inconsistent with planning controls and will have unreasonable impacts on surrounding development.
- Tree removal has not been properly assessed.
- The proposal will significant and unreasonable traffic impacts.

- The proposal will significant and unreasonable acoustic impacts.
- The proposal will significant and unreasonable odour impacts.
- The proposal will significant and unreasonable waste management impacts.
- The site is not suitable for the proposed development.
- The proposal is not in the public interest.
- There is insufficient and inaccurate information submitted with the development application such that Council cannot properly assess the application and reasonably make a recommendation for approval.

This submission is supported by the following technical documents:

- Appendix A: Transportation Engineering Review, prepared by Stantec;
- Appendix B: Noise Review, prepared by SLR;
- Appendix C: Air Quality Review, prepared by SLR; and
- Appendix D: Waste Management Review, prepared by SLR.

Statutory and Strategic Context

The site at 109A Church Street is zoned E4 General Industrial under the Cumberland Local Environmental Plan 2021 (CLEP). Under the CLEP, the objectives of the E4 zone include *“to minimise any adverse effect of industry on other land uses”*. The site is located to the south of existing residential land uses and land zoned under the CLEP as R3 Medium Density and R4 High Density Residential. Residential uses are within 60m of the proposed site, and the use / zone conflict should be given great er consideration in assessing the application. Under the CLEP, the objectives for the R3 and R4 zones include *“ensure that non-residential land uses are located in a setting that minimises impacts on the amenity of a medium / high density residential environment”*.

The Cumberland Local Housing Strategy 2020 (LHS) identifies the need for an additional 28,500 dwellings in Cumberland by 2036. The LHS identifies Lidcombe, including medium and high density residential zoned land adjacent to the site, as the centre with the second greatest population growth in Cumberland to 2036. The Lidcombe population is projected to increase from 22,092 in 2018 to 31,460 in 2036, with substantial areas allocated for this growth in close proximity to the site.

The site is located approximately 450m east of Lidcombe town centre zoned E1 Local Centre under the CLEP and containing a mix of local shops and services. The objectives for the E1 zone include *“attract pedestrian traffic and that facilitate active and vibrant centres with inviting public domain areas”*. Under the Cumberland Local Strategic Planning Statement

2030 (LSPS) Lidcombe is identified as a Principal Local Centre. The LSPS identifies the Principal Local Centres as a focus for community life, retailing and entertainment, providing a highly valued cultural atmosphere and the need to create and renew great places and local centres. The priority for Lidcombe is to reinforce the centre's role in creating healthy and socially connected communities, improving walkability, and managing the interface of employment lands with adjoining uses.

Site Context

The site is located approximately 85m north of Rookwood Cemetery and hundreds of residents, a school, childcare centre and medical practice are located within 250m of the site. Approximately 70m west of the site is 2-36 Church Street, a new high density residential development of 114 residential apartments including 10 social housing apartments, a childcare centre and three neighbourhood shops in buildings between 6 and 13 storeys in height (refer Figure 1), under construction nearing completion (DA2021/0430).

The proposed waste transfer plant will have visual, odour, noise and traffic impacts on all these residential, child care, recreation and retail uses in the context of the proposed development site.

Figure 1 – New residential, child care and retail development adjacent to the site



Suitability of Site

The Environmental Impact Assessment Guidelines require that an analysis of alternative sites is required to be undertaken as part of the preparation environmental assessments. No alternative site search has been undertaken as part of the DA. The environmental assessment identifies this is because this would 'require additional time and financial costs'. This is not a valid reason for not preparing the EIS in accordance with the required guidelines, and not undertaking an analysis of alternative sites. Given the high level of amenity and traffic impacts associated with the proposed use, an analysis of alternative sites is critical to inform the environmental impact assessment of the proposal. Without an assessment of alternate sites, it is not possible to confirm that the proposed location is the most suitable site for the development, particularly given the proposed location adjacent to sensitive land uses in an area allocated for significant residential growth.

Key Impacts & Compliance

Building Setbacks

The proposed development does not provide the required minimum building setbacks for development on industrial zoned land as per the Cumberland Development Control Plan 2021 (CDCP). The CDCP requires a 5m front setback inclusive of a 4.5m landscape setback. The development however provides a minimum front setback and minimum landscape setback of 4m. It is submitted that, particularly given the adjacent sensitive land uses, the proposed development should be revised to comply with the CDCP setback requirements.

Operating Hours

The CDCP requires that, where an industrial site is located within 200m of residential development or where truck movements associated with the industry will intrude on residential streets, hours of operation are to be restricted to 7am to 6pm Monday to Saturday with no work on Sundays. The proposed hours of operation are in contravention to this control being 6am-10pm Monday to Friday and 8am-6pm on Saturday. Truck access and egress to the development is via Church Road which is a local residential road, including providing access to the 114 new residential apartments and childcare centre soon to be occupied at 2-36 Church Street.

The CDCP states that where an extension to the above hours is required, a detailed submission is required to be lodged with Council, demonstrating how environmental impacts can be minimised to acceptable levels to support the proposed extended hours of operation inclusive of an acoustic report and operation management plan. The Transportation Engineering Review prepared by Stantec on behalf of [REDACTED] finds that that the DA makes no appreciation of the likely level of traffic which might be generated during the proposed extended operating hours and on what parts of the road network. No operational management plan has been lodged with the DA to support the proposed extension of permitted operating hours. It is submitted than an operational management plan be

prepared with regard to impacts of amenity of surrounding residential uses and future residential development in the local area.

Tree Removal

Table 8 of the EIS sets out an assessment of the development against CDCP controls. With regard to landscaping and existing trees control, the EIS states that *"No tree removal is proposed for this site"*. This is not however correct as, as shown in the Proposed Plans and identified at section 7.10.3 of the EIS, 8 trees are proposed to be removed as part of the development. The DA is not accompanied by an Arboricultural Report to assess the significance of the trees proposed to be removed. In accordance with the CDCP, development shall be designed to incorporate existing trees that are identified as being suitable for retention. As such, the proposed development is in contravention of the CDCP. Further, without an Arboricultural Report Council does not have sufficient information to properly assess the proposal.

Traffic and Parking Impacts

The EIS describes Church Street as a 'regional road' whereas it is actually a minor local road (see Figure 2 below). The Traffic Impact Assessment (TIA) submitted has only assessed the development operating 5.5 days per week, whereas the proposed development is for operation 6 days per week. The application has inconsistent information. Further, the TIA has not assessed the total impacts of the development and the development will result in more than the number of trucks per day assessed. Section 7.6.5.1 of the EIS identifies that material receipt at the plant would result in approximately 52 trucks per day. In contradiction to this, Table 29 of the EIS identifies that the material receipt truck movements for the plant would be 47 trucks per day. Table 30 of the EIS identifies that material offtake at the plant would result in 12 truck movements per day. Section 7.6.5.1 of the EIS then goes on to state that 50 trucks accessing the site *'would not affect the safety and function of the surrounding road network and there would be no need for road upgrades'*. It is clear that the EIS has not accurately or adequately assessed the traffic impacts of the development with three different numbers given for the truck movements associated with the proposal. It is submitted that the TIA and EIS are required to be revised and updated to accurately assess the traffic impacts of the proposed development.

Figure 2 – Church Street local road



Notwithstanding the fact that the TIA has not assessed the truck movements associated with the plant operating for 6 days a week as proposed, it is clear from Figure 2 that Church Street is not suitable or capable of receiving an extra approx. 60+ truck movements per day. Indeed, existing vehicle parking on Church Street would not provide the road width to allow for two heavy vehicles to safely pass. This issue will be further exacerbated by the swept path heavy vehicle movements of vehicles accessing and existing the site. The swept paths submitted do not account for heavy vehicle parking along Church Street as demonstrated by Figure 2 and should be revised.

The EIS states that the majority of heavy trucks are expected to arrive at the site from the east, however there is no justification provided for this assumption. For any truck arriving from the west of the site, which is the vast majority of the Cumberland LGA and further commercial and residential areas in western Sydney, it is likely that trucks would access the site via the A6 Olympic Drive, making a left turn onto Church Street. Indeed, section 7.6.3 of the EIS identifies the A6 as a major road connection for the site. This would result in a high number of heavy vehicles travelling through Lidcombe town centre, including adjacent to Lidcombe rail station, and the long-established residential area. Lidcombe town centre is identified as a Principle Local Centre in the LSPS which is identified to provide a vibrant place with an inviting public domain and a highly valued atmosphere. The addition of numerous

heavy vehicles carrying organic waste through the town centre, including adjacent to pedestrian access routes to the rail station, is in contravention to the strategic policies for the centre. This is supported by the review undertaken by Stantec which finds that the co-mingling of commercial vehicle traffic including 12.5m and 20m heavy vehicles with vulnerable road users within the town centre precinct would represent a poor and highly undesirable outcome given the level of pedestrian and bicycle activity encouraged by policy in and around the centre and this major transport node. In addition, the medium and high density zoned residential areas that the additional waste trucks will travel through along Church Street are identified to provide new housing to meet the housing needs for the growth of Lidcombe, as per the LHS. Numerous organic waste vehicles driving along Church Street 6 days a week is not in accordance with the identified priority housing growth for the area.

The EIS identifies that for heavy vehicles egressing the site, 'left turn only' signage will be installed, however this is not considered sufficient to mitigate heavy vehicles egressing the site in a westwards direction along Church Street. The Transportation Engineering Review prepared by Stantec identifies that the Church Street bridge located to the immediate west of the site is rated with a 15tonne GVM limit which is unlikely to cater for vehicle mass requirements associated with the proposed use. The DA does not include the detail required to determine the mass limit requirements of commercial vehicles and activities likely to be associated with the proposed use of the land.

The Transportation Engineering Review prepared by Stantec on behalf of _____ finds that the proposal will generate a level of vehicle activity which is material and, based on the type and nature of the vehicles proposed to be utilised, has significant potential to adversely affect the operational performance and safety of the surrounding road network. This is particularly a concern along Church Street and the Bachell Avenue - Birnie Avenue link. The TIA submitted does not confirm all likely travel routes for commercial vehicles associated with the proposal between the site and surrounding major road network. The ability of required travel routes to cater for the nominated vehicle types and sizes, particularly the linking street network to the west which includes intersection controls (roundabouts) may not be capable of accommodating the turning requirements of larger vehicle types. It is submitted that the proposed development is not suitable for the local road network and surrounding land uses.

With regard to bicycle parking, the CDCP requires the development to provide 1 space / 10 employees and 1 space / 750m² for visitors. No bicycle parking is shown on the submitted architectural plans in contravention to the CDCP and not representing sustainable development. It is submitted that the proposal be revised to include the required bicycle parking.

Noise Impacts

The Noise Impact Assessment (NIA) submitted with the DA identifies that, in accordance with the NSW Noise Policy for Industry (NPfi), the local area is characterised as a "Suburban Residential" noise environment with the following characteristics: *"An area that has local*

traffic with characteristically intermittent traffic flows or with some limited commerce or industry. This area often has the following characteristic: evening ambient noise levels defined by the natural environment and human activity". This in itself demonstrates that the area is not suitable for the proposed development, being a suburban area characterised by the natural environment and human activity, and these qualities of the local area are of key importance to the ongoing and future development of Lidcombe as a principal residential and local centre.

As set out in the Noise Review undertaken by SLR on behalf of [REDACTED], the NIA does not clearly define what has been used in the operational noise assessment scenario and the sound power levels used in the assessment. The sound power levels presented appear to be less than those that would be typically adopted for heavy trucks and may result in higher noise level predictions. The NIA also does not appear to consider multi storey properties which may result in high noise levels that than predicted.

No sleep disturbance assessment has been considered given the site is proposed to operate between 6am and 7am which is considered to be the night-time period as per the NPfl. The NIA does not undertake a construction noise and vibration assessment for the project and as such, whether the noise impacts of the proposal are acceptable cannot be assessed.

In addition, no description or appraisal of noise and vibration mitigation and monitoring measures has been provided in the NIA as required by the Secretary's Environmental Assessment Requirements (SEARs). Based on the information provided, SLR find that the NIA does not adequately address all of the requirements outlined in the SEARs and the Cumberland Council Pre-Lodgement Requirements. As such, it is submitted that an updated NIA is required to be prepared which accurately and adequately assessed the noise impacts of the proposed development.

Odour Impacts

The proposed development includes an organic waste stockpile approximately 1,225m³ in size for storage of waste on site. The stockpile is ventilated to the exterior in close proximity to existing and future residential development and other sensitive land uses. The EIS identifies that the proposed development will result in an increase in odour from the southwest to the northern region of the site.

As set out in the Air Quality Review undertaken by SLR on behalf of [REDACTED], the Odour Assessment Report (OAR) submitted does not provide any supporting information regarding the source of the odour concentrations used to demonstrate they are representative of similar facilities and are therefore achievable. Evidence that the odour management system is capable of achieving the nominated odour concentration should be provided.

OAR makes no assessment of the potential odour impacts for the lower stack heights with the higher odour concentrations. While building downwash is mentioned at Section 5.2.2 of the OAR, it is not clear from the information provided which, if any, current or proposed buildings were included in the assessment. Throughout the OAR, it is apparent that the

assessment has been completed based on a conceptual design as opposed to an assessment of the design for which development consent is sought as required. Should any of the parameters change, for example, stack height, exit velocity, assumed odour concentration, exhaust temperature etc, the predicted odour impacts would also change. The assessment should be completed to assess the potential impacts of the development as it is designed to be constructed and operated.

The odour assessment report does not mention how access to the stockpile would be managed. If the doors are closed prior to the tipping of material to the stockpile, there is low potential for adverse odour impacts from the opening and closing of doors. However, there is no discussion related to potential odour from the access doors, nor how this would be managed. The predicted odour impacts at the residences are shown to meet the relevant criteria. As discussed above, any change to the assumed parameters may result in exceedances.

The OAR concludes that *“Given the adoption of scrubbing technology, the odour management system is expected to achieve a stack discharge concentration of 250 ou or less. Therefore, a two-stage scrubber solution with a nominated stack height of 12 m a.g.l is considered suitable to adequately minimise off-site odour impact risks for the proposal”*. Based on the information provided, the conclusion reached in the OAR is not supported. The OAR has not assessed the higher odour concentrations with lower stack heights, and as such, it is not possible to state what the predicted impacts may be if the odour concentrations exceed 250 ou. SLR assesses that the predicted odour impacts are likely to exceed those presented in the OAR, and potentially exceed the impact assessment criteria of 2 ou. As such, it is submitted that, as currently assessed, the proposed development will result in unacceptable odour impacts. If the DA is progressed, it is submitted that a revised OAR is required to accurately and adequately assess the odour and air quality impacts of the waste plant, particularly having regard to the number of existing and future sensitive uses in close proximity to the site.

Waste Management

As set out in the Waste Management Review (WMR) undertaken by SLR on behalf of [redacted], sufficient justification for developing the waste plant in this location has not been made. No suppliers or markets have been identified, no other sites considered, the site does not divert waste or recover organics, its financial viability has not been established and it is located within 250m of hundreds of residents, a school, child care centre and medical practice.

Indeed, the WMR review identifies that food organic and garden organic waste is not being taken up by Sydney Councils and those that have trialled it have found low participation and high contamination. No evidence is provided as part of the DA of any markets for organic waste, in fact the EIS states that these would have to be developed. As a result, there is clearly no current need for the transfer station.

The DA does not identify destination sites for material passing through the facility and no evidence is provided that they have the capacity, or are willing, to accept the materials from this facility. Strategic justification for the facility has not been established. The general desire to divert waste from landfill is not a valid enough reason to develop the facility. No evidence is provided that there is a real need for this service from any particular council or contractor, nor is the need demonstrated from any organics processor that material is required as a feedstock. There are 12 sites within a half hour drive of the proposed site yet no analysis has been undertaken of these or others, as alternatives to the proposed facility. A 250m buffer zone should be allowed between waste facilities and sensitive receptors, and this is not possible for a facility at this location. As such, it is submitted that the proposal is not acceptable with regard to waste management impacts.

Public Health & Safety

As identified in the DA, the site will be processing and storing 250 tonnes of organic waste per day. The EIS has made no assessment of the public health and safety impacts of the processing and storing of this quantum of organic waste such as vermin, pests, rats, birds etc. The waste plant has the potential to attract vermin and pests to the local area, in close proximity to a number of residential dwellings, causing harmful impacts to public health and safety and residential amenity. It is submitted that the potential impacts of the proposed development on public health and safety with regard to vermin and pests is required to be provided.

Water Management

Cumberland Council Pre-Lodgement Requirements include that a minimum 10,000m³ rainwater tank shall be provided. This is not identified on the proposed plans submitted with the DA. It is submitted that the required rainwater tank is included on the proposed development plans.

Social Impacts

It is submitted that the EIS does not sufficiently assess the negative social impacts associated with the proposed development. The EIS merely states that *"the effects of traffic, dust, odour, noise and visual amenity would be minimal and are not likely to have any impact on the surrounding population"*. The waste plant is proposed to process approx. 250 tonnes of organic waste per day, six days a week in close proximity to hundreds of existing and future Lidcombe residents and sensitive land uses including child care centres and schools. A detailed assessment of the negative social impacts of the proposal is required to be undertaken, having regard to the local community.

Public Interest

It is submitted that the site is not suitable for the proposed waste plant and the development is not in the public interest. Lidcombe is strategically identified by Cumberland Council to deliver additional dwellings for up to 10,000 new residents to 2036. The site is

located adjacent to Lidcombe's primary residential area which is zoned for high and medium density development to deliver the new dwellings to house Lidcombe's growing population over the coming year. To permit an organic waste plant that will process 250 tonnes of waste a day, six days a week within 60m of this residential area is not in the public interest. The waste plant will have unacceptable harmful impacts on the existing residents of Lidcombe, as well as being harmful to the potential of future residential development required. The waste plant will impact the viability of future residential development in the local area, impacting on the ability for the land to deliver additional new dwellings, reducing housing supply and worsening the housing availability and affordability crisis.

In addition, the proposed waste plant is in close proximity to Lidcombe town centre and would result in numerous 20m heavy vehicles passing along Church Street, through the town centre, on a daily basis carrying organic waste. This will have an unacceptable adverse impact on the quality and future viability of Lidcombe as a designated Principal Local Centre, including reducing amenity for local residents and impacting on pedestrian safety, walkability and the public domain. The proposed development will increase daily heavy truck movements along Church Street, impacting on the pedestrian connections between Lidcombe rail station and the town centre and the viability and future character of the centre. The LSPS seeks to ensure local centres are inviting and have a highly valued atmosphere – having approximately six 20m heavy vehicles carrying organic waste per hour travelling through the centre six days a week is in contravention to Council's strategic policy.

Conclusion

Overall, we submit that the proposed development is not suitable for the site and will result in unacceptable environmental impacts. The proposal is in contravention to Council's adopted strategic planning policy, the CLEP objectives for the *site 'to minimise any adverse effect of industry on other land uses'*, and the CDCP and should be refused.

We would appreciate being further consulted with as part of the development assessment process.

Regards

Development Manager

Appendix A: Stantec Transportation Engineering Review

Project:	Office:
Project No:	Assisted by:
Client:	Approved by:
Date:	Status:
Subject:	109A Church Street, Lidcombe - Proposed Organic Waste Transfer Station Transport Engineering Peer Review

Introduction

The following memorandum sets out a transport engineering review in association with a proposed Organic Transfer Station proposed at 109A Church Street, Lidcombe (referred hereon as the subject land).

In preparing this memorandum we have had regard to the following documents:

- Architectural design plans prepared by Fuse Architects dated 1 December 2022 marked Revision A,
- The Traffic Impact Assessment Report prepared by EB Traffic Solutions dated 4 March 2023, and
- Waste Management Plan prepared by MRA Consulting dated 26 February 2023.

A review of the material indicates that a Development Application has been lodged with Cumberland City Council for a proposed Organic Transfer Station which comprises a sheltered stockpile area, two weighbridges and ancillary administration offices.

Material contained in the submitted documentation indicates that the proposal will operate with the following key transport characteristics:

- Generate traffic that is mostly and almost entirely of a commercial truck nature other than passenger cars associated with operational staff and visitors,
- Cater for commercial vehicles of a size generally between 12.5m (HRV) and up to 20.0m (AV),
- Operating hours between 6.00am and 10.00pm Monday to Friday,
- Operation on Saturdays for half day to accept private commercial waste,
- Processing capacity of around 80,000 tonnes per annum,
- Maximum of 4 staff on site at any one time,
- Potential for two staff shifts operating per day from 6.00am to 2.00pm and 2.00pm to 10.00pm, and
- Provision of 19 on-site car spaces including two accessible car spaces allowing for 11 staff and 8 visitors.

An extract from the TIA report submitted with the application showing turning paths for a 20.m articulated vehicle for the proposed development layout is provided at Figure 1. This analysis includes 20.0m articulated vehicles accessing the site from the west and (possibly) via Church Street and the Lidcombe Town Centre.

The Transport Impact Assessment prepared for the development outlines the following likely traffic generation for the proposal:

"In addition, information provided by the applicant indicates that the site will process 80,000 tonnes per annum, which would result in approximately 47 disposal trucks per day (94 truck movements in and out) related to the delivery of FOGO material to the site:

- $80,000 \text{ tpa} / 286 \text{ days} = 280 \text{ tonnes per day (tpd)}$;
- $280 \text{ tpd} / 6 \text{ tonnes (incoming material loads)} = 47 \text{ trucks/day}$; and
- $47 \text{ trucks (94 truck movements)} / 8\text{-}12 \text{ hours (deliveries typically early morning or afternoon)} = 4\text{-}6 \text{ trucks / hour}$.

The site will be designed as such to allow for up to 3 typical waste collection vehicles to queue within the boundaries of the site. In total, 5 waste collection trucks may be present onsite at any one time, including:

- 1 x truck depositing waste in the central material storage area of the proposed shed;
- 1 x truck in the internal shed loading/waiting bay;
- 1 x truck at the incoming weighbridge; and
- 2 x trucks outside of the proposed shed, inside the site entrance.

Material offtake from the site would result in approximately 13 AV sized trucks per day:

- 80,000 tpa / 286 days = 280 tonnes per day (tpd);
- 280 tpd / 24 tonnes (outgoing material loads) = 12 trucks/day; and
- 12 trucks (24 daily truck movements) / 16 hours (operation 6am to 10pm) = <1 offtake truck per hour."

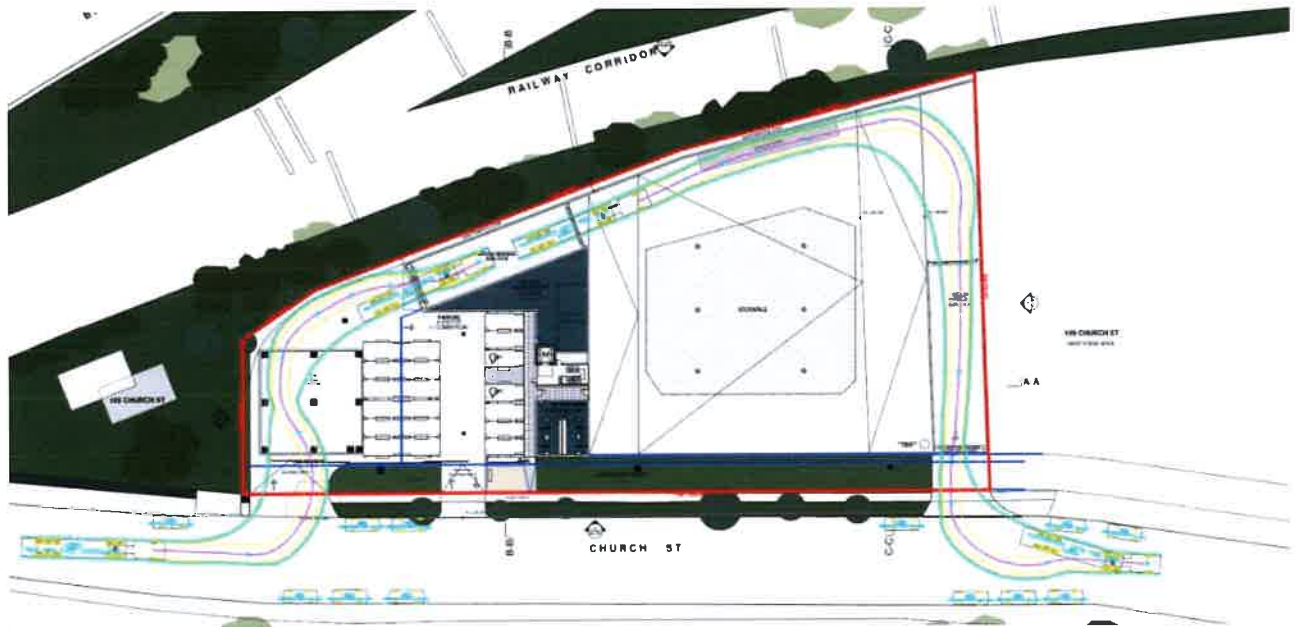
The report goes on to opine that:

"In total, the proposed development would result in approximately 60 truck visits per day (or 120 truck movements), or around 8 truck entry and 8 truck exit movements during the commuter peak hours.

The vast majority of trucks are expected to arrive from the east and then upon exit, all trucks will be directed to turn left out of the site. Signage will be located at the exit access stating 'left turn only'.

On the basis of the above forecast traffic movements, it is considered that the number of generated traffic movements are minimal and well within the road carrying capacity of Church Street would not represent an adverse impact upon the operation of the surrounding road network."

Figure 1: E Boloutis Traffic Report Extracts – Ground Floor with Swept Path Test for 20.0m Articulated Vehicle



Comment on Transport Implications

A review of the material accompanying the development application indicates that there is no qualified basis upon which the author of the Transport Impact Assessment can on a quantitative or qualitative basis determine that the estimated level of transport activity can be satisfactorily accommodated by the surround transport network.

On the submitted material, it is evident that the proposal will generate a level of vehicle activity which is material and has, based on the type and nature of the vehicles proposed to be utilised has significant potential to adversely affect the operational performance and safety of the surrounding road network. This is particularly a concern along Church Street and to a lesser extent the Bachell Avenue - Birnie Avenue link which provide access to regional road links with Paramatta Road and Olympic Drive.

Transport issues which have not been satisfactorily addressed or resolved by the material accompanying the application include:

1. Confirmation of all likely travel routes for commercial vehicles associated with the proposal between the site and surrounding major road network comprising Olympic Drive, Parramatta Road and Centenary Drive,
2. Operating times which sit outside those recommended within the Cumberland Development Control Plan at Section 2.12 (Operational Management) for uses within an Industrial Zone which states:

"Where an industrial site is located adjoining or adjacent to, or within 200m of residential development, or where in the opinion of Council, truck movements associated with the industry will intrude on residential streets, hours of operation shall generally be restricted to 7am to 6pm Monday to Saturday with no work on Sundays."

These hours are not being adhered to and there is no appreciation of the likely level of traffic which might be generated outside these times and on what parts of the network,

3. The ability of required travel routes to cater for the select vehicle weights. By way of example, the Church Street bridge located to the immediate west of the site is rated with a 15tonne GVM limit which is unlikely to cater for vehicle mass requirements associated with the proposed use. The application material is absent of detail required to determine the mass limit requirements of commercial vehicles and activities likely to be associated with the proposed use of the land,
4. The ability of required travel routes to cater for the nominated vehicle types and sizes, particularly the linking street network to the west which includes intersection controls (roundabouts) which may not be capable of accommodating the turning requirements of larger vehicle types,
5. The level of commercial vehicle activity associated with the development which may rely on the Lidcombe Town Centre Street system including the network supporting the Lidcombe Railway Station and whether the activity can be accommodated by this network as well as the appropriateness of using this network given expressed policy in the Local Environmental Plan (LEP) at Section 1.2 Part 2 (b) for development:

"To provide for a range of land uses and development in appropriate locations to meet community needs."

On this, the co-mingling of commercial vehicle traffic including 12.5m HRV's and 20.0m ARV's with vulnerable road users within this Town Centre precinct would represent a poor and highly undesirable outcome given the level of pedestrian and bicycle activity encouraged by policy in and around the Centre and this major transport node,

6. The absence of any background or baseline traffic demands on the travel routes likely to be relied upon by the development proposal and their ability to accommodate predicted development demands, and
7. A policy position statement on the compatibility of increasing commercial vehicle traffic volume loads within sensitive land use receptors and around major transport hubs where placed-based planning principles are enshrined in strategic planning policy.

Based on these concerns, it is evident that insufficient information is available to demonstrate that the Traffic and Transport objective set out at the Cumberland Development Control Plan (DCP) at Section 4.5 for development in Industrial Zoned land has been met, particularly Objective 2 which states a requirement for development to:

"Minimise unacceptable impacts on the surrounding transport / road network."

On this criterion, it is evident that the transport review completed as part of the proposal's evaluation is far too narrow, without sufficient empiric substance and suitable rigour. It follows that strong grounds exist to refuse the current application before Council.

I hope the above is clear and satisfactorily responds to our observed concerns with the submitted material. Naturally, should you have any questions or require any further information, please do not hesitate to contact me on

Yours sincerely

MIEAust CPEng NER APEC Engineer IntPE(Aus)
Group Leader (VIC)

Design with **community** in mind

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Appendix B:

Noise Review

ORGANICS TRANSFER STATION

**109a Church Street, Lidcombe
Noise Review**

Prepared for:

SLR Ref: 610.031320-R03
Version No: -v1.0
July 2023

SLR 

PREPARED BY

SLR Consulting Australia Pty Ltd
ABN 29 001 584 612
Tenancy 202 Submarine School, Sub Base Platypus, 120 High Street
North Sydney NSW 2060 Australia
T: +61 2 9427 8100
E: sydney@slrconsulting.com www.slrconsulting.com

BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

DOCUMENT CONTROL

Reference	Date	Prepared	Checked	Authorised
610.031320-R03-v1.0	10 July 2023	Nicholas Vandenberg	Antony Williams	Antony Williams

Executive Summary

SLR has undertaken an independent peer review for noise and vibration assessment and considered the information contained in the Noise and Vibration Impact Assessment (NIA) prepared by Pulse White Noise Acoustics, dated 16 January 2023.

The independent review found:

- The noise and vibration impact assessment report appropriately details the applicable operational noise and vibration criteria based on the NSW EPA's Noise Policy for Industry (NPfI).
- The noise and vibration assessment report does not clearly define what has been used in the operational noise assessment scenario and the sound power levels used in the assessment. The sound power levels presented appear to be less than those SLR would typically adopt for heavy trucks and may result in higher noise level predictions.
- The assessment does not appear to consider multi storey properties which may result in high noise levels that than predicted.
- The predicted noise levels presented in table 5-4 of the noise impact assessment report do not appear to correlate with the noise contours contained in Figure 5.
- No sleep disturbance assessment has been considered given the site is proposed to operate between 6am and 7am which is considered to be the night-time period as per the NPfI.
- No construction noise and vibration assessment has been undertaken for the project.
- The report does not consider noise and vibration from the railway line adjacent to the site and other existing noise sources on the proposed office components of the development as detailed in the Cumberland Council Pre-Lodgement Requirements.
- No description or appraisal of noise and vibration mitigation and monitoring measures has been provided in the NIA as required by the Secretary's Environmental Assessment Requirements (SEARs). The EIS details some mitigation measures but it is not clear from where these have been derived.

Based on the information provided, the conclusion reached is noise and vibration impact assessment report does not adequately address all of the requirements outlined in the SEARs and the Cumberland Council Pre-Lodgement Requirements.

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1 Introduction

An organics waste transfer station is proposed to be constructed at 109a Church Street, Lidcombe. This site is approximately 780 m as the crow flies from [redacted]. Members of the [redacted] have raised concerns about the development of the facility and Dooleys has asked SLR Consulting Australia Pty Ltd (SLR) to review the development's approvals application documentation including the environmental impact statement and associated consultants' reports.

The independent peer review for noise and vibration has considered the information contained in the Noise and Vibration Impact Assessment (NIA) prepared by Pulse White Noise Acoustics, dated 16 January 2023.

1.1 Existing background noise levels and criteria

The criteria adopted in the NIA prepared for the proposed Organics Transfer Station located at 109a Church Street, Lidcombe, has been appropriately determined based on presented background noise levels measured and adopts the applicable criteria based on the methodology defined in the NSW EPA's Noise Policy for Industry (NPfI).

The measured noise levels, particularly during the night-time, appear to be high however, and are assumed to be influenced by local traffic and trains passing by. No details of any attended survey are provided in the report to quantify the source contribution. Nonetheless, noise levels appear to be comparable to those used in the Development Application for a nearby site (2-36 Church Street, Lidcombe).

1.2 Operational Noise Assessment

A review of the operational assessment contained in the NIA indicates there are some discrepancies in the details in Section 5 of the report. The description of noise sources in Section 5.1 and the noise sources detailed in Section 5.2 don't appear to align as summarised below:

- 'Front End Loader and associated operational noise' as noted in Section 5.1. It does not appear that this has been considered. The internal noise levels appear to have been calculated based on an assumed internal noise level equating to an 'Industrial Packaging and Delivery Area' of 60 dBA and may not represent a waste transfer station or the operations occurring internally. Further justification should be provided as to why this was adopted or calculations should be undertaken to predict the internal noise level based on the proposed operation.
- It is not clear which vehicles are operating internally or externally to the building. Section 5.2.3 details the duration vehicles are operating onsite however, it is not clear if this is before they enter the weighbridge. It is also unclear if any idling trucks have been considered as the traffic impact assessment only allows for up to two trucks to be waiting outside the proposed sheds at any one time.
- The Traffic Impact Assessment report prepared by MRA Consulting Group indicates that up to five vehicles may be onsite at any one time.
 - 1 truck depositing waste
 - 1 truck in the internal shed loading/waiting bay
 - 1 truck in the incoming weighbridge
 - 2 trucks outside of the proposed sheds, inside the site entrance.

The NIA noted *4 trucks manoeuvring* but does not say what type of trucks and how many. Section 5.2.3 provides noise levels and durations for two different types of trucks, and Table 5-2 provides noise levels for various other trucks. Further information is required to clearly detail what operational activities have been considered together with corresponding sound power levels.

- It is not clear if it has been assumed that one door to the internal area will be closed at all times. This appears to be listed as an optional mitigation measure in Section 11 of the EIS but no details can be found in the NIA.
- The results indicate that noise levels have only been predicted for the ground floor of receivers and have not considered impacts to multistorey receivers. The new multistorey residential apartment complex at 2-36 Church Street, has not been considered as part of the assessment. It is recommended that all nearby sensitive receivers be included in the assessment including multi storey receivers.
- Noise levels at 1 Dalley Street are noted as 38 dBA in table 5-4, but appear to be greater than this in Figure 5 which shows the predicted noise contours
- The site is proposed to be operating overnight between 10pm and 7am. No sleep disturbance assessment has been undertaken for activities anticipated to occur during this period. The report should be updated to include a sleep disturbance assessment as per the NPfl requirements.
- Section 5.1 indicates that three mechanical plant items have been considered in the assessment, however, it is not clear where these noise sources have been positioned. Further details should be provided regarding the modelling assumptions adopted.

1.2.1 Sound Power Levels (SWL)

SLR typically use an L_{Aeq} SWL of 108 dBA for heavy trucks of more than two axles, and 103 dBA for medium trucks, two axles, along access routes which considers trucks accelerating and travelling at low speeds. The noise levels outlined in the NIA are less than SLR would typically use for heavy trucks (articulated vehicles) and may result in underpredicted noise levels.

SLR typically considers truck airbrakes using an L_{Amax} SWL of 118 dBA, heavy truck movement L_{Amax} SWL of 111 dBA and reversing alarms of 110 dBA for the purpose of assessing sleep disturbance. The L_{Amax} noise levels in the NIA are less than this and may result in underpredicted noise levels.

1.3 Construction Assessment

The NIA provided details of the applicable construction noise and vibration criteria based on the relevant Interim Construction Noise Guideline and appropriate guidelines and standards for vibration impacts but does not contain a construction noise and vibration impact assessment.

Section 11 of the EIS states that *the recommendations in the construction noise and vibration management plan would be adhered to*, but the EIS does not provide details of the construction noise and vibration impacts and a copy of the management plan is not included.

It is recommended that the NIA be updated to include a construction assessment.

1.4 Road Traffic Noise Assessment

The NIA states that a 2dB increase as a result of the additional traffic from the development is not likely. The traffic report states that 120 truck movements per day are expected and the vast majority of trucks will arrive at the site from the east and also leave the site to the east.

Although existing traffic volumes are not detailed to determine if a 2dB increase is likely, it does not appear that any sensitive receivers are located east of the site on Church Street and therefore are not anticipated to have any impact on sensitive receivers before joining the wider road network.

2 Summary Against Project Requirements

The assessment requirements outlined in the EIS dated 9 March are reproduced below with comments to indicate if they have been considered.

2.1 Secretary's Environmental Assessment Requirements

The SEARs are outlined in Table 1 of the EIS and are reproduced below:

Noise and Vibration – Including

A description of all potential noise and vibration sources during construction and operation, including road traffic noise and noise from vehicles entering, leaving and moving within the site;

- The description of all potential noise and vibration sources during operation has been summarised in the report however, it is not clear what has been assessed (see further details in **Section 1.2**).
- No assessment of construction noise impacts is provided in the NIA (see further details in **Section 1.3**).

A noise and vibration assessment in accordance with the relevant environmental Protection Authority Guidelines; and

- The assessment has considered all appropriate guidelines however, is not complete (see further details in **Section Error! Reference source not found.**).

A description and appraisal of noise and vibration mitigation and monitoring measures.

- No description or appraisal of noise and vibration mitigation and monitoring measures has been provided in the NIA. The EIS details some mitigation measures but it is not clear from where these have been derived.

2.2 Cumberland Council Pre-Lodgement Requirements

The Cumberland Council Pre-Lodgement Requirements are outlined in Table 7 of the EIS and are reproduced below.

An acoustic report is to be prepared by an appropriately qualified acoustic consultant in accordance with the NSW Noise Policy for Industry, SEPP (Infrastructure), NSW Department of Planning development Near Rail Corridors and Busy Roads – Interim Guidelines and other relevant acoustic standards and guidelines.*

The report should assess all potential noise impacts on and from the development, including:

(a) Impact of noise and vibration from the railway line (adjacent to the site) and other existing noise sources on the proposed office components of the development;

- The report does not consider noise and vibration from the railway line adjacent to the site and other existing noise sources on the proposed office components of the development. Although this is noted as required, the NSW Department of Planning development Near Rail Corridors and Busy Roads – Interim Guidelines and subsequently the Infrastructure SEPP does not have a specific requirement for commercial premises. Section 3.5 of the guideline states *some commercial premises may incorporate special components that may be noise and or vibration sensitive, such as auditoria, laboratories and board rooms, and although not a specific requirement of the Infrastructure SEPP, these areas should be assessed accordingly.*

(b) Consider the site-specific impact from all operations on nearby sensitive receivers (Residential, commercial, industrial where applicable) including but not limited to noise from construction activities, the proposed waste processing operations, proposed truck/forklift movements, any mechanical plant (specialised machinery, condensers, air compressors, etc), alarms/alerts, after-hours access, operating hours, etc.

- The assessment is not clear regarding what site activities have been assessed and their associated noise levels (see further details in **Section 1.2**).
- Consideration of all potential site-specific impacts does not appear to have been considered at all nearby sensitive receivers (see further details **Section 1.2**).
- No assessment of construction noise impacts is provided in the NIA (see further details in **Section 1.3**).

(c) Suitability of the proposed hours of operation and consideration of any sleep disturbances which may arise as a result.

- No assessment of sleep disturbance impacts is provided in the NIA (see further details in **Section 1.2**).
- ****‘Suitably qualified’ is taken to mean having the technical eligibility criteria required for membership of the Association of Australian Acoustical Consultants (AAAC) and/or grade membership of the Australian Acoustical Society.***
- Pulse White Noise Acoustics is understood to be a member of the Association of Australian Acoustical Consultants.

ASIA PACIFIC OFFICES

ADELAIDE

Area 2-7, 322 King William Street
Adelaide SA 5000
Australia
T: +61 8 8998 0151
E: adelaide@slrconsulting.com

DARWIN

Unit 5, 21 Parap Road
Parap NT 0820
Australia
T: +61 8 8998 0100
E: darwin@slrconsulting.com

NEWCASTLE

10 Kings Road
New Lambton NSW 2305
Australia
T: +61 2 4037 3200
E: newcastleau@slrconsulting.com

TOWNSVILLE

12 Cannan Street
South Townsville QLD 4810
Australia
T: +61 7 4722 8000
E: townsville@slrconsulting.com

AUCKLAND

201 Victoria Street West
Auckland 1010
New Zealand
T: 0800 757 695
E: auckland@slrconsulting.com

SINGAPORE

39b Craig Road
Singapore 089677
T: +65 6822 2203
E: singapore@slrconsulting.com

BRISBANE

Level 16, 175 Eagle Street
Brisbane QLD 4000
Australia
T: +61 7 3858 4800
E: brisbane@slrconsulting.com

GOLD COAST

Level 2, 194 Varsity Parade
Varsity Lakes QLD 4227
Australia
M: +61 438 763 516
E: goldcoast@slrconsulting.com

PERTH

Level 1, 500 Hay Street
Subiaco WA 6008
Australia
T: +61 8 9422 5900
E: perth@slrconsulting.com

WOLLONGONG

Level 1, The Central Building
UoW Innovation Campus
North Wollongong NSW 2500
Australia
T: +61 2 4249 1000
E: wollongong@slrconsulting.com

NELSON

6/A Cambridge Street
Richmond, Nelson 7020
New Zealand
T: +64 274 898 628
E: nelson@slrconsulting.com

CAIRNS

Level 1, Suite 1.06
14 Spence Street
Cairns QLD 4870
Australia
T: +61 7 4722 8090
E: cairns@slrconsulting.com

MACKAY

1/25 River Street
Mackay QLD 4740
Australia
T: +61 7 3181 3300
E: mackay@slrconsulting.com

SUNSHINE COAST

Suite 2, 14-20 Aerodrome Rd
Maroochydore QLD 4558
Australia
T: +61 7 3858 4800
E: SunshineCoast@slrconsulting.com

WELLINGTON

12A Waterloo Quay
Wellington 6011
New Zealand
T: +64 2181 7186
E: wellington@slrconsulting.com

CANBERRA

GPO 410
Canberra ACT 2600
Australia
T: +61 2 6287 0800
E: canberra@slrconsulting.com

MELBOURNE

Level 11, 176 Wellington Parade
East Melbourne VIC 3002
Australia
T: +61 3 9249 9400
E: melbourne@slrconsulting.com

SYDNEY

Tenancy 202 Submarine School
Sub Base Platypus
120 High Street
North Sydney NSW 2060
Australia
T: +61 2 9427 8100
E: sydney@slrconsulting.com

Appendix C: SLR Consulting Air Quality Review

ORGANICS TRANSFER STATION

**109a Church Street, Lidcombe
Air Quality Review**

Prepared for:

SLR Ref: 610.031320-R02
Version No: -v1.0
July 2023

SLR 

PREPARED BY

SLR Consulting Australia Pty Ltd
ABN 29 001 584 612
Tenancy 202 Submarine School, Sub Base Platypus, 120 High Street
North Sydney NSW 2060 Australia
T: +61 2 9427 8100
E: sydney@slrconsulting.com www.slrconsulting.com

BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Dooley's Catholic Club (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

DOCUMENT CONTROL

Reference	Date	Prepared	Checked	Authorised
610.031320-R02-v1.0	10 July 2023	Judith Cox	Ali Naghizadeh	Ali Naghizadeh

Summary of Findings

The odour assessment report does not provide any supporting information regarding the source of the odour concentrations used to demonstrate they are representative of similar facilities and are therefore achievable. Evidence that the odour management system is capable of achieving the nominated odour concentration should be provided.

There is no assessment of the potential odour impacts for the lower stack heights with the higher odour concentrations. While building downwash is mentioned at Section 5.2.2 of the odour assessment report, it is not clear from the information provided which, if any, current or proposed buildings were included in the assessment.

Throughout the odour assessment report, it is apparent that the assessment has been completed based on a conceptual design. Should any of the parameters change, for example, stack height, exit velocity, assumed odour concentration, exhaust temperature etc, the predicted odour impacts would also change. The assessment should be completed to assess the potential impacts of the OTS as it is designed to be constructed and operated.

Whilst not explicitly stated in the odour assessment report, it assumed that the stockpile is located inside the industrial shed referred to at Section 1.1 the odour assessment report. This is also supported by the plans in the odour assessment report (refer Figure 2.2, Figure 2.3, Figure 2.4 and Figure 2.5 the odour assessment report) that show walls surrounding the stockpile area. The odour assessment report does not mention how access to the stockpile would be managed. If the doors are closed prior to the tipping of material to the stockpile, there is low potential for adverse odour impacts from the opening and closing of doors. However, there is no discussion related to potential odour from the access doors, nor how this would be managed.

The predicted odour impacts at the residences are shown to meet the relevant criteria. However, as discussed at above, and at **Section 2.3.4**, any change to the assumed parameters may result in exceedances.

The odour assessment report concludes the following in Section 7.2:

Given the adoption of scrubbing technology, the OMS is expected to achieve a stack discharge concentration of 250 ou or less. Therefore, a two-stage scrubber solution with a nominated stack height of 12 m a.g.l is considered suitable to adequately minimise off-site odour impact risks for the Proposed OTS.

Based on the information provided, the conclusion reached in the odour assessment report is not supported. The odour assessment report has not assessed the higher odour concentrations with lower stack heights, it is not possible to state what the predicted impacts may be if the odour concentrations exceed 250 ou, however, they are likely to exceed those presented in Table 6.1 of the odour assessment report, and potentially exceed the impact assessment criteria of 2 ou.

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1 Introduction

An organics waste transfer station is proposed to be constructed at 109a Church Street, Lidcombe. This site is approximately 780 m as the crow flies from the Dooleys Club. Members of the club have raised concerns about the development of the facility and Dooleys has asked SLR Consulting Australia Pty Ltd (SLR) to review the development's approvals application documentation including the environmental impact statement and associated consultants' reports.

2 Air Quality

2.1 Introduction

The independent peer review for air quality has considered the information contained in the following documents:

- *Proposed Organics Transfer Station. Odour Modelling and Management Assessment Version 1.0* prepared by The Odour Unit, dated 20 January 2023 (the odour assessment report).
- *Proposed Organics Transfer Station – Odour Modelling And Management Assessment Report – Addendum Letter* prepared by The Odour Unit, dated 2 May 2023 (the odour addendum letter).

The intent of the review is to assess whether:

- The information presented in the odour assessment report provides a complete and transparent record of the methodology, assumptions, inputs and conclusions of the work performed (see **Section 2.2**).
- The methods used in the study are technically sound and are consistent with current good practice in relation to air quality assessment and (if applicable) meteorological and air dispersion modelling techniques (see **Section 2.3**).
- The conclusions reached are supported based on the information available (See **Section 2.4**).

Section 4 of the odour assessment states that it has been prepared in accordance with the following guidelines:

- *Approved Methods for the Modelling and Assessment of Air Pollutants in NSW* (NSW EPA, 2022) (Approved Modelling Methods 2022).
- *Technical Framework (and notes), Assessment and management of odour from stationary sources in NSW* (DEC, 2006; DEC, 2006a) (Odour Technical Framework 2006).
- *Generic Guidance and Optimum Model Settings for the CALPUFF Modelling System for Inclusion into the 'Approved Methods for the Modelling and Assessments of Air Pollutants in NSW, Australia* (Scire, 2011) (Further CALPUFF Guidance 2011).

2.2 Completion and Transparency

While the odour assessment mostly provides a complete and transparent record of the methodology, assumptions, inputs and conclusions of the work performed to predict the odour impacts from the proposed organics transfer station (OTS), there are some aspects of that are considered to be inadequate and/or lacking detail. These are discussed at **Section 2.3**.

The odour addendum letter presents an explanation as to why only odour impacts were assessed, and not particles and dust emissions. Due to the full enclosure of the OTS, this is considered to be an adequate response and as such the odour addendum letter is not considered further.

2.3 Technical Approach

The following sections are based on the review of the technical approach to the assessment in the odour assessment report.

2.3.1 Representative Year for Dispersion Modelling

The Approved Modelling Methods 2022 require a review of five years' worth of site-representative meteorological data to determine a representative year for the dispersion modelling. With respect to the odour assessment:

- The Odour Unit used a third-party (Air Quality Services) to generate the meteorological data used in the assessment (detailed in the memo provided in Appendix A of the odour assessment).
- The memo from Air Quality Services simply states that the year 2019 was used with no explanation provided to explain why this was considered to be a representative year.
- **FINDING:** A more detailed review of meteorological data should be completed to determine a representative year for assessment.

2.3.2 CALMET/CALPUFF Setting

While the limited CALMET settings provided in the memo from Air Quality Services appear adequate, the memo also states *all other options set to default*.

- **FINDING:** It is not clear from the information available if the settings used in CALMET are consistent with the Further CALPUFF Guidance 2011.

Section 5.2.2 of the odour assessment report provides limited details regarding the setup of the dispersion model (CALPUFF). While the limited settings provided appear adequate, the odour assessment report also states *all other options set to default*.

- **FINDING:** It is not clear from the information available if the settings used are consistent with the Further CALPUFF Guidance 2011.

2.3.3 Emission Sources

Figure 2.5 of the odour assessment report, shown below, is labelled *The Proposed OTS: Roof Plan and OMS stack location* (replicated below for ease of reference). However, as far as can be ascertained, the location of the OMS stack is not identified on this figure.

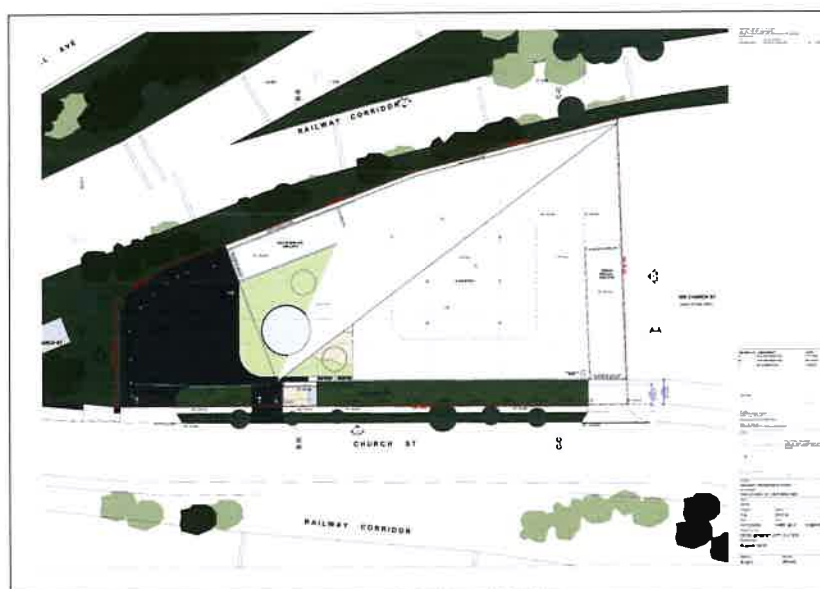


Figure 2.5 – The Proposed Q15: Roof Plan and OMS stack location

2.3.4 Modelling Scenarios and Odour Concentration Source

As detailed in Section 3.2 of the odour assessment report, the dispersion modelling assessed three different operating scenarios, summarised in Table 1 below, assuming the stack parameters detailed in Table 2 below.

Table 1 Modelled Scenarios

Scenario	Odour Concentration (ou)	Odour Emission Rate (ou.m ² /s)	Stack Height (m)	Stack Height Above Roof Level (m)
1	250	6,945	12	2
2	375	10,417	17	7
3	500	13,889	20	10

Table 2 Stack Parameters

Stack Parameter	Unit	Value
Exit velocity	m/s	20
Stack diameter	m/s	1.33
Stack Temperature	°C	25
Stack height (above ground level)	m	12, 17, 20

Source: Table 3.1 of the odour assessment report

- **FINDINGS:**

- The odour assessment report does not provide any supporting information regarding the source of the odour concentrations used to demonstrate they are representative of similar facilities and are therefore achievable.
- There is no assessment of the potential odour impacts for the lower stack heights with the higher odour concentrations.

- While building downwash is mentioned at Section 5.2.2 of the odour assessment report, it is not clear from the information provided which, if any, current or proposed buildings were included in the assessment.
- Throughout the odour assessment report, it is apparent that the assessment has been completed based on a conceptual design. Should any of the parameters change, for example, stack height, exit velocity, assumed odour concentration, exhaust temperature etc, the predicted odour impacts would also change.
 - Evidence that the odour management system is capable of achieving the nominated odour concentration should be provided.
 - The assessment should be completed to assess the potential impacts of the OTS as it is designed to be constructed and operated.
- Whilst not explicitly stated in the odour assessment report, it assumed that the stockpile is located inside the industrial shed referred to at Section 1.1 the odour assessment report. This is also supported by the plans in the odour assessment report (refer Figure 2.2, Figure 2.3, Figure 2.4 and Figure 2.5 the odour assessment report) that show walls surrounding the stockpile area.
- The odour assessment report does not mention how access to the stockpile would be managed. If the doors are closed prior to the tipping of material to the stockpile, there is low potential for adverse odour impacts from the opening and closing of doors. However, there is no discussion related to potential odour from the access doors, nor how this would be managed.

2.4 Predicted Impacts

As shown in Figure 1 below, Table 6.1 of the odour assessment report, presents the predicted odour concentrations at the identified receptors for each of the three scenarios. An odour concentration of 1 odour unit (ou) is considered to be the theoretical level of detection of an odour and the relevant impact assessment criteria is 2 ou.

Table 6.1 – Predicted ground-level odour concentrations (ou, 99%, P/M60)

Receptor Id	250 ou (6,945 ou.m ² /s) 12 m a.g.l.	375 ou (10,417 ou.m ² /s) 17 m a.g.l.	500 ou (13,889 ou.m ² /s) 20 m a.g.l.
Residential			
1	1.4	1.6	1.5
2	1.6	1.7	1.7
3	1.1	1.3	1.4
Industrial			
4	1.6	2.0	2.0
Fence			
5	2.2	2.6	2.7
6	1.6	1.9	2.1
7	0.9	1.1	1.3
Cemetery	1.0	1.4	1.9

Figure 1 Table 6.1 of odour assessment report

Isopleths showing the predicted concentrations for each scenario are shown in Figure 6-1 to Figure 6-3 of the odour assessment report. An image of each is shown below in Figure 2, Figure 3 and Figure 4, for ease of reference.

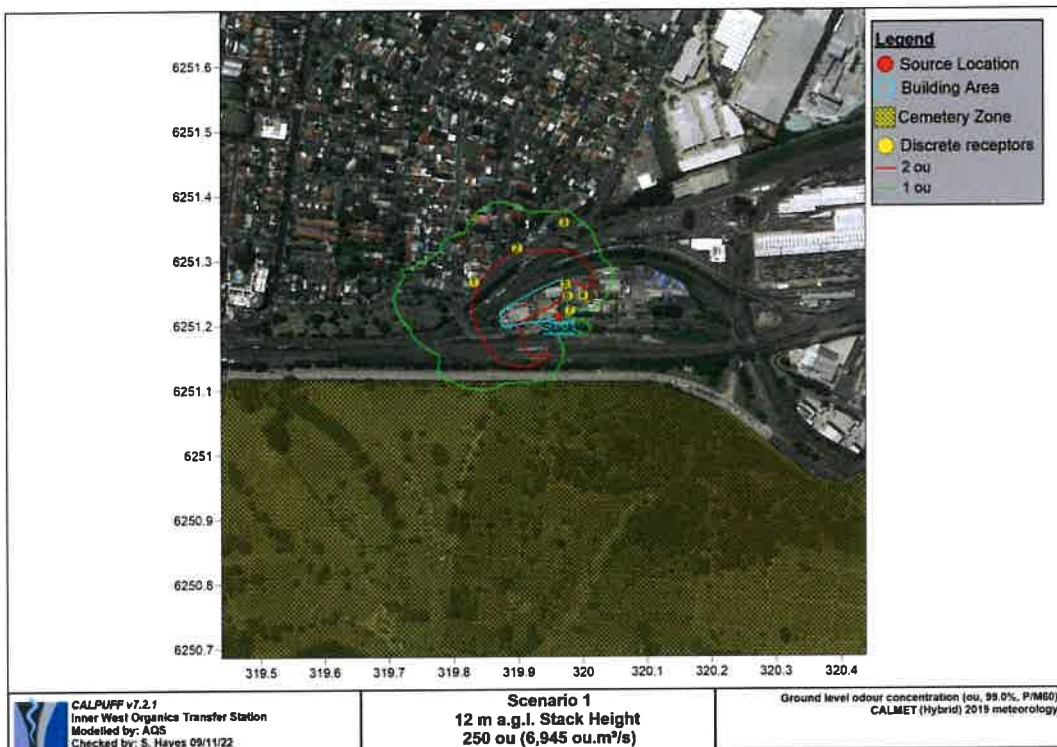


Figure 6.1 – Scenario 1 contour plot

Figure 2 Scenario 1

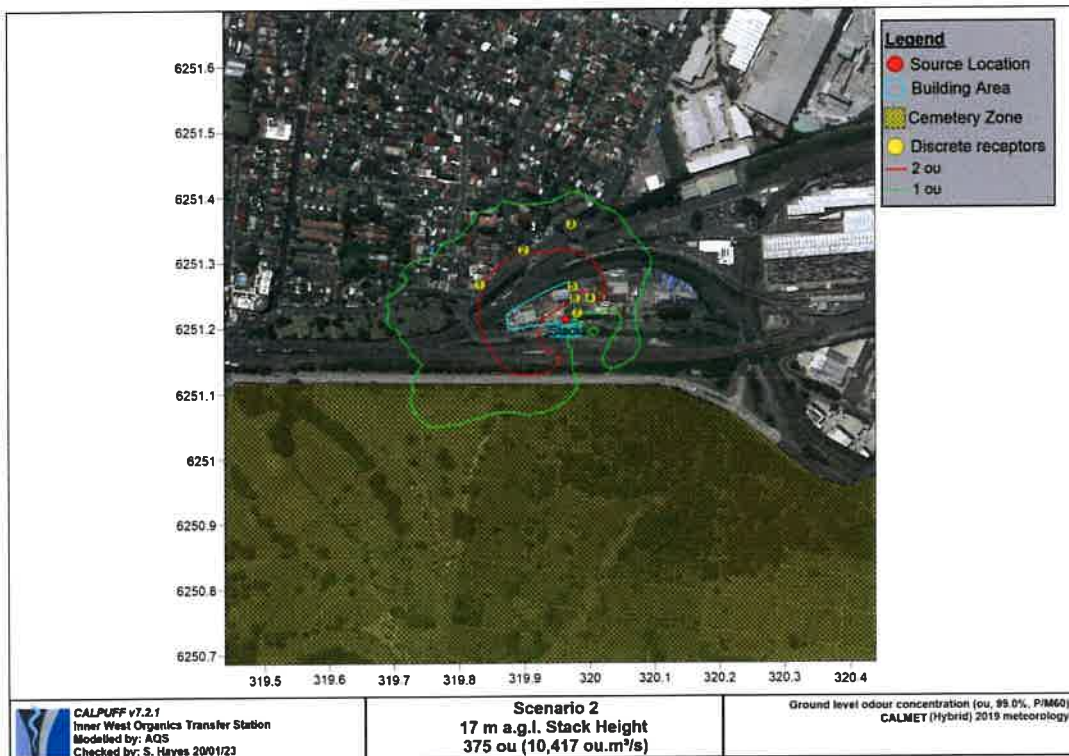


Figure 6.2 – Scenario 2 contour plot

Figure 3 Scenario 2

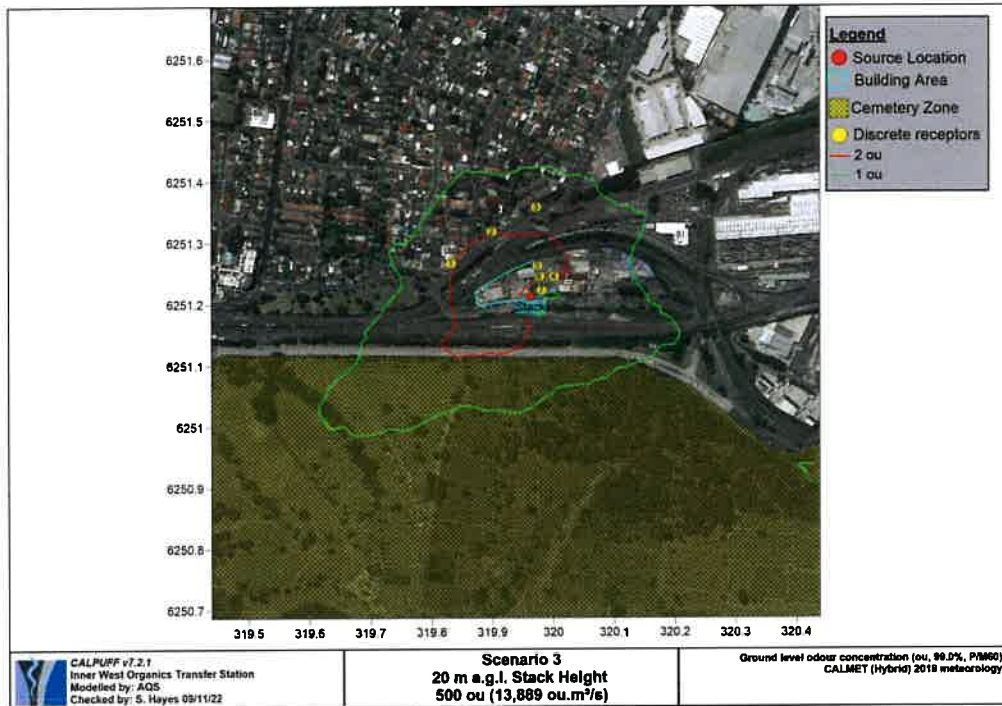


Figure 6.3 – Scenario 3 contour plot

Figure 4 Scenario 3

On each of these images the red line shows the extent of the predicted 2 ou, and the green line shows the extent of the predicted 1 ou.

- **FINDING:**
 - The predicted odour impacts at the residences are shown to meet the relevant criteria. However, as discussed at Section 2.3.4, any change to the assumed parameters may result in exceedances.

The odour assessment report concludes the following in Section 7.2:

Given the adoption of scrubbing technology, the OMS is expected to achieve a stack discharge concentration of 250 ou or less. Therefore, a two-stage scrubber solution with a nominated stack height of 12 m a.g.l is considered suitable to adequately minimise off-site odour impact risks for the Proposed OTS.

- **FINDINGS:**
 - Based on the information provided, the conclusion reached in the odour assessment report is not supported.
 - As the odour assessment report has not assessed the higher odour concentrations with lower stack heights, it is not possible to state what the predicted impacts may be if the odour concentrations exceed 250 ou, however, they are likely to exceed those presented in Table 6.1 of the odour assessment report, and potentially exceed the impact assessment criteria of 2 ou.

2.5 Summary of Findings

Below is a summary of findings for the review of the odour assessment report:

- A more detailed review of meteorological data should be completed to determine a representative year for assessment.
- It is not clear from the information available if the settings used in CALMET/CALPUFF are consistent with the Further CALPUFF Guidance 2011.
- The odour assessment report does not provide any supporting information regarding the source of the odour concentrations used to demonstrate they are representative of similar facilities and are therefore achievable.
- There is no assessment of the potential odour impacts for the lower stack heights with the higher odour concentrations.
- While building downwash is mentioned at Section 5.2.2 of the odour assessment report, it is not clear from the information provided which, if any, current or proposed buildings were included in the assessment.
- Throughout the odour assessment report, it is apparent that the assessment has been completed based on a conceptual design. Should any of the parameters change, for example, stack height, exit velocity, odour concentration, exhaust temperature, or others, the predicted odour impacts would also change. The assessment should be completed to assess the potential impacts of the OTS as is designed to be constructed and operated.
- Whilst not explicitly stated in the odour assessment report, it assumed that the stockpile is located inside the industrial shed referred to at Section 1.1 the odour assessment report. This is also supported by the plans in the odour assessment report (refer Figure 2.2, Figure 2.3, Figure 2.4 and Figure 2.5 the odour assessment report) that show walls surrounding the stockpile area. The odour assessment report does not mention how access to the stockpile would be managed. If the doors are closed prior to the tipping of material to the stockpile, there is low potential for adverse odour impacts from the opening and closing of doors. However, there is no discussion related to potential odour from the access doors, nor how this would be managed.
- The predicted odour impacts at the residences are shown to meet the relevant criteria. However, as discussed at Section 2.3.4, any change to the assumed parameters may result in exceedances.

ASIA PACIFIC OFFICES

ADELAIDE

Area 2-7, 322 King William Street
Adelaide SA 5000
Australia
T: +61 8 8998 0151
E: adelaide@slrconsulting.com

DARWIN

Unit 5, 21 Parap Road
Parap NT 0820
Australia
T: +61 8 8998 0100
E: darwin@slrconsulting.com

NEWCASTLE

10 Kings Road
New Lambton NSW 2305
Australia
T: +61 2 4037 3200
E: newcastleau@slrconsulting.com

TOWNSVILLE

12 Cannan Street
South Townsville QLD 4810
Australia
T: +61 7 4722 8000
E: townsville@slrconsulting.com

AUCKLAND

201 Victoria Street West
Auckland 1010
New Zealand
T: 0800 757 695
E: auckland@slrconsulting.com

SINGAPORE

39b Craig Road
Singapore 089677
T: +65 6822 2203
E: singapore@slrconsulting.com

BRISBANE

Level 16, 175 Eagle Street
Brisbane QLD 4000
Australia
T: +61 7 3858 4800
E: brisbane@slrconsulting.com

GOLD COAST

Level 2, 194 Varsity Parade
Varsity Lakes QLD 4227
Australia
M: +61 438 763 516
E: goldcoast@slrconsulting.com

PERTH

Level 1, 500 Hay Street
Subiaco WA 6008
Australia
T: +61 8 9422 5900
E: perth@slrconsulting.com

WOLLONGONG

Level 1, The Central Building
UoW Innovation Campus
North Wollongong NSW 2500
Australia
T: +61 2 4249 1000
E: wollongong@slrconsulting.com

NELSON

6/A Cambridge Street
Richmond, Nelson 7020
New Zealand
T: +64 274 898 628
E: nelson@slrconsulting.com

CAIRNS

Level 1, Suite 1.06
14 Spence Street
Cairns QLD 4870
Australia
T: +61 7 4722 8090
E: cairns@slrconsulting.com

MACKAY

1/25 River Street
Mackay QLD 4740
Australia
T: +61 7 3181 3300
E: mackay@slrconsulting.com

SUNSHINE COAST

Suite 2, 14-20 Aerodrome Rd
Maroochydore QLD 4558
Australia
T: +61 7 3858 4800
E: SunshineCoast@slrconsulting.com

WELLINGTON

12A Waterloo Quay
Wellington 6011
New Zealand
T: +64 2181 7186
E: wellington@slrconsulting.com

CANBERRA

GPO 410
Canberra ACT 2600
Australia
T: +61 2 6287 0800
E: canberra@slrconsulting.com

MELBOURNE

Level 11, 176 Wellington Parade
East Melbourne VIC 3002
Australia
T: +61 3 9249 9400
E: melbourne@slrconsulting.com

SYDNEY

Tenancy 202 Submarine School
Sub Base Platypus
120 High Street
North Sydney NSW 2060
Australia
T: +61 2 9427 8100
E: sydney@slrconsulting.com

Appendix D: SLR Consulting Waste Management Review

ORGANICS TRANSFER STATION

**109a Church Street, Lidcombe
Waste Management Review**

Prepared for:

SLR Ref: 610.031320-R01
Version No: -v2.0
July 2023

SLR 

PREPARED BY

SLR Consulting Australia Pty Ltd
ABN 29 001 584 612
Tenancy 202 Submarine School, Sub Base Platypus, 120 High Street
North Sydney NSW 2060 Australia
T: +61 2 9427 8100
E: sydney@slrconsulting.com www.slrconsulting.com

BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

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Executive Summary

An organics waste transfer station is proposed to be constructed at 109a Church Street, Lidcombe. This site is approximately 780 m as the crow flies from . Members of the have raised concerns about the development of the facility. The transfer station is proposed to accept FOGO, food and garden organics, from kerbside and commercial sources.

SLR Consulting has reviewed the development's approvals application documentation including the environmental impact statement and associated consultants' reports. We examined how the application addressed a number of issues including:

- Sources of organic waste
- Future markets
- MWOO – mixed waste organic output, an alternative system to FOGO
- Alternative sites
- Destinations of materials
- Justification
- Sensitive receptors
- Financial viability
- Number of vehicles
- Diversion and recovery of waste.

Approval for the proposed organics transfer station should be refused for the following reasons:

- No suppliers of organic material such as councils, waste contractors or producers of commercial food waste are identified
- One council is floated as a potential supplier of FOGO. However, this council's waste strategy makes no mention of FOGO as a future service.
- No evidence is provided, no documentation or letters, indications of interest, MoUs or records of conversation to show interest by potential commercial suppliers
- FOGO is not being taken up by Sydney councils and those that have trialled it have found low participation and high contamination
- No evidence is provided of any markets for organic waste, in fact the EIS states that these would have to be developed. As a result, there is clearly no current need for the transfer station.
- The development of the transfer station is purely speculative. The developers hope that by its very presence, the facility will prompt councils to implement FOGO even though no evidence is provided to support this.
- The expectation that a ban on certain uses for MWOO will turn councils to FOGO is unrealistic. Councils have long contracts with MWOO facilities which are still operating and producing material for other uses. In addition, some councils have chosen MWOO over FOGO for other very valid reasons.
- No alternative sites were considered. This site is being developed because it is the owner's wish and it has spent money in preparation with no consideration given to its suitability compared to other sites.

-
- No destination sites for material passing through the facility are named and no evidence is provided that they have the capacity, or are willing, to accept the materials from this facility.
 - Strategic justification for the facility has not been established. The general desire to divert waste from landfill is not a valid enough reason to develop the facility. No evidence is provided that there is a real need for this service from any particular council or contractor, nor is the need demonstrated from any organics processor that material is required as a feedstock.
 - There are 12 sites within a half hour drive of the proposed site yet no analysis has been undertaken of these or others, as alternatives to the proposed facility.
 - A 250 m buffer zone should be allowed between waste facilities and sensitive receptors, and this is not possible for a facility at this location.
 - A large number of sensitive receptors are located within a 250 m buffer distance from the facility. These include hundreds of dwellings, a school, child care centre and medical practice.
 - Evidence of financial viability has not been demonstrated. No cost benefit analysis or business case has been prepared. The value of FOGO and costs involved in operating the transfer station, transporting material and processing are not provided.
 - The numbers provided for vehicles entering and leaving the site are inconsistent.
 - The transfer station does not in itself divert waste, recover organics or conserve resources. It is no more than a 'dumb' element in the supply chain.

The case for developing the transfer station has not been made. No suppliers or markets have been identified, no other sites considered, the site does not divert waste or recover organics, its financial viability has not been established and it is located within 250 m of hundreds of residents, a school, child care centre and medical practice.

1 Introduction

An organics waste transfer station is proposed to be constructed at 109a Church Street, Lidcombe. This site is approximately 780 m as the crow flies from _____ Members of the club have raised concerns about the development of the facility and _____ has asked SLR Consulting Australia Pty Ltd (SLR) to review the development's approvals application documentation including the environmental impact statement and associated consultants' reports.

2 Sources of organic waste

The EIS mentions in a number of places from which the facility is expected to receive organic waste. These are domestic and commercial sources, the locations of which are not given.

In the *Executive Summary*:

Page x states *The proposed facility would be capable of receiving up to 80,000 tonnes of domestic and commercial derived food organic and garden organic (FOGO) waste for bulking and transfer offsite for secondary processing.*

Page xi states *Option 3: Process <80,000 tpa of mixed FOGO and commercial food at the 109a Church Street, Lidcombe site and 20,000 tpa would not provide the scale required to effectively service the surrounding local government areas, or to adequately provide a return on the investment in site infrastructure.*

Page xii states *Of the options presented, Option 1 is preferred due to the increased potential to capture a substantial volume of organics waste from the surrounding region for transfer to suitable processing facilities for recovery.*

Page 46 under 3.2.1 *Objectives of Proposal* states *The objectives of this proposal are to:*

Receive, temporarily store and transfer up to 80,000 tpa of domestic kerbside FOGO and commercially derived food waste from the Sydney metropolitan region – in particular, inner and central west Council areas;

Provide an OTS¹ to the surrounding LGAs to support Council's and businesses transition to food waste collection services;

Page 46 under 3.2.3 *Option 2: Process 80,000 tpa of mixed FOGO and commercial food at 109A Church Street, Lidcombe* states that *This option provides a centrally located organics waste transfer station within range of several Council areas that have indicated an interest or have commenced trials with domestic food waste collections. Additionally, commercial food waste management is available through a range of private contractors in the region....*

Page 47 under 3.2.4 *Option 3: Process <80,000 tpa of mixed FOGO and commercial food at 109A Church Street, Lidcombe* states *...it is anticipated that the surrounding Council areas have in excess of 100,000 tpa of food waste*
....

Page 91 under 7.1.3.3.1 *Material Acceptance* states *The proposed development would accept material from a range of sources,*

¹ Organics transfer station

Page 96 under 7.1.4 *Summary and mitigation measures* states *This would enable organic waste material derived from proximal municipalities and businesses for bulk haulage to suitable facilities on the fringes and outside of the SMA for reprocessing.*

Page 17 under 12.1 *Justification* states *The proposal to develop an organic waste transfer station with a throughput capacity of 80,000 tpa at 109A Church Street, Lidcombe is justifiable, considering:*

- *Due to the inevitable expansion of FOGO collection services to Cumberland and surrounding Council areas;*

Page 172 states *The Proposal would have the following benefits:*

- *Provide 80,000 tpa of municipal and commercial organic transfer capacity out of the inner western Sydney region;.*

The potential sources of FOGO are given as:

- *surrounding local government areas*
- *surrounding region*
- *the Sydney metropolitan region – in particular, inner and central west Council areas*
- *surrounding LGAs*
- *several Council areas*
- *a range of private contractors in the region*
- *a range of sources*
- *the surrounding Council areas and*
- *proximal municipalities and businesses.*

Cumberland Council is the only council named. The EIS states that the expansion of FOGO services in Cumberland is inevitable, yet no evidence of this is presented, no documentation from Council, no letter, indication of interest, MoU or a record of a conversation to show that this is the case.

The Cumberland Waste and Resource Recovery Strategy 2018–2023², makes no mention of FOGO and Council's garden organics service was only extended to the former Holroyd Council area as an 'opt-in' service in 2018-2019, making FOGO an unlikely service option in the near future.

Even if Cumberland Council decided to implement a FOGO service, it would have to be tendered to the open market. Any contractor appointed may have its own transfer facility or chose to deliver to another. The development approval of this organics transfer station in itself is not enough to ensure Cumberland Council would use it.

² <https://www.cumberland.nsw.gov.au/waste-and-resource-recovery-strategy>

Only three councils in Sydney, Randwick, Woollahra and Penrith, currently have FOGO services³ and the take up of this type of service in Sydney has stalled. Neighbouring Canterbury Bankstown Council trialled FOGO in 300 households in 2018, but low participation and very high contamination resulted in this council abandoning any immediate plans for its introduction.⁴ Canterbury Bankstown Council is instead trialling a food only collection from multi-unit dwellings.⁵

Neighbouring Blacktown and Fairfield Councils do not even offer a kerbside garden organics service for their residents.⁶

No councils other than Cumberland are named, and no other indications are given that there are any councils willing to be customers, or supply the feedstock required, or plan to, or have a need for, or desire to, implement a FOGO service and/or use this facility, if it was ever constructed.

Mention is made of a *range of private contractors*, yet no contractors are named, and no indication given that there has been any communication with, or interest from, contractors for an organics transfer facility. Many contractors either have their own organics facilities, or arrangements with existing facilities.

No information on the sources of commercial organics is provided, not even any indication of the industries from which it might be sourced. There is no mention, even at a high level, of what food manufacturing or production factories might be nearby, let alone whether they are looking for food processing destinations.

3 Future Markets

The EIS mentions future markets in two places.

Page xi of the Executive Summary under *Strategic Context* states *Future organics collection markets from domestic kerbside food and garden bin.*

Page 172 *The Proposal would have the following benefits: Help grow local markets for recycled organic materials;*

These statements indicate that the markets for organics that the facility expects to service do not exist and need to be developed. This raises the question of whether there is a need for the facility if there are limited current markets.

Clearly the development is speculative, hoping that its construction will somehow create markets, even, as mentioned elsewhere in this document, the facility itself is a 'dumb' player in a supply chain that has a number of stages and participants. Most work on local market development is done by organics processors, not transfer station operators.

The speculative nature of the facility is further illustrated by the statement on page 172 that the facility will *Provide a catalyst for proximal Council's and businesses to adopt organic waste collection services (namely food waste);*

³ <https://www.smh.com.au/national/nsw/household-food-waste-program-fails-to-catch-on-among-sydney-councils-20210917-p58slz.html>

⁴ <https://www.smh.com.au/national/nsw/household-food-waste-program-fails-to-catch-on-among-sydney-councils-20210917-p58slz.html>

⁵ <https://www.cbcity.nsw.gov.au/resident/waste-recycling/waste-in-apartment-blocks/food-scrap-trial>

⁶ *Western Sydney Regional Waste Avoidance and Resource Recovery Strategy 2017-2021* Table 2: Main Kerbside Bin Collection Services <https://wsroc.com.au/media-a-resources/reports?task=download.send&id=282&catid=3&m=0>

This statement clearly indicates that the developers hope that by its very presence, the facility will somehow prompt councils in the region to implement FOGO services and deliver their FOGO to this facility. No evidence is provided that this is a viable course of action or that even high level discussions have been had with councils or with waste contractors or that there any plans by councils for FOGO services or any commitment from councils to support this facility or interest in delivering feedstock.

4 MWOO

MWOO is mixed waste organic output and is the product of processing kerbside garbage. FOGO is food and garden organics separated from kerbside garbage and collected together. Its processing produces compost.

MWOO was banned for application to land by the NSW EPA and the EIS raises this in several places as a reason why councils may turn to FOGO.

The Executive Summary page xi states *Additionally, the banning of municipal waste organic output (MWOO) in NSW means that domestic food waste is currently largely uncaptured in NSW, with Councils and state government currently reviewing options with the view to identify opportunity to transition to FOGO processing or alternative options to capture domestic food waste for recycling.*

Page 40 under 3.1.6 *Mixed Waste Organic Outputs (MWOO)* states that *MBT⁷ facilities in NSW are currently reviewing operations with the view to identify opportunity to transition to FOGO processing or alternative options.*

Page 47 under 3.2.4 *Option 3: Process <80,000 tpa of mixed FOGO and commercial food at 109A Church Street, Lidcombe* states *...it is anticipated that the surrounding Council areas have in excess of 100,000 tpa of food waste (in addition to existing garden organics waste collected) currently being processed as MWOO through an Advanced Waste Treatment (AWT) facility or being landfilled.*

Councils that were affected by the EPA ban typically had long term MWOO contracts and are not able to simply break these and switch to a FOGO system.

The MWOO facility at Woodlawn is operated by Veolia, which receives waste from a number of Sydney councils, including Cumberland (Auburn). This facility continues to operate and is understood to be using MWOO as an approved alternative daily cover at the landfill at Woodlawn in accordance with its environment protection licence.

Other mixed waste processors include Cleanaway's UR-3R facility at Eastern Creek, which is transitioning to process FOGO, and the SAWT at Kemps Creek, which also processes FOGO using tunnel composting and could easily convert more tunnels from mixed waste processing to FOGO. These facilities are, or were, accepting waste from neighbouring councils including Cumberland (Holroyd), Liverpool and Parramatta. MWOO is also a potential fuel for waste to energy facilities.

The EIS does not name any councils that are sending waste to a mixed waste processing plant and might be considering implementing or switching to a FOGO system.

⁷ Mechanical biological treatment

5 Alternative Site

Page xii in the Executive Summary states in relation to *Option 4: Alternative site*,

This option would require an additional site search, with associated time and financial costs. The site is already owned and the landowner is committed to developing the site for the purpose of an OTS. The owner of the proposed development site at Lidcombe and (sic) would be impacted financially if an alternative site were pursued as there has been substantial investment of time and resources to pursue the OTS proposal.

Clearly, the site has been chosen because the owner wants to develop it, not because it is in a suitable location for a FOGO facility. No evidence is provided of what other sites were considered, the criteria against which they were assessed or their relative merits that resulted in this site being chosen. The owner of the site wants to develop this site because it has already made a *substantial investment of time and resources* rather than because it is the best possible site.

No analysis has been undertaken on existing alternative transfer stations near the proposed site or indeed any other waste transfer facilities in Sydney. For example, the Veolia Clyde Transfer Terminal is one of the closest, about a 12 minute drive from the proposed site, and is potentially well suited to receive FOGO from the local region for transport to the Woodlawn MBT facility, which is already licensed to receive and process FOGO. Soilco's Sydney Clean Energy Compost Manufacturing Facility⁸ has also recently been approved at Badgers Creek and will be the largest organics processing facility in NSW.

Table 1 below shows waste sites and transfer stations in the Sydney area that are already licenced to accept food waste, or could be if required.

Table 1 Alternative Organics Facilities

Name	Location	Distance from Lidcombe	
		Km	Travel Time
Greenacre - Recycling Centre	35 Wentworth Street, Greenacre	5 km	9 min
Clyde Transfer Station	319 Great Western Hwy, Auburn	5 km	12 min
Auburn - Recycling Centre	3-5 Duck St, Auburn	5 km	12 min
Revesby - Recycling Centre	37-51 Violet St, Revesby	13 km	23 min
Ryde - Transfer Station	145 Wicks Road, North Ryde	13 km	23 min
Eastern Creek - Transfer Station	Wallgrove Road, Eastern Creek	26 km	24 min
UR-3R Eastern Creek	Wallgrove Road, Eastern Creek	27 km	25 min
Eastern Creek - Recycling Centre	Honeycomb Dr, Eastern Creek	27 km	25 min
Wetherill Park - Transfer Station	20 Davis Road, Wetherill Park	23 km	25 min
Mortdale - Recycling Centre	20 Hearne St, Mortdale	14 km	28 min
Seven Hills - Transfer Station	29 Powers Road, Seven Hills	20 km	28 min

⁸ <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=PDA-41830981%2120220520T040200.095%20GMT> and <https://soilco.com.au/soilcos-western-sydney-compost-manufacturing-facility-a-step-closer/>

Name	Location	Distance from Lidcombe	
		Km	Travel Time
Artarmon - Transfer Station	12 Lanceley Place, Artarmon	20 km	30 min
Erskine Park - Transfer Station	85-87 Quarry Road, Erskine Park	34 km	30 min
Rockdale - Transfer Station	5 Lindsay Street, Rockdale	20 km	31 min
Banksmeadow Transfer Terminal	14 Beauchamp Rd, Banksmeadow	24 km	33 min
Port Botany Transfer Station	3/19 Military Rd, Matraville	26 km	35 min
Lucas Heights - Transfer Station	Little Forest Rd Road, Lucas Heights	25 km	36 min
Soilco Sydney Clean Energy Compost Manufacturing Facility	30-40 Martin Road, Badgerys Creek	41 km	36 min

The table shows that there are 12 other sites within a half hour drive of the proposed site. Figure 1 below shows these on a map.

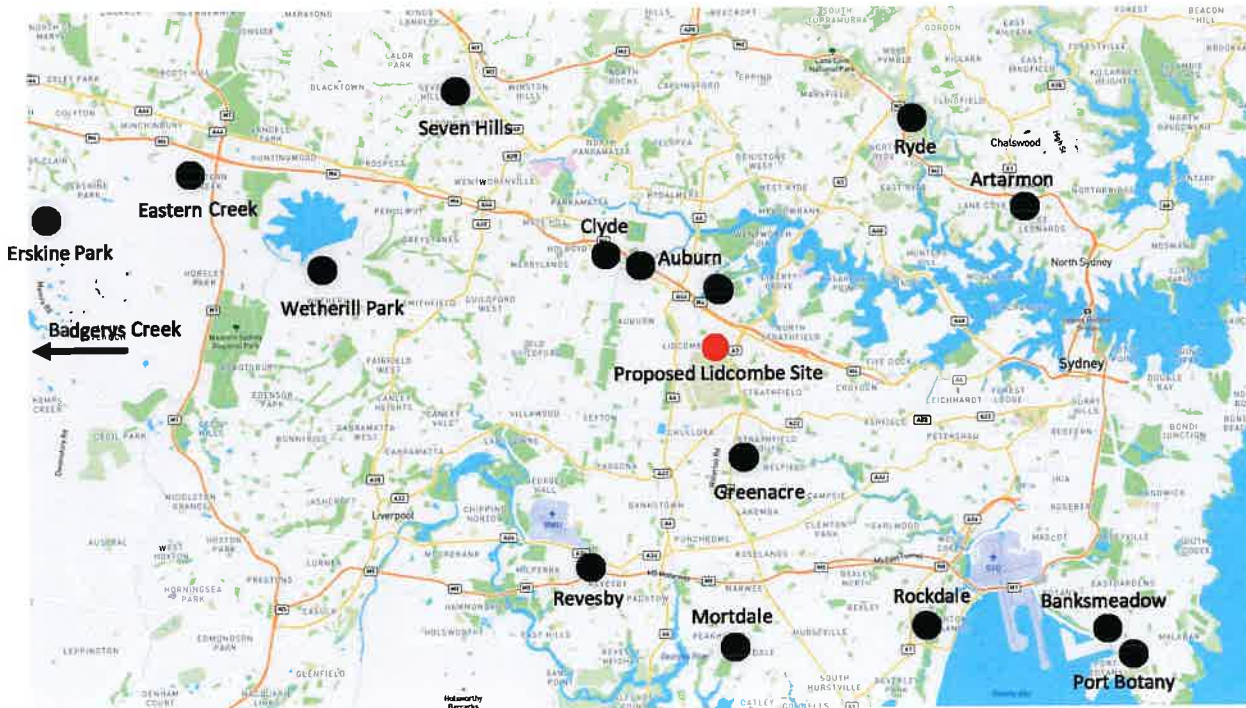


Figure 1 Waste sites and transfer stations in Sydney

The maps shows that the proposed site is in the middle of an area already well-served by waste facilities that could accept organic waste.

6 Destination of Materials

The destination for the organic material that is expected to pass through the facility is mentioned in several places.

Page xii states *The site is suitably geographically located in relation to feedstock generation and offtake opportunities.*

Page 18 under 1.5.1 *State and National Context* states *The proposal would facilitate the effective transfer of up to 80,000 tonnes of organic waste to suitable processing and resource recovery activities on the fringes and outside of the SMA.*

Page 37 under 2.6.5 *Process Description* states *Offtake of material would be conducted by AV trucks and taken to composting or other organics processing facilities for recycling.*

Page 90 under 7.1.2.2 *Destinations of outputs* states *Organic material received at the site would be bulked and sent to an appropriately licenced composting or alternative secondary processing facility capable of receiving mixed food and garden organic waste.*

Specific destinations of material would be subject to agreement between the proposed facility and the operator of primary processing facilities.

Page 94 under 7.1.3.3.3 *Material Dispatch* states *Outgoing material loads would be directed to organics reprocessing and/or composting facilities for recovery, maturation and blending of organic material into saleable products which can be circulated back into the economy.*

Page 96 under 7.1.4 *Summary and mitigation measures* states *This would enable organic waste material derived from proximal municipalities and businesses for bulk haulage to suitable facilities on the fringes and outside of the SMA for reprocessing.*

The destinations for the material expected to pass through the facility are variously described as:

- *suitable processing and resource recovery activities on the fringes and outside of the SMA*
- *composting or other organics processing facilities*
- *an appropriately licenced composting or alternative secondary processing facility*
- *organics reprocessing and/or composting facilities*
- *suitable facilities on the fringes and outside of the SMA for reprocessing.*

None of the possible destination sites are named and no evidence is provided that they have the capacity, or are willing, to accept the materials from the proposed transfer station facility. There is no evidence of any agreements whether non-binding, preliminary or otherwise. Indeed, the phrase *Specific destinations of material would be subject to agreement between the proposed facility and the operator of primary processing facilities,*⁹ confirms that there are no agreements in place with any organics processors to accept any material from the proposed transfer station.

This confirms the speculative nature of the facility and the dubious assumption that, if it is constructed, markets for material are available and supply agreements can be entered into at any time.

7 Justification

The EIS addresses justification for the facility in several places.

⁹ Page 90

Page 21 Table 1: Secretary's Environmental Assessment Requirements (SEARs) for this EIS

Strategic and statutory context – including:

- A detailed justification for the proposal and suitability of the site for the development;

Suitability of the site – including:

- A detailed justification that the chosen site is appropriate, taking into account proximity to residential receivers.

Justification for the facility is not sufficiently shown. The general desire to divert waste from landfill is not a sufficient basis upon which to develop this facility. No evidence is provided that there is a real need for this service from any particular council or contractor, nor is the need demonstrated from any organics processor that material is required as a feedstock.

There is no justification that the site is suitable because it is near customer councils or potential commercial customers. The only council named has no stated plans for a FOGO service and no other councils or potential suppliers are named. Justification is given because the owner has a desire to develop the site because it owns the site not because it is suitable for logistical or contractual reasons or in any other way.

Page 25 states that the *Key limitations for the widespread introduction of food waste collection services for Councils is the availability of suitably located facilities to take mixed food and garden waste.*

This is not necessarily true. Some councils have chosen not to implement FOGO because they have high and increasing proportions of MUDs. MUDs generally have no garden organics and produce only food. This is the reason that councils such as Hornsby and Ku-ring-gai opted for mixed waste collection and processing, rather than FOGO.

8 Sensitive Receptors

Sensitive receptors are addressed on page 31 2.4.2 *Sensitive Receivers*.

The nearest sensitive receptor is less than 100 m from the facility. A number of sources specify that this is too close for a waste facility.

The NSW EPA's Handbook for Design and Operation of Rural and Regional Transfer Stations¹⁰ states on page 11, under *Section 4.5.4 Buffers*:

Buffer distances are required to minimise impact on surrounding areas. Even if located within an appropriately zoned area where development is permissible, ideally the site should not be located less than 250 metres from the nearest residence or sensitive receiver not associated with the facility (such as a dwelling, school, or hospital).

The NSW EPA's Environmental Guidelines: Solid Waste Landfills, Second edition 2016¹¹ states on page 3:

In summary, the list of inappropriate areas for landfilling includes sites located as follows:

¹⁰ <https://www.epa.nsw.gov.au/~media/EPA/Corporate%20Site/resources/warrlocal/060362-transferstation1.ashx>

¹¹ <https://www.epa.nsw.gov.au/~media/EPA/Corporate%20Site/resources/waste/solid-waste-landfill-guidelines-160259.ashx>

- *within 250 metres of a residential zone or dwelling, school or hospital not associated with the facility;*

Although the site is not a landfill, it will receive waste as a landfill does, and, combined with the same advice as the EPA's transfer station handbook, gives a good indication of what the standard buffer distance should be for waste facilities.

A 250 m buffer zone is shown in Figure 2 below.



Figure 2 250 m buffer zone

Within this 250 m buffer zone are about 110 single dwellings, a block of 40 MUDs, a block of 12 MUDs and a school. Also under construction within the buffer zone is Lidcombe Rise, a four tower 376 unit high rise development at 2-36 Church Street. Within the buffer zone are Towers A and B and part of Tower C of this development. Tower A is seven storeys, Tower B 14 stories and Tower C 16 storeys. The development also includes a child care centre and a medical practice.

9 Financial Viability

The EIS mentions the financial advantages of the development in several places.

Page 46 under 3.2.3 Option 2: Process 80,000 tpa of mixed FOGO and commercial food at 109A Church Street, Lidcombe states *Additionally, commercial food waste management is available through a range of private contractors in the region and the establishment of the proposed development at this site can be expected to reduce the cost and increase the viability of commercial food services in the area.*

On page 96 its states that *Furthermore, the proximity of the proposed development to major Inner and Central Western Sydney Councils would provide a cost-effective destination for material...*

Page 172 states *The Proposal would have the following benefits: Create a viable solution for the bulking and transfer of organic waste in the SMA;*

No financial data is provided to support these claims or to show the cost-effectiveness of the facility or the financial viability of commercial food services in the area. As stated elsewhere in this document, no evidence of any council interest is provided. Despite detailed market analyses stated to have been undertaken, no mention is made of a cost benefit analysis or business case having been prepared.

Page 148 under 7.12.3 *Impact Assessment* states that *Socio-economic benefits derived from organics recycling activities consequentially provide an advantage to society and the region as a whole, through:*

- *Recovery of valuable resources and generation of material for the greater productive economy;*
- *Introduction and/ or addition to the local circular economy, closing the loop with regards to resource recovery;*

It is often assumed that recovered materials have a positive value, but this is not always the case. The value of materials like FOGO fluctuates and cannot be assumed to be positive. Indeed, by the time FOGO is collected from kerbside bins, passed through a transfer station and transported to a processing facility outside the city, its value is likely to be negative.

No information has been provided to show what the value of the FOGO might be, the cost to transfer and transport to a processor, the gate fee that might be charged or the value of any resulting product. No mention has been made of a cost-benefit analysis having been undertaken or a business case having been prepared. If no business case has been prepared, then there is no way of knowing if the proposed facility is financially viable. Detailed market analyses are stated to have been undertaken but no results are provided, even in summary form. If a business case has been prepared, then either it or its results should be provided.

The definition of local is not provided and it is difficult to see how, if local means Lidcombe or western Sydney, that this facility is part of a 'local' circular economy if FOGO is delivered to organics processing facilities outside the city where organic products, such as soil conditioner, compost and others, are manufactured for horticultural and agricultural markets in regional NSW.

10 Number of Vehicles

Section 7.6.5.1 *Impact to road network* on page 127 deals with the number of vehicles that may enter and leave the site. It states on page 128 *material receipt would result in approximately 52 trucks per day which is summarised in further detail as follows (Table 29):*

However, Table 29 states there would be 47 trucks per day not 52. Table 29 also states that *Typical delivery hours are 8-12*. This is assumed to be 8 am to 12 noon. Resulting in *equivalent trucks per hour of 4-6*.

If there are 47 trucks per day, then this is 11.75 trucks per hour, and if 52 trucks per day, then it is 13 per hour. Neither of these figures is close to 4-6 and both are actually twice that.

A similar inconsistency is found for articulated vehicles (AV).

This section states that *Offtake of material from the site would see approximately 13 AV sized trucks per day at the site, as summarised in Table 30*. Yet Table 30 states that there would be 12 trucks per day.

On page 129, this section states that *In total, the proposed development would result in approximately: • 59 truck visits per day.* Yet the Traffic Impact Assessment Report¹² prepared by EB Traffic Solutions states that there will be *60 truck visits per day*¹³ and when the figures are added up as shown in Table 2 below, there could be as many as 65 truck movements.

Table 2 Number of trucks

Six tonne trucks	Articulated Vehicles	Total
47	12	59
47	13	60
52	12	64
52	13	65

11 Diversion and Recovery of Waste

The EIS mentions the recovery and diversion of waste in several places.

On page 148 under 7.12.3 *Impact Assessment* it states that *Socio-economic benefits derived from organics recycling activities consequentially provide an advantage to society and the region as a whole, through:*

- *Reduction in waste transferred to landfill;*
- *Assistance with achievement of state waste diversion and recovery targets.*

Page 149 contains *Table 34: Cumulative impacts* which states that the *Potential impact for Waste management is Recovery of materials results in job creation, conservation of resources, reduction in landfilling and increased supply of materials.*

On page 172 it states *The Proposal would have the following benefits: Contribute to meeting NSW waste reduction and resource recovery targets;*

The facility itself does not reduce waste to landfill, divert waste, recover organics or conserve resources. It is proposed to be a transfer station through which material simply passes through. If it was not there, this material would still be transported to its ultimate destination and recovered there.

Small amounts of easily separated contaminants may be removed but these would be removed at the end destination anyhow, so the facility provides no additional diversion from landfill or recovery of organics by virtue of its existence or position in the supply chain.

Diversion of waste from landfill and recovery of organics take place when residents place their food and garden organics in their FOGO bins and is completed when organics are processed into compost or MWOO. There are a range of stages between this and the production of final product that is sent somewhere other than landfill. The transfer station is a 'dumb' element in the chain and no more diverts waste from landfill or recovers organics than do the trucks delivering and removing the organic material.

¹² 4 March 2023 Rev A

¹³ Page 9

12 Summary

Approval for the proposed organics transfer station should be refused for the following reasons:

- One council is floated as a potential supplier of FOGO. However, this council's waste strategy makes no mention of FOGO as a future service.
- No other suppliers of organic material such as other councils, waste contractors or producers of commercial food waste are identified
- No evidence is provided, no documentation or letters, indications of interest, MoUs or records of conversation to show interest by potential suppliers
- FOGO is not being taken up by Sydney councils and those that have trialled it have found low participation and high contamination
- No evidence is provided of any markets for organic waste, in fact the EIS states that these would have to be developed. As a result, there is clearly no current need for the transfer station.
- The development of the transfer station is purely speculative. The developers hope that by its very presence, the facility will prompt councils to implement FOGO even though no evidence is provided to support this.
- The expectation that the MWOO ban will turn councils to FOGO is unrealistic. Councils have long contracts with MWOO facilities which are still operating and producing material for other uses. In addition, some councils have chosen MWOO over FOGO for other very valid reasons.
- No alternative sites were considered. This site is being developed because it is the owner's wish and it has spent money in preparation with no consideration given to its suitability compared to other sites.
- No destination sites for material passing through the facility are named and no evidence is provided that they have the capacity, or are willing, to accept the materials from this facility.
- Strategic justification for the facility has not been established. The general desire to divert waste from landfill is not a valid enough reason to develop the facility. No evidence is provided that there is a real need for this service from any particular council or contractor, nor is the need demonstrated from any organics processor that material is required as a feedstock.
- There are 12 sites within a half hour drive of the proposed site yet no analysis has been undertaken of these or others, as alternatives to the proposed facility.
- A 250 m buffer zone should be allowed between waste facilities and sensitive receptors, and this is not possible for a facility at this location.
- A large number of sensitive receptors are located within a 250 m buffer distance from the facility. These include hundreds of dwellings, a school, child care centre and medical practice.
- Evidence of financial viability has not been demonstrated. No cost benefit analysis or business case has been prepared. The value of FOGO and costs involved in operating the transfer station, transporting material and processing are not provided.
- The numbers provided for vehicles entering and leaving the site are inconsistent.
- The transfer station does not in itself divert waste, recover organics or conserve resources. It is no more than a 'dumb' element in the supply chain.

The case for developing the transfer station has not been made. No suppliers or markets have been identified, no other sites considered, the site does not divert waste or recover organics, its financial viability has not been established and it is located within 250 m of hundreds of residents, a school, child care centre and medical practice.

ASIA PACIFIC OFFICES

ADELAIDE

Area 2-7, 322 King William Street
Adelaide SA 5000
Australia
T: +61 8 8998 0151
E: adelaide@slrconsulting.com

DARWIN

Unit 5, 21 Parap Road
Parap NT 0820
Australia
T: +61 8 8998 0100
E: darwin@slrconsulting.com

NEWCASTLE

10 Kings Road
New Lambton NSW 2305
Australia
T: +61 2 4037 3200
E: newcastleau@slrconsulting.com

TOWNSVILLE

12 Cannan Street
South Townsville QLD 4810
Australia
T: +61 7 4722 8000
E: townsville@slrconsulting.com

AUCKLAND

201 Victoria Street West
Auckland 1010
New Zealand
T: 0800 757 695
E: auckland@slrconsulting.com

SINGAPORE

39b Craig Road
Singapore 089677
T: +65 6822 2203
E: singapore@slrconsulting.com

BRISBANE

Level 16, 175 Eagle Street
Brisbane QLD 4000
Australia
T: +61 7 3858 4800
E: brisbane@slrconsulting.com

GOLD COAST

Level 2, 194 Varsity Parade
Varsity Lakes QLD 4227
Australia
M: +61 438 763 516
E: goldcoast@slrconsulting.com

PERTH

Level 1, 500 Hay Street
Subiaco WA 6008
Australia
T: +61 8 9422 5900
E: perth@slrconsulting.com

WOLLONGONG

Level 1, The Central Building
UoW Innovation Campus
North Wollongong NSW 2500
Australia
T: +61 2 4249 1000
E: wollongong@slrconsulting.com

NELSON

6/A Cambridge Street
Richmond, Nelson 7020
New Zealand
T: +64 274 898 628
E: nelson@slrconsulting.com

CAIRNS

Level 1, Suite 1.06
14 Spence Street
Cairns QLD 4870
Australia
T: +61 7 4722 8090
E: cairns@slrconsulting.com

MACKAY

1/25 River Street
Mackay QLD 4740
Australia
T: +61 7 3181 3300
E: mackay@slrconsulting.com

SUNSHINE COAST

Suite 2, 14-20 Aerodrome Rd
Maroochydore QLD 4558
Australia
T: +61 7 3858 4800
E: SunshineCoast@slrconsulting.com

WELLINGTON

12A Waterloo Quay
Wellington 6011
New Zealand
T: +64 2181 7186
E: wellington@slrconsulting.com

CANBERRA

GPO 410
Canberra ACT 2600
Australia
T: +61 2 6287 0800
E: canberra@slrconsulting.com

MELBOURNE

Level 11, 176 Wellington Parade
East Melbourne VIC 3002
Australia
T: +61 3 9249 9400
E: melbourne@slrconsulting.com

SYDNEY

Tenancy 202 Submarine School
Sub Base Platypus
120 High Street
North Sydney NSW 2060
Australia
T: +61 2 9427 8100
E: sydney@slrconsulting.com