



16 March 2019

Elfi Blackburn
Waste Services Coordinator
Maitland City Council
285-287 High Street
Maitland NSW 2320

Our ref: 2217697

Dear Elfi

Mt Vincent Waste Management Centre Waste Transfer and Recycling Facility Environmental Impact Statement Consistency Review

1 Introduction

Maitland City Council (MCC) is seeking development consent for the construction and operation of a new waste transfer and recycling facility at the existing Mt Vincent Waste Management Centre (MVWMC) in East Maitland, NSW (the Project).

The Development Application (DA) for the Project was lodged on 29 August 2016. In accordance with Section 21(1a) of the *State Environmental Planning Policy (State and Regional Development) 2011*, the Joint Regional Planning Panel (JRPP) is the determining authority for the Project.

The DA was supported by the 'Mt Vincent Waste Management Centre Waste Transfer and Recycling Facility, Environmental Impact Statement' (the EIS), dated May 2016, as prepared by GHD Pty Ltd (GHD).

The EIS was placed upon public exhibition from 15 August to 16 September 2016. A total of six submissions were received on the Project, comprised of three from local and State government agencies and three from the community. A Response to Submissions (RTS) report was prepared by GHD in response to further support the DA assessment process.

The DA is currently listed as 'being assessed by council'.

2 Proposed amendments to Project scope

A detailed design of the Project has been undertaken since the DA and EIS was submitted in 2016. As a result of the detailed design, a number of amendments to the Project have been identified for inclusion in the DA to enhance design and cost efficiencies (the revised Project).

The proposed amendments to the DA and their justification are presented below in **Table 1**. Revised design drawings are presented in **Appendix A**.

Proposed amendments	Justification
Increase in hardstand area on northern side adjacent to entry into segregation building	To increase the space available on the northern side for operational vehicles and plant to manoeuvre in and out of the segregation building more safely.
Additional roller door on western side	To permit truck access to deposit and retrieve the cardboard compactor.
Replacement of cardboard baler with cardboard compactor	Removes manual handling risk associated with feeding cardboard into a baler and removing bales.
Provision of fin walls	To match the architecture of the Administration building.
Cladding inclined on a diagonal	To provide more architectural shape.
Removal of eastern column of undercover maintenance area on the eastern side	The roof of the undercover maintenance area is now cantilevered as the construction of a ramp to the entry of the segregation building prevents access to the maintenance area. The maintenance area is now to be accessed from the unloading area. To avoid accidental damage to the column by vehicles and plant moving in and out of the maintenance area the column was removed.
Strips of polycarbonate wall sheeting provided on the north and south side of the building	To increase natural light and minimise the use of lights and power.
Wall sheeting is proposed to be diagonal and ends of walls are also diagonals to the roof	To match the architecture of the administration building.
Mechanical exhaust fans to be provided in the roof	To improve air quality in the building from diesel engine exhausts.
Civil works	
Removal of visitor carpark and bus parking	No large groups of visitors will attend at the site with the elimination of the education room and outdoor learning area. The large visitor and bus carpark are therefore no longer required. A small visitor carpark (carpark 01) and staff carpark (carpark 02) are being retained.

3.2 Air quality and odour

The air quality and odour impact assessment from the EIS was reviewed to determine if the proposed design changes would create additional impacts from that already assessed in the EIS.

The review found that the proposed design changes would create minimal additional air quality and odour impacts from that assessed in the EIS. The proposed positioning of the small vehicle and waste recycling facility approximately one metre to the north has the potential to extend odour impacts slightly further to the north. The proposed slight extension of the materials segregation facility to the south is unlikely to cause any additional air quality or odour impacts as all land to south of the site is vacant buffer land or mining land and does not include sensitive receivers. The additional roller door and mechanical exhaust fans proposed in the materials segregation facility also have the potential to contribute a small incremental odour impact.

The additional minimal air quality and odour impacts associated with the proposed design changes are considered to be immaterial and within the conservative nature of the EIS assessment. In particular, the following is noted:

- The air quality and odour assessment for the EIS was based on a maximum annual throughput of 60,000 tonnes per annum of waste. As noted in Section 7.1.2 of the EIS, only up to approximately 36,000 tonnes of waste will be handled by the Project as Council has decided to no longer handle domestic putrescible waste at the facility. Therefore, the air quality and odour assessment for the EIS was already considered to be highly conservative with sufficient scope to encompass any minor additional air quality and odour impacts associated with the proposed design changes.
- The most significant air quality and odour impacts predicted in the EIS occurred at sensitive receiver R14. Since the preparation of the EIS, Council has now purchased this property and therefore it is no longer a sensitive receiver. Any minor additional air quality and odour impacts to the north are therefore not expected to significantly affect sensitive receivers.
- The EIS included an assessment of a green waste storage pad and vegetation processing. Since the preparation of the EIS, the amount of garden vegetation received at the MVWMC has significantly reduced as a result of the introduction of a kerbside collection service and disposal fees for vegetation received on weekends. As a result, vegetation is no longer required to be stored and processed on site as it is removed on a monthly basis. This will provide an improved environmental impact. Therefore, as the air quality and odour assessment included an assessment of the green waste storage pad and vegetation processing, the EIS is further considered to be highly conservative with sufficient scope to encompass any minor additional noise and vibration impacts associated with the proposed design changes.

On this basis, it is considered that the air quality and odour assessment prepared for the EIS is still a conservative and worst case assessment of the Project, including any minor additional impacts associated with the design changes. All mitigation and management measures proposed in the EIS remain applicable and unchanged to deliver a conservative management approach.

3.4 Visual amenity

The visual impact assessment from the EIS was reviewed to determine if the proposed design changes would create additional impacts from that already assessed in the EIS.

The review found that the proposed design changes would create minimal additional visual impacts from that assessed in the EIS. The proposed positioning of the small vehicle and waste recycling facility approximately one metre to the north has the potential to extend visual impacts slightly further to the north. The additional roller door and mechanical exhaust fans proposed in the materials segregation facility also have the potential to contribute a small visual impact. The proposed slight extension of the materials segregation facility to the south is unlikely to cause any additional visual impacts as all land to south of the site is vacant buffer land or mining land and does not include sensitive receivers. The proposed architectural changes to the design of the administration building are of minor visual impact and are designed to provide a more architecturally interesting façade and positive visual experience.

The additional minimal visual impacts associated with the proposed design changes are considered to be immaterial and within the conservative nature of the EIS assessment.

On this basis, it is considered that the visual assessment prepared for the EIS is still a conservative and worst case assessment of the Project, including any minor additional impacts associated with the design changes. All mitigation and management measures proposed in the EIS remain applicable and unchanged to deliver a conservative management approach.

3.5 Surface water and groundwater

The surface water and groundwater impact assessments from the EIS were reviewed to determine if the proposed design changes would create additional impacts from that already assessed in the EIS.

The review found that the proposed design changes would not create additional water impacts from that assessed in the EIS. The proposed design changes primarily relate to refining the water management system for the Project, including pipeline positioning and roof catchments. The overall water balance, and erosion and sediment control system for the Project is unchanged from that presented in the EIS.

On this basis, it is considered that the surface water and groundwater assessments prepared for the EIS are still a conservative and worst case assessment of the Project, including any minor additional impacts associated with the design changes. All mitigation and management measures proposed in the EIS remain applicable and unchanged to deliver a conservative management approach.

3.6 Traffic and transport

The traffic and transport impact assessment from the EIS was reviewed to determine if the proposed design changes would create additional impacts from that already assessed in the EIS.

The review found that the proposed design changes would not create additional traffic and transport impacts from that assessed in the EIS.

The large visitor and bus carpark located adjacent to the administration and education building is proposed to be removed as part of the design changes. The carpark is no longer required as the education room and outdoor learning area are also proposed to be removed as part of the design

3.9 Others

The EIS was reviewed to determine if the proposed design changes would create additional impacts to other environmental aspects (such as heritage, bushfire, contamination, ground gas, mine subsidence and soils) from that already assessed in the EIS.

The review found that the proposed design changes would not create additional environmental impacts for these matters from that assessed in the EIS. All mitigation and management measures proposed in the EIS remain applicable and unchanged to deliver a conservative management approach.

3.10 Project Justification

The design changes proposed as part of the revised Project do not change the justification of the Project as detailed in Section 9 of the EIS. The justification of the revised Project is robust and the Project responds to a recognised need and provides a number of benefits. The EIS and this consistency assessment has demonstrated that the site is suitable for the proposed use, the Project is in the public interest and that it is consistent with the objects of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) and the principles of ecologically sustainable development.

4 Conclusion

As detailed above, the design changes proposed as part of the revised Project are not anticipated to create any additional significant environmental or social impacts to that assessed in the EIS. The revised Project is therefore considered to be consistent with the Project as assessed in the EIS. Any additional minimal impacts associated with the proposed design changes are considered to be immaterial and within the conservative nature of the EIS assessment.

All mitigation and management measures proposed in the EIS remain applicable and unchanged to deliver a conservative management approach.

The Project provides for the continued access to essential waste management and resource recovery services and infrastructure for the community of Maitland. In addition, the Project will help extend the life of the existing landfill to accommodate difficult waste streams such as asbestos and other special waste and minimise the amount of residual waste requiring transportation and subsequently landfilling.

The Project also creates increased employment opportunities for local people and others, particularly during the construction phase.

Therefore, the Project is considered to be in the public and community's interest.

Sincerely
GHD Pty Ltd



Melissa Dunlop
Technical Director – Environment
Market Leader and Group Manager – Environment and Community