COUNCIL ASSESSMENT REPORT

Panel Reference	**2016SYE016**
DA Number	**2015/177**
LGA	**Strathfield**
Proposed Development	Use of an existing industrial site as a waste transfer station capable of separating the following non-putrescible waste: • Paper and cardboard; • Mixed metals (steel/tin/aluminium); • Glass; and • Mixed plastics.
Street Address	14-82 Madeline Street, Strathfield South Lot 2 in Deposited Plan 556743
Applicant/Owner	Polytrade Pty Ltd
Number of Submissions	**Original Notification:** (30) written submissions and one (1) petition containing (455) signatures **Notification following deferral/amendments:** (10) written submissions
Regional Development Criteria (Schedule 4A of the Act)	Designated Development: Waste Transfer Station
List of all relevant s79C(1)(a) matters	List all of the relevant environmental planning instruments: s79C(1)(a)(i) • State Environmental Planning Policy (Infrastructure) 2007; • State Environmental Planning Policy No. 33 – Hazardous and Offensive Development; • State Environmental Planning Policy 55 – Remediation of • Land; • Strathfield Local Environmental Plan 2012; • Strathfield Indirect Development Contributions Plan 2010- • 2030; and • Strathfield Consolidated Development Control Plan 2005. List any proposed instrument that is or has been the subject of public consultation under the Act and that has been notified to the consent authority: s79C(1)(a)(ii) • N/A List any relevant development control plan: s79C(1)(a)(iii) Strathfield Consolidated Development Control Plan 2005: • Part D – Industrial Development • Part H – Waste Management and Minimisation • Part I – Off Street Car Parking • Part L – Notification List any relevant planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F: • N/A List any coastal zone management plan: s79C(1)(a)(v) • N/A List any relevant regulations: s79C(1)(a)(iv) eg. Regs 92, 93, 94, 94A, 288

	• N/A
Is a Clause 4.6 variation request required?	N/A - Not Required.
Does the DA require Special Infrastructure Contributions conditions (S94EF)?	N/A – SIC levy not required
Have draft conditions been provided to the applicant for comment? Have any comments been considered by council in the assessment report?	Yes and amendments have been made to the recommended conditions in the original assessment report following discussions with the Applicant. The revised conditions are provided (in track changes mode) as Attachment 4 to the report.
List all documents submitted with this report for the Panel's consideration	1. **Addendum Report –** assessing the additional information received following deferral of the application 2. **Applicant's Addendum Report/Additional Information** – prepared in response to the JRRP's deferral of the application 3. **Update Site Plan including Traffic Queueing Locations** 4. **Revised Recommended Conditions**
Recommendation	Approval
Report prepared by	Sophie Olsen, Acting Manager Planning and Development
Report date	10 October 2016

Report by Sophie Olsen, Acting Manager Planning and Development

RECOMMENDATION

That DA2015/177 for the use of an existing industrial site as a waste transfer station capable of separating non-putrescible waste at 14-82 Madeline Street, Strathfield South be APPROVED subject to conditions.

PURPOSE OF REPORT

To respond to the resolution of the Sydney East Joint Regional Planning Panel at its meeting held on 17 August 2016 as follows:

The panel agreed to defer the determination for the following reasons:

The panel is concerned as to the proposed operation, its hours of operation and potential acoustic and environmental impact. At present the panel does not have sufficient information in this respect to make an informed decision. Accordingly, the panel defers its determination and requests the applicant to provide the following to demonstrate the environmental impact of the proposal and how it will mitigate any environmental impact identified:-

1. *Detailed acoustic report which measures existing, similar operations on a 24 hour basis, as well as analysis of the exiting operation on a similar 24 hour basis in terms of operation and background noise;*
2. *Detailed flood assessment report;*
3. *Mitigation methods to acoustically shield the internal operations from external receivers, involving for example, internal insulation, air conditioning, alternate external cladding materials, new or modified door openings, and alternate 'receival area floor material' etc.*
4. *Details of vehicle queuing and noise associated with same;*
5. *Visual mitigating treatment of the rear boundary where viewed from the park; and*
6. *Explanation and justification for the proposed 24-hour operation and consideration of more restricted hours.*

REPORT

This addendum report has been compiled based on the additional information provided by the applicant, the originally submitted EIS and has taken into consideration the matters raised by objectors and the JRPP panel members at the meeting of 17 August 2016. A copy of the report prepared by Council Officers and previously submitted to the JRPP is provided as attachment 1.

The applicant also prepared an addendum report to the Environmental Impact Statement (EIS). The addendum report submitted by the applicant is provided as attachment 2.

The matters raised in the JRPP deferral are addressed separately below:

1. Acoustic Report

In accordance with the JRPP deferral, the Applicant submitted a revised Acoustic Report detailing the following matters:

(a) Assessment of a similar Materials Recovery Facility (MRF) on a 24-hour basis to provide an indication of the likely acoustic impact of the proposal and noise generation as a result of the deliveries, machinery and dispatch of goods from an existing operating facility;
(b) Assessment of the existing Paper and Cardboard Recovery Facility (PCR) at the subject site on a 24-hour basis to demonstrate the existing background noise level and impact on residential receivers; and
(c) Consideration of noise mitigation methods to acoustically shield the operations from external receivers including residences, local parks and the Cooks River Cycleway.

The additional information has been reviewed by Council Officers in consultation with an external acoustic expert and the following analysis is provided:

Similar Existing Facility

The Applicant utilised an existing MRF facility in Dandenong South, Victoria, to undertake an acoustic analysis of the noise generated by the operation of a similar facility. The intent of this monitoring was to provide a comparative analysis to ensure that the noise criteria and assumptions made in the acoustic modelling for the subject site were accurate.

Council's acoustic expert has confirmed that the data provided in the acoustic report prepared on behalf of the applicant is consistent with what would be expected for an MRF operation and that the modelling is considered an accurate representation of the proposed facility. This is demonstrated by the similarity in operational noise data between the original acoustic report and the two (2) noise mitigating scenarios discussed further below.

Impact of the Existing Operation

The Applicant's revised Acoustic Report includes detail of the unattended noise logging undertaken to establish the existing acoustic environment in order to provide an indication of background noise levels. This unattended noise logging informed the background noise level which was used to establish amenity and intrusiveness criteria and the project specific noise criteria.

Based on the data provided, Council's Acoustic expert set a more conservative target for noise. A comparison of the Project Specific Noise Criteria targets provided by the applicant and Council's consultant are demonstrated in Table 1 below alongside a summary of the existing background noise level at the north-eastern boundary of the site, the southern boundary of the site and at the two (2) indicative residential receivers:

Table 1: Comparison of Existing Background Noise and Noise Targets

Location	Period	Measured background noise $L_{Aeq\ (15\ minute)}$	Applicants Project Specific Noise Criteria $L_{Aeq\ (15\ minute)}$	Council's conservative noise targets $L_{Aeq\ (15\ minute)}$
Residential Receiver Chisholm Street (R1)	Day 7am to 6pm	58dBA	53dBA	53dBA
	Evening 6pm to 10pm	50dBA	49dBA	42dBA
	Night 10pm to 7am	48dBA	43dBA	38dBA
Residential Receiver Dean Street (R2)	Day 7am to 6pm	53dBA	49dBA	49dBA
	Evening 6pm to 10pm	48dBA	49dBA	46dBA
	Night 10pm to 7am	48dBA	42dBA	38dBA
North-eastern boundary of the subject site	Day 7am to 6pm	59dBA		
	Evening 6pm to 10pm	55dBA		
	Night 10pm to 7am	51dBA		
Southern site boundary	Day 7am to 6pm	61dBA		
	Evening 6pm to 10pm	49dBA		
	Night 10pm to 7am	46dBA		

Noise Mitigation Methods

The acoustic modelling was updated to include the modelling undertaken of a similar facility and the recently constructed warehouse located on the north-eastern adjoining property, between the rear of the subject site and the Cooks River canal, which provides some additional noise attenuation.

It is relevant to note that the analysis undertaken in the acoustic report assumes 24 hour operation of the facility, including the arrival and dispatch of goods via heavy vehicle and constant processing of materials during night time hours.

Two (2) scenarios were tested within the acoustic model to determine the impact noise mitigation methods may have on the nearest residential receivers as follows:

- Scenario 1: A fixed colourbond type awning over the receival area and a 2.1m high acoustic barrier on the eastern boundary; and
- Scenario 2: A 4.0m high acoustic wall, 62m in length, along the eastern boundary adjacent to the receival area.

Table 2 below provides a comparison of the target Project Specific Noise Criteria (PSNC) set by Council's consultant, the predicted noise levels from the original acoustic assessment in the EIS and the modelling results from scenarios 1 and 2. This comparison is based on the worst affected residential receivers to provide a snapshot of the impact of the use on the surrounding acoustic environment. Further detailed analysis is provided within the amended acoustic report (attachment 2).

Table 2 – Comparison of the existing acoustic environment, noise targets and testing scenarios

Location	Period	Existing Ambient Noise Level $L_{Aeq\ (15\ minute)}$	Project Specific Noise Criteria $L_{Aeq\ (15\ minute)}$	Predicted Noise Level – Original Assessment	Predicted Noise Level – Scenario 1	Predicted Noise Level – Scenario 2
Residential Receiver R1 (Chisholm Street)	Day	58dBA	53dBA	45dBA	44dBA	44dBA
	Evening	50dBA	42dBA	42dBA	41dBA	41dBA
	Night	48dBA	38dBA	42dBA	41dBA	41dBA
Residential Receiver R2 (Dean Street)	Day	53dBA	49dBA	41dBA	39dBA	39dBA
	Evening	48dBA	46dBA	38dBA	36dBA	36dBA
	Night	48dBA	38dBA	38dBA	37dBA	37dBA

Table 2 demonstrates that there is a minor decrease to the noise level at the nearest residential receiver as a result of the noise mitigation methods in scenario 1 and 2. Both scenarios show the same reduction of 1dBA to 2dBA in the noise attributed to the operation of the MRF/PCR which can be heard at nearest residential receivers. This reduces predicted noise levels to between 44dBA (daytime) and 41dBA (night time) at the worst affected residential receiver which is located in Chisholm Street, where the target lies between 53dBA (daytime) and 38dBA (night time). The impact on residential receivers is discussed further below.

The applicant has indicated that the preferred option would be the construction of a 4.0m high acoustic wall along the eastern boundary of the site (scenario 2). Whilst the acoustic modelling does not require the construction of mitigation methods in order to satisfy the PSNC, it is recommended that a condition of consent be imposed requiring an acoustic barrier to be constructed. The barrier will work to visually screen the subject site from the nearby Cooks River cycleway whilst also resulting in a marginal improvement to the acoustic environment at the closest residential receivers.

Analysis of Acoustic Impact on Residents

As discussed in section 6 below, conditions of consent are recommended to restrict the processing functions to the hours of 5:00am to 10:00pm for the MRF and 6:00am to 10:00pm for the PCR, only allowing cleaning and minor maintenance to the conveyor belts to occur (with doors closed) during the hours of 10:00pm to 4:30am.

The reduction to the use of the facility on this basis has not been considered in the acoustic assessment, as the intent of the acoustic assessment is to consider the 'worst case scenario' for residents, based on the original proposal which sought to process and dispatch materials on a 24 hour basis.

Even based on 24 hour operation, the acoustic model demonstrates that the site would generally comply with the noise targets that are set based on the EPA Industrial Noise Policy and an assessment of existing background noise.

Compliance with the targets (PSNC) is achieved throughout the daytime and evening hours (i.e. from 6am till 10pm) with the exception of one (1) of the residential receivers in Chisholm Street where the proposal is predicted to have a noise level of 41dBA which is 3dBA above the more conservative target of 38dBA set by Council's acoustic consultant. However, it is noted that during night time hours, the development complies with the target of 43dBA set by the Applicant's consultant and 42dBA set by the EPA for the most affected properties in Excelsior Avenue / Chisolm Street.

A 3dBA exceedance of the noise target set by Council is considered acceptable as a variation of this extent is not perceptible to the human ear. Council's acoustic expert has indicated that it is established industry practice to deem this minor exceedance to be *"marginal compliance"* as it is negligible and imperceptible.

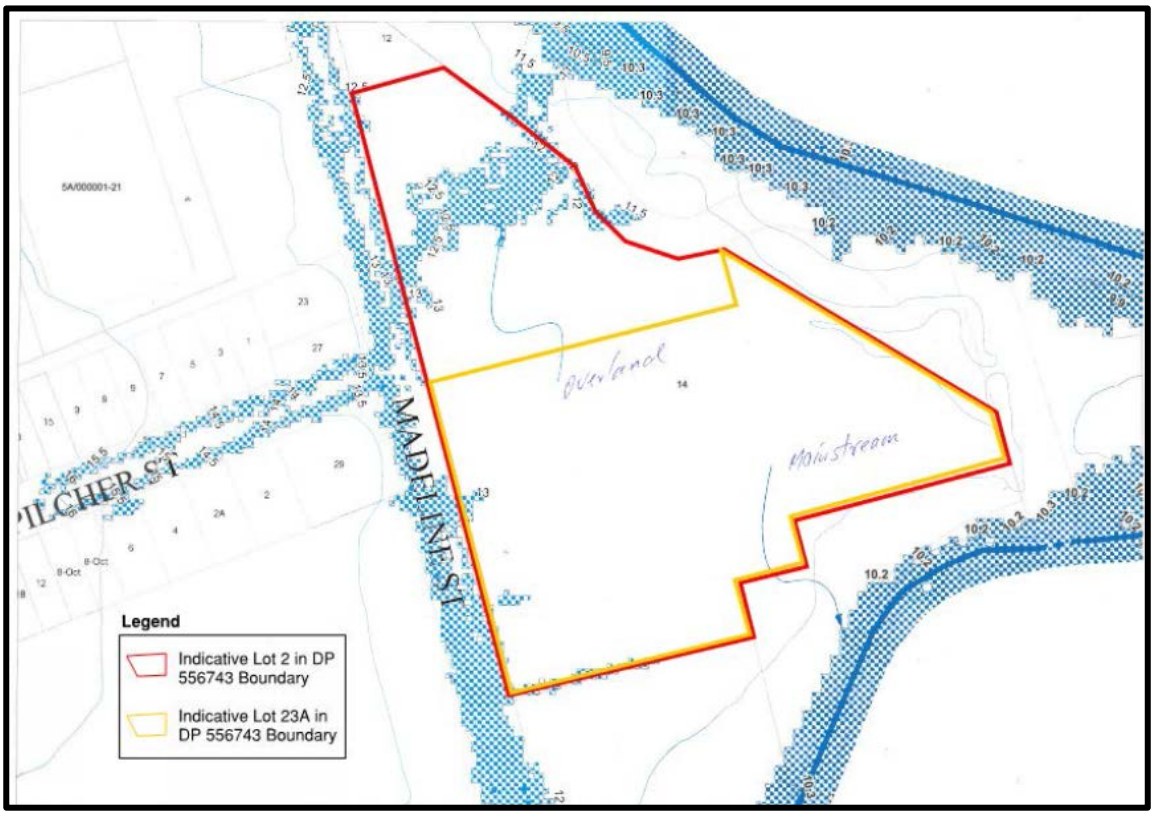
In any event, the reduced night-time operations (cleaning and maintenance only) and the closing of roller doors at 10pm will provide additional noise attenuation to further mitigate impacts on residential properties. It is likely that the contribution of the subject site to the actual noise levels at residential receivers during night time hours will be much less than predicted in the noise model which assumes processing will occur on a 24 hour basis.

2. Flooding

The JRPP requested further consideration be granted to the potential impact of flooding on the subject site.

Council's Cooks River Flood Study demonstrates that the site is not affected by mainstream flooding from the concrete lined Cooks River channel however a small portion of the frontage of the subject site is affected by overland flooding in the 1 in 100 year storm event.

Image 1 – Excerpt from Council's Flood Study: Subject site outlined in yellow



The portion of the subject site which is affected by overland flow contains car parking and the hand stand manoeuvring area to the west of the proposed glass bunkers.

As the proposed sorting areas are located within buildings and are separated from the portion of the site which is affected by overland flow, further consideration of the impact on flooding is not deemed necessary.

3. Alternate Mitigation Methods

The JRPP requested the applicant consider mitigation methods to acoustically shield the internal operations from external receivers, involving for example, internal insulation, air conditioning, alternate external cladding materials, new or modified door openings, and alternate 'receival area floor material' etc.

As previously discussed, the applicant has agreed to construct a 4.0m high acoustic barrier (scenario 2 in the acoustic modelling) along the north-eastern boundary of the site. Whilst

this is not necessarily required in order to meet the acoustic targets, it will result in a minor reduction in noise levels at the nearest residential properties. The acoustic barrier will also screen the subject site when viewed from the cooks river cycleway located to the north-east.

As the development achieves acceptable compliance with the noise targets, based on the worst case scenario of 24 hour operation, no further mitigation methods are required such as internal insulation, installation of air conditioning, cladding materials or modified door openings. The applicant notes that the metal flooring to the receival area is an operational requirement due to its longevity as a flooring material noting the use of excavators to move materials and as it is readily able to be cleaned.

4. Vehicle queuing and Associated Noise

The applicant has undertaken an analysis of the 'worst case scenario' for traffic movements within the site based on the peak period of delivery of incoming material and dispatch of sorted waste.

A schedule of vehicle movements occurring between the peak hours of 8am to 11am is provided in Table 3 below:

Table 3: Schedule of Vehicle Movement and Frequency

Description	Vehicle Type	Movement Frequency during peak time (8am to 11am, Monday to Friday)
Incoming material – MRF	Garbage trucks	1 in, 1 out Every 10 minutes
Incoming material – PCR	Garbage trucks, vans, utility vehicles.	1 in, 1 out Every 15 minutes
Pick up of outgoing MRF material (plastic, metal, paper) Note, glass to be dispatched via the southern driveway and will not impact traffic queueing	Container trucks – loaded using ramp on northern side of MRF	2 in, 2 out Every 2 hours.

Trucks present within the property are classified as follows:
(i) *Operational vehicles* – i.e. vehicles associated with incoming and outgoing waste (aside from sorted glass); and
(ii) *Queueing vehicles* – i.e. vehicles awaiting drop-off or pick up of materials.

The model prepared by the applicant's Traffic Engineer and reviewed by Council Officers confirms that a maximum of three (3) trucks are likely to be present on the site at any one (1) time during the normal operation of the site. However, to provide a contingency plan in the event that there may be more vehicles queuing on site for example due to the arrival of several garbage trucks in quick succession, the applicant has demonstrated that up to (12) vehicles are able to be contained within the property. These are addressed separately below:

Operational Vehicles

The layout of the site provides area for seven (7) delivery and dispatch vehicles loading and unloading within the northern side of the facility as follows:

- One (1) truck on the weighbridge;
- One (1) truck on the driveway approaching the receival area;
- Two (2) trucks tipping at the MRF;
- Two (2) trucks tipping at the PCR; and
- One (1) truck on the driveway approaching the site exit.

These are coloured yellow on the site plan provided as attachment 3 to this report.

Queueing Vehicles

In the event that there is a delay in the use of the weighbridge or garbage vehicles delivering to the site, the applicant has specified an additional five (5) waiting bays for trucks. These waiting bays are coloured red in the site plan provided as attachment 3 to this report.

It is anticipated that these areas will be sufficient to cater for the worst case scenario where there is a delay in vehicles operating within the site and that the use of the property will not require vehicles to queue on surrounding roads.

Traffic Management

The following traffic management measures as detailed within the Traffic Management Plan (TMP) are recommended to be imposed as conditions:

- Priority to use the weighbridge shall be given to trucks entering the site to prevent traffic congestion at the entry to the property;
- Coordination of traffic within the property undertaken by staff using 2-way radio when required to logistically move trucks through the site and maximise efficiency of movement through the property;
- Maximum vehicle movements (as per condition 28 in the previous report, attachment 1);
- Installation of two (2) weighbridges to minimise vehicle movements on Madeline Street and
- No use of the portion of Madeline Street south of the chicane.

It is noted that an assessment of the use of the southern side of the warehouse has not been undertaken as this area is only used for the collection of sorted glass which the applicant has indicated will occur more irregularly and that only one (1) articulated vehicle will be permitted to undertake collection at any one (1) time. This arrangement was reflected in the conditions of consent recommended in the original report to the JRPP (attachment 1).

Noise Associated with Vehicle Queueing

The updated Acoustic Impact Assessment discussed under Point 1 above includes an assessment of operational vehicles moving through the site associated with inbound and outbound materials, noise generated by forklifts and front end loaders operating within the MRF and PCR including noise generated by reversing beepers, sorting machinery within the warehouses and the noise generated by heavy vehicles queueing within the site with

engines idling. It is confirmed that with these noise sources included, the development continues to satisfy the noise criteria set in the acoustic report.

As a result of the existing traffic chicane on Madeline Street, heavy vehicles accessing the site will not be permitted to use the residential streets south of the site. Therefore, heavy vehicles accessing the property will only be permitted to use Punchbowl Road, Cosgrove Road and Liverpool Road.

Whilst the acoustic modelling undertaken for the site demonstrates that the targeted project noise levels are satisfied even when considering noise generated by truck queueing / idling, it does confirm that the existing predicted road traffic noise levels along Punchbowl Road, Cosgrove Road and Liverpool Road already exceed the day and night time criteria set by the NSW Road Noise Policy 2011. It is predicted that noise generated by vehicles moving to/from the site will increase the existing impact of traffic noise on properties in Punchbowl Road, Cosgrove Road and Liverpool Road by 0.4dbA where an increase of up to 3dBA is considered imperceptible for an average person.

5. Visual Screening

Whilst there is no change to the use or visibility of this section of the development site from the Cooks River canal and bicycle trail, the JRPP requested the applicant consider screening methods to reduce the visibility of the site from public spaces.

As previously discussed, the proposal includes the provision of a 4.0m high solid acoustic wall approximately 62m in length along the eastern boundary of the site. This solid wall will function as both an acoustic barrier and visual screen between the subject site and the Cooks River Canal and is considered an acceptable outcome.

6. Hours of Operation

The JRPP requested additional justification from the applicant for the proposed 24 hour operation of the site.

The applicant has provided the following detailed breakdown of site operation. A summary of the justification provided by the applicant in the addendum report is italicised in each section accompanied by assessment comment in the right hand column.

Hours of Operation - Materials Recovery Facility

Activity	Start	Finish	Council Officer Comment
Receipt of incoming material	**4:30am** *First garbage truck to co-inside with kerb side collection times in some areas of Sydney*	**6:00pm** *Most trucks finished by 3pm* *6pm provides additional flexibility for traffic delays*	Receipt of first load at 4:30am is acceptable so long as forklift and processing does not commence until 5:00am. Condition previously recommended requiring all incoming material to be received by 3pm. It is understood that this

			would be acceptable based on the typical operation of the MRF however trucks may arrive after 3pm from time to time. It is recommended that 3pm be retained as a curfew for the receipt of material.
Processing using machinery	**5:00am** *Co-insides with first incoming load received so materials are sorted quickly*	**10:00pm** *To allow for all material to be sorted (max capacity)*	Acceptable as noise targets met throughout the day at the nearest residential receiver. The acoustic barrier proposed (scenario 2) will further reduce noise at the worst effected receiver to 41dBA during the night time hour (5am to 6am) where the target is 38dBA. As discussed previously, this variation is deemed *"marginal compliance"* as a change of 3dBA is not perceptible to the human ear. As the acoustic assessment has confirmed that the operation of the site will comply with the noise targets, based on the 'worst case scenario' of all machinery and trucks operating simultaneously, no objection is raised to the processing of materials within the MRF occurring from 5:00am to 10:00pm.
Cleaning	**10:00pm**	**5:00am** *Cleaning involves removal of built up contaminants and repair of conveyor belt. No materials processing to occur however machinery may be required to operate intermittently.*	The acoustic report considers the impact of the facility based on processing of materials occurring continuously throughout the night time hours (i.e. 24h operation). Notwithstanding the actual hours of operation being much less, the development achieves marginal compliance with the targets set by the acoustic experts (refer to table 1). Further restriction by way of a condition to only permit cleaning and light repair work to the conveyor belts to occur between 10pm and 5am, with all roller doors closed, will ensure that the operation of the site does not impact residents.
Dispatch of outgoing/sorted material	**6:00am** *6:00am commencement*	**6:00pm** *6:00pm final dispatch of goods to ensure*	As discussed above, the operation of the site including the dispatch of materials via heavy vehicles will

	allows any sorted material from the previous day to be collected, before starting dispatch of the current day's materials.	*manageable amount of material is left for removal the following day.*	comply with the daytime noise targets at the nearest residential receivers. No concern is raised regarding the operation of the facility within these hours subject to conditions restricting collection of stored waste from the MRF to a maximum of nine (9) vehicles per day.
CLOSED	**5:00am Sunday**	**4:30am Monday**	Nil operation. Cleaning to be completed from Saturday operations by 5am Sunday. Cleaning to be restricted as stated above.

Hours of Operation - Paper Cardboard Recovery Facility

Activity	Start	Finish	Council Officer Comment
Receipt of incoming material	**6:00am** *To permit council collections to be received. Existing contracts only permit receipt from commercial premises after 6:00am*	**10:00pm** *Required for commercial clients e.g. Flemington Markets*	Based on the acoustic modelling undertaken the development achieves marginal compliance with the noise targets set during the daytime and evening hours. No concern is raised to the receipt of incoming material during these hours.
Processing using machinery	**6:00am** *Co-insides with first incoming load received so materials are sorted quickly*	**10:00pm** *To allow for all material to be sorted based on max capacity.*	Acceptable as noise targets are met throughout the daytime hours at the nearest residential receiver. As discussed above, whilst not required in order to comply with the noise targets, the proposed acoustic barrier will further reduce the noise level at residential receivers. No objection is raised to the processing of materials within the PCR from 6:00am to 10:00pm.
Cleaning	**10:00pm**	**6:00am** *Cleaning involves removal of built up contaminants and repair of conveyor belt. No materials processing to occur however machinery may be required to operate intermittently.*	The applicant has indicated that all roller doors are to be closed at 10:00pm and no *processing* of material will occur after this time. Based on these reduced hours of processing and the results of the acoustic assessment which indicate that a fully operational site would still generally satisfy noise targets at the nearest residential receiver, no objection is raised to the use of the premise for cleaning only between 10:00pm and

			6:00am.
Dispatch of outgoing/sorted material	**6:00am**	**10:00pm**	No concern is raised regarding the operation of the facility within these hours subject to conditions restricting collection of stored waste from the MRF to a maximum of five (5) vehicles per day.
CLOSED	**10:00pm Saturday**	**6:00am Monday**	Nil operation.

Community Consultation

Letters and emails were distributed to previous objectors notifying that the addendum report to the EIS was available for a period of 14 days from 15 September 2016 to 30 September 2016 and inviting any further objections. Ten (10) additional written submissions were received.

The concerns raised in the submissions are outlined and discussed below:

1. **Acoustic Impact**

   Refer to detailed discussion under Section 1 above. The acoustic modelling undertaken is satisfactory and demonstrates that the operation of the site is generally compliant with the noise targets set in accordance with the NSW EPA Industrial Noise Policy.

2. **Mitigation Methods**

   Refer to discussion under point 3 above. The acoustic wall, whilst not required in order to achieve compliance with the noise targets, will screen the site from the Cooks River canal and bicycle path whilst also providing a small improvement to noise levels at the closest residential receivers.

   An objector suggests that the following additional conditions be included in the consent to further minimise noise generated by the site:

   (a) Replace reversing beepers with low decibel/non-tonal alarms (quackers);
   (b) Construct additional acoustic walls along the northern and southern boundaries of the site;
   (c) Closing roller doors during receipt and processing of materials;
   (d) Only permit gas/electric powered forklifts, not diesel; and
   (e) Requiring the construction of an awning over the rear area in addition to the acoustic wall.

   The acoustic modelling demonstrates a ‘worst case scenario’ of all machinery operating simultaneously, 24 hours per day and includes reversing beepers, diesel forklifts and keeping the roller doors open. Whilst the measures recommended by the objector may further reduce the noise transfer from the site, the development complies with the

requirements of the Industrial Noise Policy and achieves marginal compliance the conservative noise targets set by Council's acoustic expert.

3. Traffic Movements in Residential Streets

Deliveries to the PCR will be via garbage trucks, medium rigid vehicles and smaller utility vehicles and vans. Vehicles delivering to the MRF will be via garbage trucks. All deliveries to the site will be via contract agreements with commercial facilities and local councils.

The traffic chicane south of the site restricts heavy vehicle movements to the northern section of Madeline Street. A condition of consent has been recommended prohibiting vehicles accessing the site from using the residential portion of Madeline Street. Compliance with this condition will be the responsibility of the site operator, however it is suggested that this requirement could be written into the contractual agreements for companies delivering to the premise.

4. Traffic Queueing

Traffic queueing within the site has been addressed in detail in Section 4 above.

5. Comparison with MRF at Dandenong South, Victoria

As discussed in Section 1 above, unattended noise monitoring was undertaken of a similar facility at Dandenong South. This monitoring informed the acoustic modelling by providing an indication of the likely operational noise level of a fully functioning MRF, which was then placed into the model to provide an assessment within the local environment. The location of the Dandenong facility is not relevant to the projected noise monitoring in the acoustic model.

CONCLUSION

The proposal has been reviewed in response to the previous resolution of the JRPP and request for additional information. As discussed throughout this report, the proposed waste management facility is able to satisfy the acoustic targets set by the NSW EPA Industrial Noise Policy and the more conventional targets set by Council's consultant acoustic expert.

Whilst not required in order to achieve compliance with the acoustic targets, the applicant has committed to the construction of an acoustic barrier along the rear boundary of the site. This barrier will assist in visually and further acoustically screen the development from nearby public spaces.

It is recommended that the application be granted approval subject to conditions of consent. The conditions contained within the previous report to the JRPP have been marginally modified to incorporate the acoustic barrier and restricted hours of operation and are provided in attachment 4.

ATTACHMENTS

1. Previous Assessment Report
2. Applicant's Addendum Report
3. Site Plan including Traffic Queueing Locations
4. Revised recommended Conditions (track changes)