REPORT

WASTE TRANSFER & RECOVERY FACILITY

63-65 Cosgrove Road, Strathfield South, NSW 2135

AIR QUALITY IMPACT ASSESSMENT

RWDI # 2304625

28 April 2023

SUBMITTED TO

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RWDI Australia Pty Ltd operates a Quality Management System which complies with the requirements of AS/NZS ISO 9001:2015. This management system has been externally certified by SAI Global and Licence No. QEC 13457 has been issued for the following scope: The provision of consultancy services in acoustic engineering and air quality; and the sale, service, support and installation of acoustic monitoring and related systems and technologies.

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1 INTRODUCTION

RWDI Australia Pty Ltd (RWDI) has been commissioned by Waste 360 Pty Ltd to conduct an air quality assessment for proposed modifications to the existing waste transfer and recovery facility (the "Proposal") located at 63-65 Cosgrove Rd, Strathfield South (Lot 1 DP 202168).

The Proposal will involve the extension of operational hours to 24 hours, 7-day operation which results in the truck movements outside the current operational hours. As per Strathfield Council's advice an air quality impact assessment report is required for the proposed extension of operational hours (24/7 operation).

This air quality impact assessment report provides the following details:

- the existing environment;
- the land zoning of the site and neighbouring area;
- the closest existing residential and industrial receivers;
- relevant air quality criteria;
- assessment of likely and worst-case scenarios for air quality impacts for the proposed modification; and
- recommendations to minimise air quality impacts on affected receivers, if required.

This air quality impact assessment has been completed with reference to relevant guidelines and policies, namely:

- Environmental Protection Authority (EPA) guideline entitled "Approved Methods for the Modelling and Assessment of Air Pollutants in NSW" (NSW EPA, 2022).
- Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) "Guidance on land-use planning and development control: Planning for air quality 2017 v1.2" (EPUK & IAQM, 2017).

2 PROJECT DESCRIPTION

2.1 Project Location

The Project site is located in an industrial site at 63-65 Cosgrove Rd, South Strathfield South, NSW, and is currently operating as a waste transfer and recovery facility. The site is approximately 2700 m^2 in area, and an aerial overview of the site is shown in Figure 2-1.

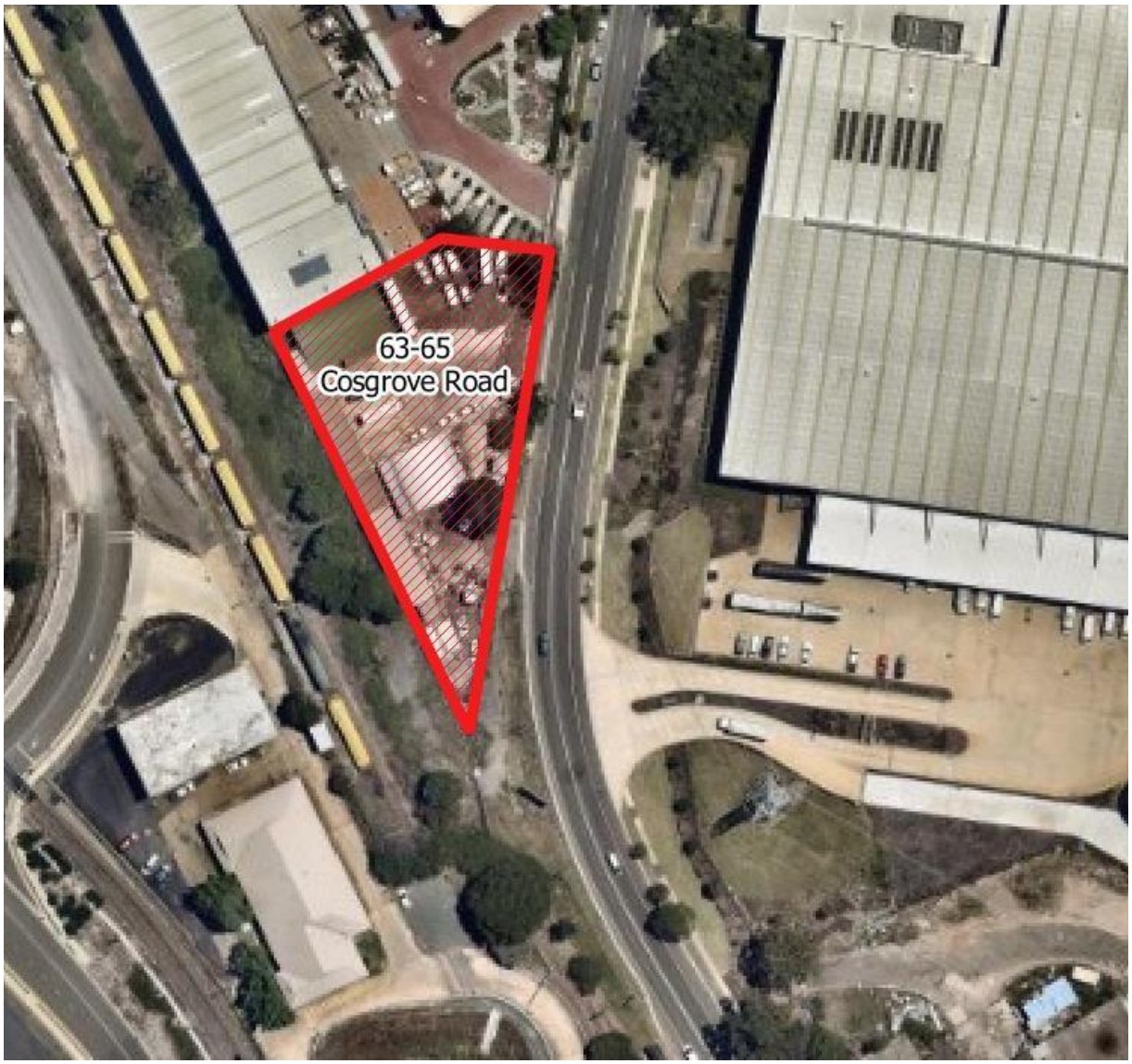

Figure 2-1: Project Site Location

The site and surrounding area are zoned as general industrial. All residential receivers are substantially shielded by large industrial buildings. The closest residential receivers are located further to the east. The addresses and distance from the project site of industrial and residential receivers in each direction are presented in Table 2-1, and an aerial overview showing their relative locations is presented in Figure 2-2.

Table 2-1: Nearest Residential and Industrial Receivers

Direction	Residential, Approx. Distance	Industrial, Approx. Distance
North	40 Cave Road, 650 m	57 Cosgrove Road, adjoining site
East	16 McEnroe Street, 400 m 29 Gregory Street, 450 m	34-48 Cosgrove Road, opposite site
South	116 Cosgrove Road, 1000 m	71-73 Cosgrove Road, adjoining site
West	20 Rebecca Road, 550 m	71-73 Cosgrove Road, adjoining site

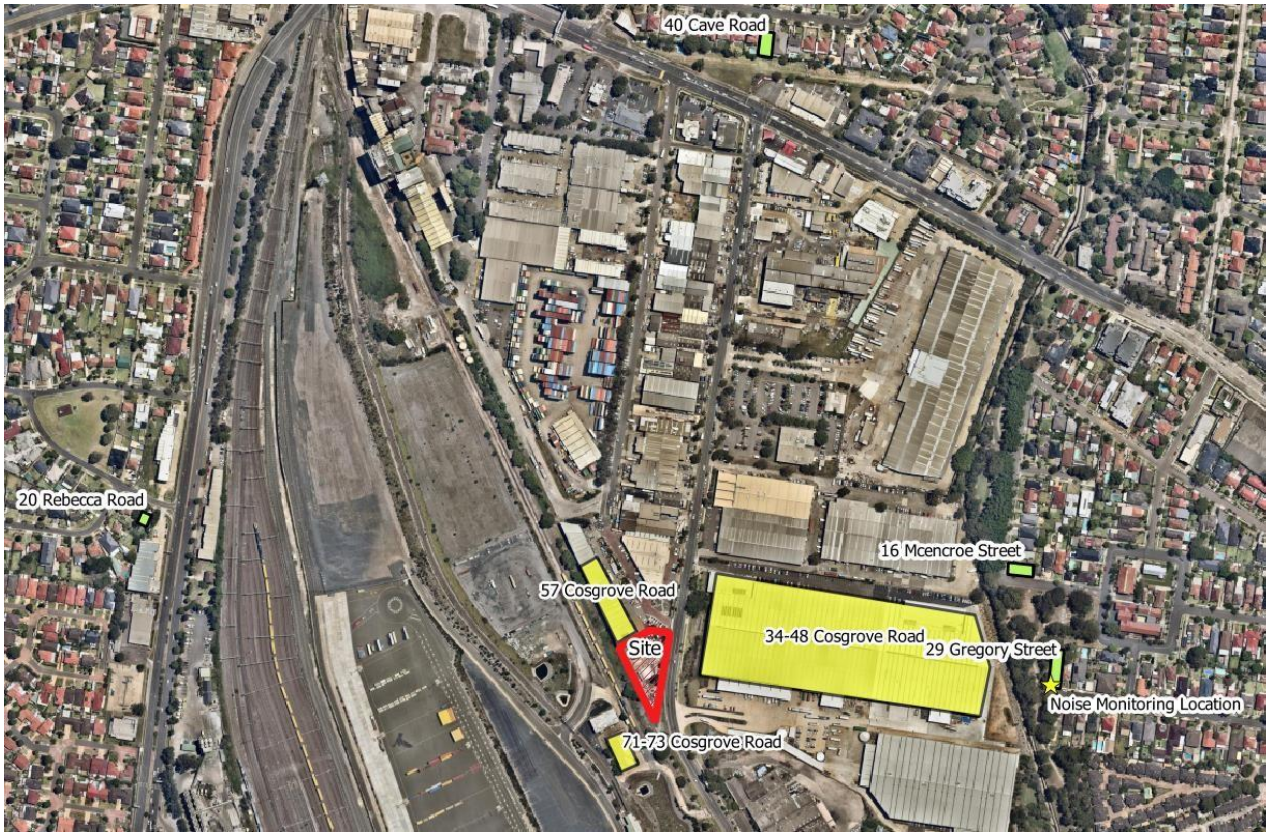

Figure 2-2: Location of Identified Industrial and Residential Receptors

2.2 Proposed Development

The existing site is currently operating as waste transfer and recovery facility. Only minor construction and demolition waste of inert matter, arising from strip-outs of shops and offices, is accepted at this facility. This waste includes:

- Metals;
- Plastics; and
- Wood.

No bulk construction and demolition material such as the following is accepted or processed:

- Concrete slabs;
- Large quantities of brick;
- Soils;
- Putrescent waste; and
- Liquid waste and tyres.

The waste is brought in by contractors/other customers and dumped upon the floor of the building. It is hand sorted to extract timber, metals, cardboard, and other valuable materials. Good furniture or resalable items are taken aside for onwards transport to retailers. Some waste is delivered by the waste bin sideline, tipped onto the floor, and sorted and stored in another part of the building for onwards transport. The collected waste is piled up by a diesel loader. This waste is taken to the landfill sites by few large trucks (generally two) during the day.

Currently the site is operating from 07:00 AM to 10:00 PM on Monday to Saturday. The facility is open to receive waste from 07:00 AM to 04:30 PM Monday to Friday and 07:00 AM to 01:30 PM on Saturdays. The waste transfer facility is planning to extend the operational hours to 24 hours a day, 7 days a week. There will be no changes to the current site activities except for some heavy vehicle movements outside current operational hours. The existing layout of the site, the layout of the ground floor and layout of the first floor is shown in Figure 2-3, Figure 2-4, and Figure 2-5 respectively.

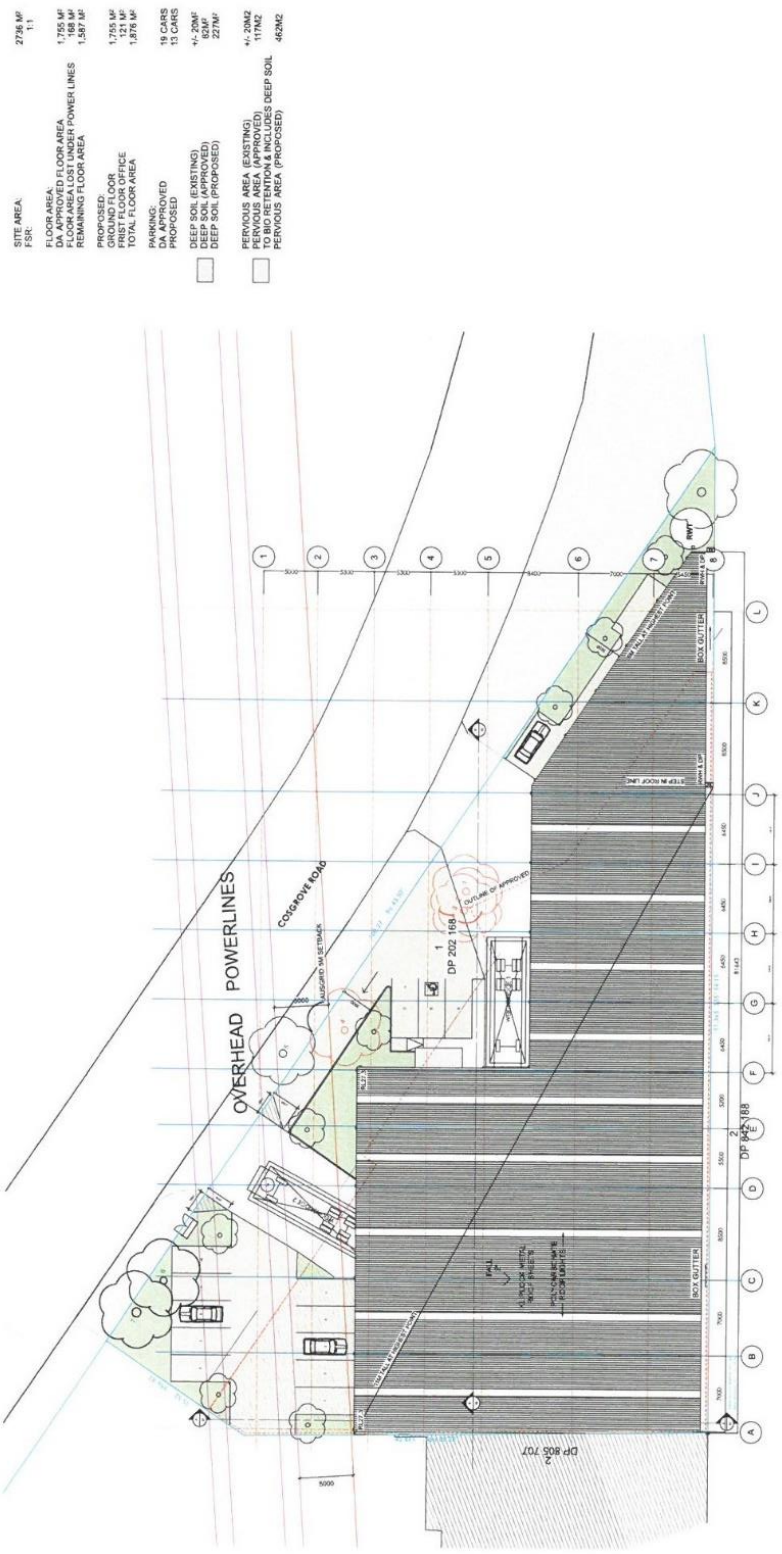

Figure 2-3: The structural layout of the site (overview)

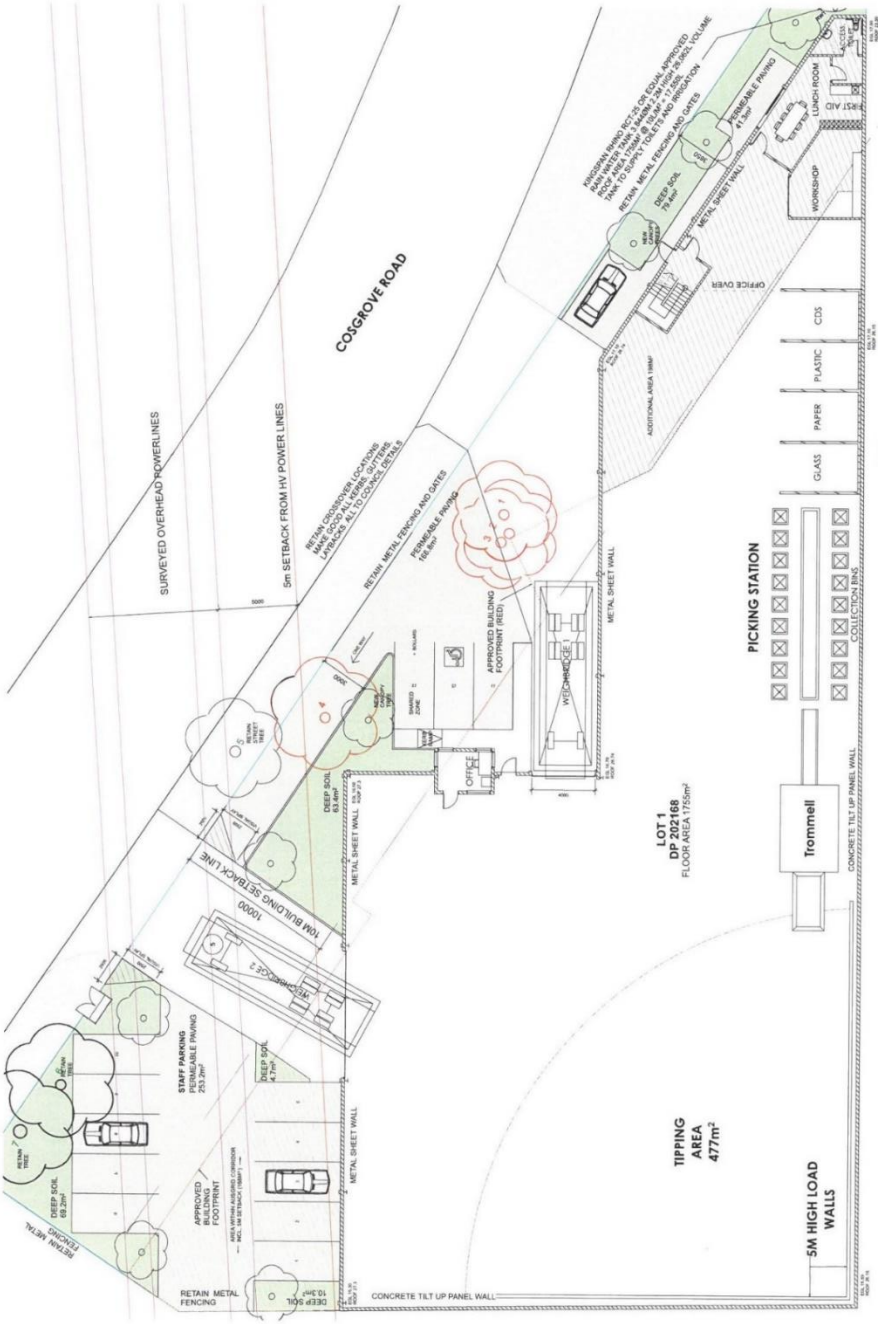

Figure 2-4: The structural layout of the site (Ground floor)

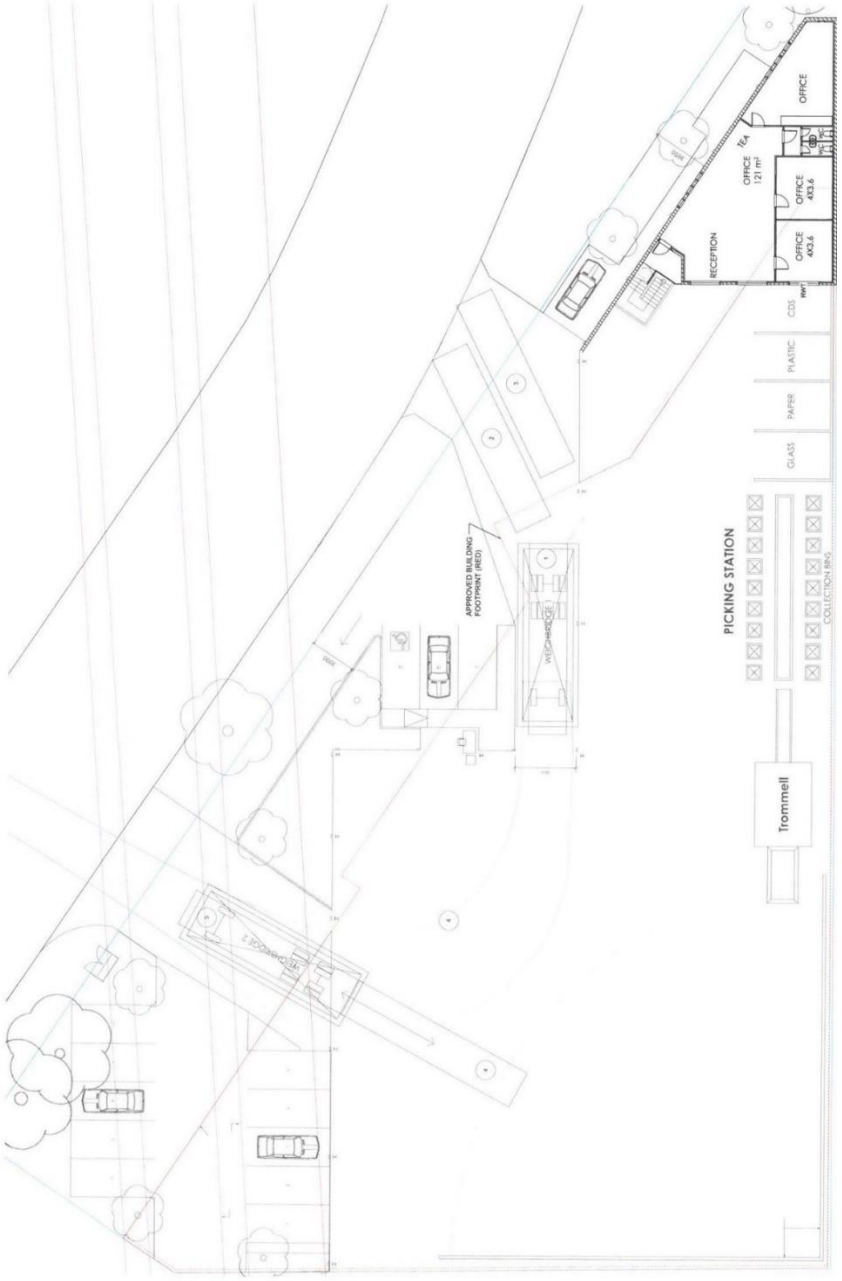

Figure 2-5: The structural layout of the site (First floor)

2.3 Potential Sources of Air Emissions Associated with the Development

Air emissions are likely to occur during the operation of the waste transfer site. The most likely air quality sources from the operation are summarised below:

- Off-site and on-site vehicular movements.
- Trucks dumping waste material.
- Loader operation.
- Fugitive dust on hardstand areas.

The commercial and industrial waste to be accepted typically contains a low percentage of dusty materials, and attended water spray is used to control any generated dust.

The processing building has a dust suppression sprinkler/misting system to control any generated dust within the building. Large roller doors only open during the entry and exit of the trucks.

Potential odour generation has not been identified within the existing site activities. Materials dumped onto the tipping floor of the processing building are inspected, and any load found to contain prohibited materials (e.g., putrescible waste) is immediately loaded back into the delivering vehicle and rejected from the site.

3 AIR QUALITY CRITERIA

3.1 Introduction

The NSW Environmental Protection Authority (EPA) developed a guideline ("the Approved Methods") that sets out applicable impact assessment criteria for several air pollutants (NSW EPA, 2022).

3.2 Impact Assessment Criteria

Air quality criteria are benchmarks set to protect the general health and amenity of the community in relation to air quality. The criteria presented in the Approved Methods (NSW EPA, 2022) are consistent with the National Environment Protection Council's National Environment Protection (Ambient Air Quality) Measure (NEPC, 2021). **Table 3-1** summarises the air quality goals for NO_2 and particulate matter that are relevant to this study. The air quality goals relate to the total concentrations of dust and particulate matter in the air and not just that from the project. Therefore, some consideration of background levels needs to be made when using these goals to assess impacts.

Table 3-1: Impact Assessment Criteria – Dust and Particulate matter

Pollutant	Averaging period	Criteria
Total suspended particulates (TSP)	Annual	90 µg/m³
Particulate matter ≤10 µm (PM_{10})	Annual	25 µg/m³
	24-hour	50 µg/m³
Particulate matter ≤2.5 µm ($PM_{2.5}$)	Annual	8 µg/m³
	24-hour	25 µg/m³
NO_2	Annual	31 µg/m³
	1-hour	164 µg/m³

4 EXISTING ENVIRONMENT

4.1 Local Meteorology

Meteorological conditions strongly influence air quality. Most significantly, wind speed, wind direction, temperature, relative humidity, and rainfall affect the dispersion of air pollutants. The following sub-sections discuss the local meteorology near the Project site.

4.1.1 Long-Term Climate

Long-term meteorological data for the area surrounding the site is available from the Canterbury Racecourse AWS operated by the Bureau of Meteorology (BoM). The Canterbury Racecourse AWS is located approximately 4.0 km south-east of the site and records observations of meteorological data including wind speed, wind direction, temperature, humidity, and rainfall.

Long-term climate statistics are presented in Table 4-1. Temperature data recorded at the Canterbury Racecourse AWS indicate that January is the hottest month of the year, with a mean daily maximum temperature of 27.9°C. July is the coolest month with a mean daily minimum temperature of 5.8°C. February is the wettest month with an average rainfall of 127 mm falling over 8 days. There are, on average, 87 rainy days per year, delivering 1030 mm of rain.

Table 4-1: Climate Averages for Canterbury Racecourse AWS

Obs.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
9am Mean Observations													
Temp (°C)	22.7	22.3	20.4	18.2	14.7	11.9	10.9	12.8	16.5	18.7	19.8	21.6	17.5
Hum (%)	68	74	76	72	73	76	73	62	59	59	66	66	69
3pm Mean Observations													
Temp (°C)	25.9	25.7	24.5	22.0	19.3	17.1	16.4	17.8	20.4	21.5	22.8	24.7	21.5
Hum (%)	57	60	58	57	54	54	50	42	46	50	54	54	53
Monthly Averaged Minimum and Maximum Temperatures													
Min (°C)	18.5	18.3	16.6	12.8	9.2	7.1	5.8	6.4	9.4	12.2	14.8	16.8	12.3
Max (°C)	27.9	27.2	25.9	23.6	20.7	18.1	17.6	19.0	21.8	23.5	24.7	26.6	23.0
Rainfall													
Rain (mm)	82.4	127.3	117.3	98.9	75.2	101.7	67.8	62.1	49.9	67.2	72.9	63.9	1030.5
Rain (days)	7.9	8.1	9.5	7.4	6.6	8.6	6.6	5.1	5.3	6.7	7.8	7.0	86.6

4.1.2 Wind

Observations of wind speed and direction from the Office of Environment and Heritage (OEH) air quality monitoring station (AQMS) at Chullora have been selected to represent typical wind patterns in the area surrounding the site. The Chullora AQMS is located approximately 2.37 km west from the centre of the site.

Figure 4-1 through Figure 4-6 present annual and seasonal "wind rose" plots for the Chullora AQMS, for the period from 2017 to 2021. As can be seen, winds from the south to south-west and north-east to north octants are most common in all four seasons.

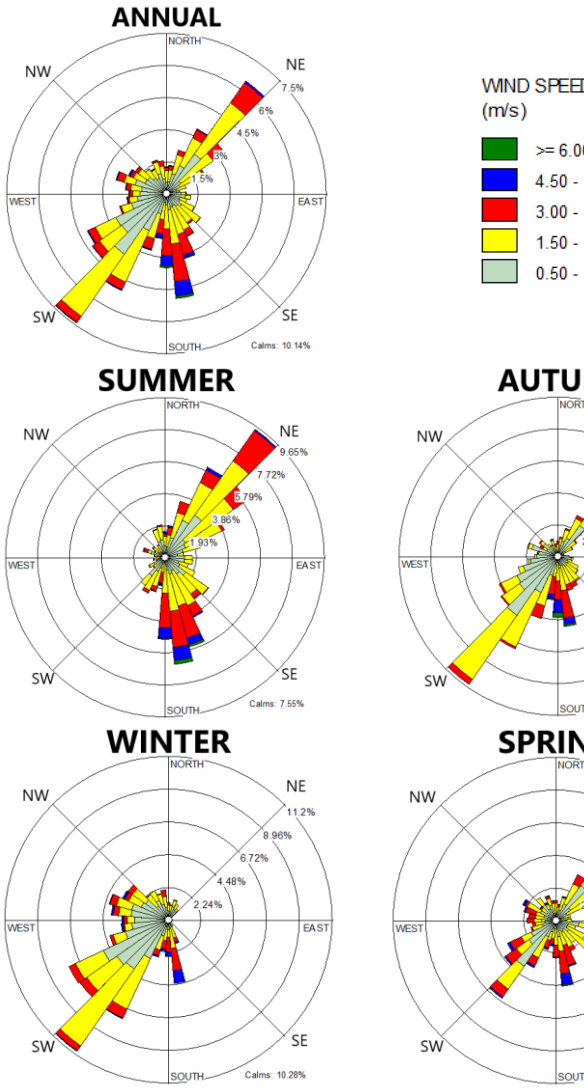

Figure 4-1: Chullora AQMS Wind Roses, 2017

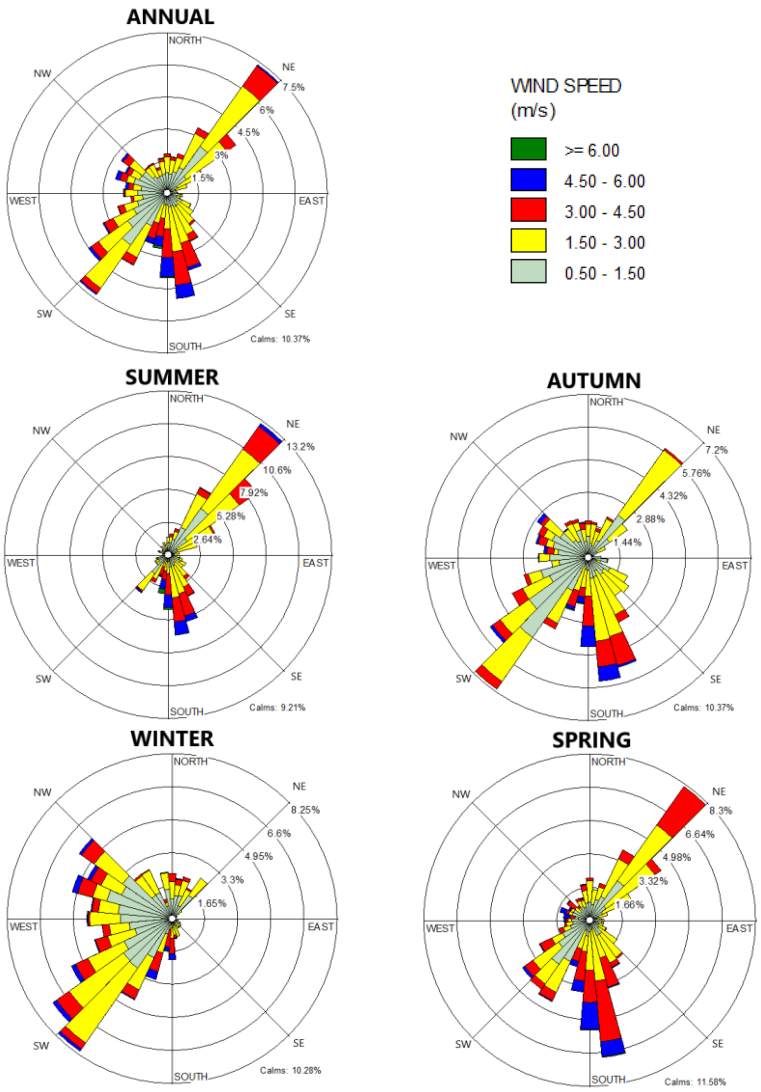

Figure 4-2: Chullora AQMS Wind Roses, 2018

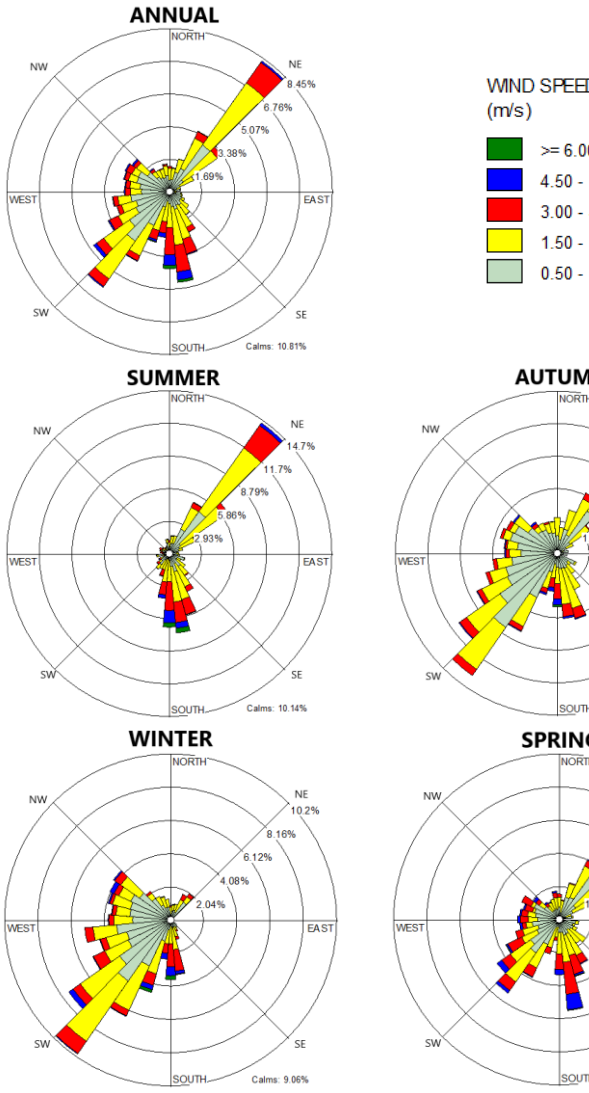

Figure 4-3: Chullora AQMS Wind Roses, 2019

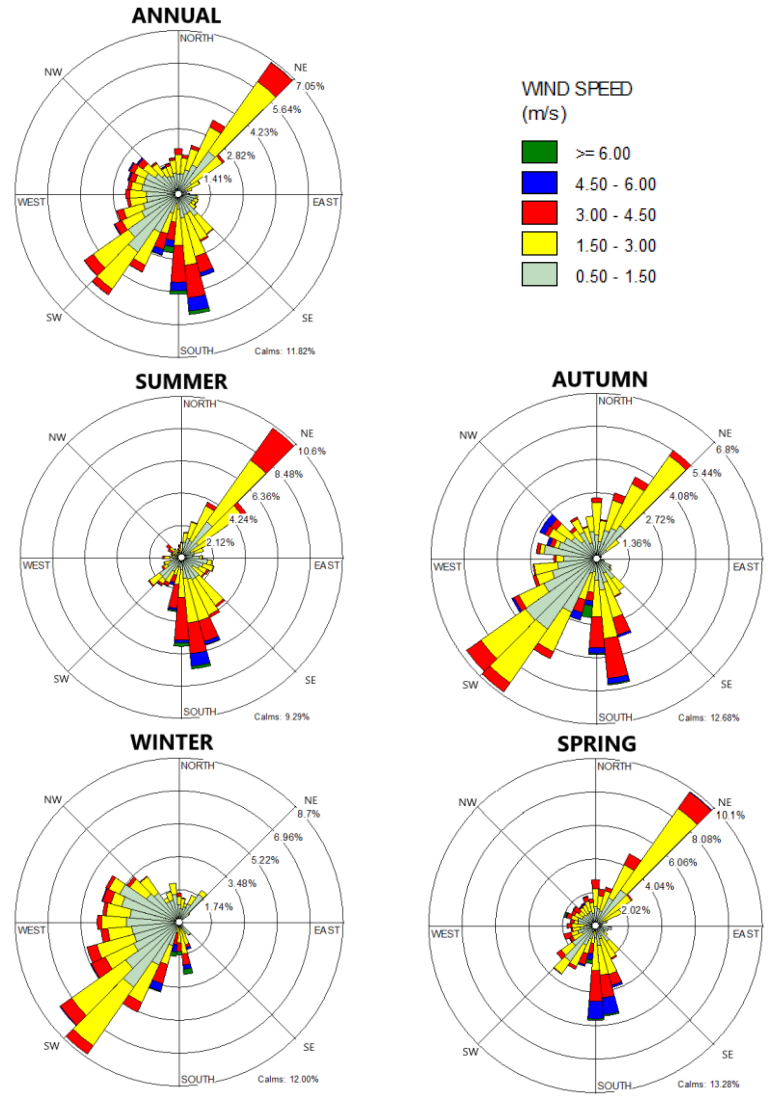

Figure 4-4: Chullora AQMS Wind Roses, 2020

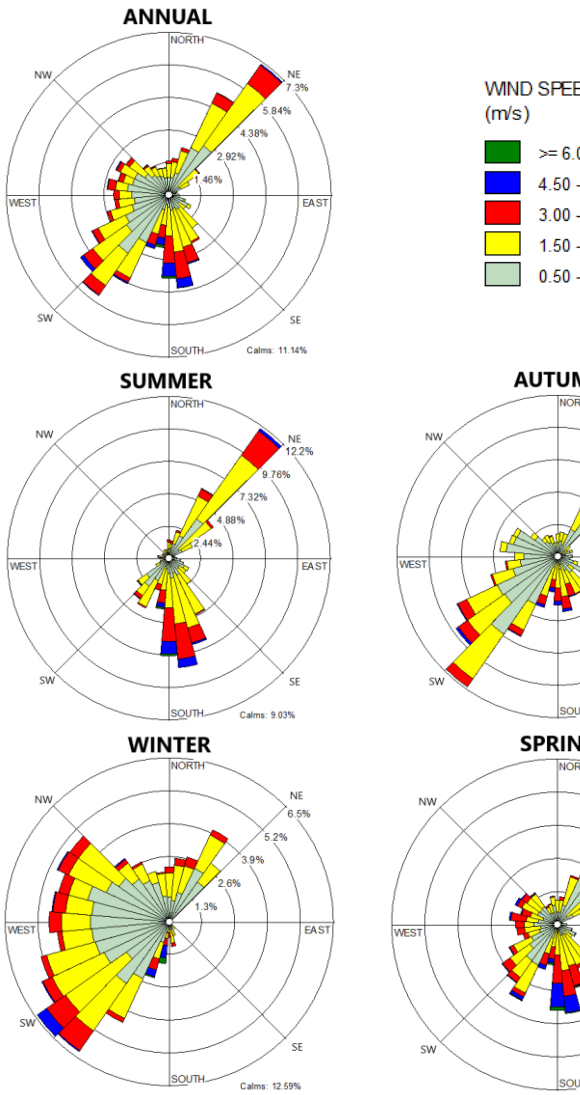

Figure 4-5: Chullora AQMS Wind Roses, 2021

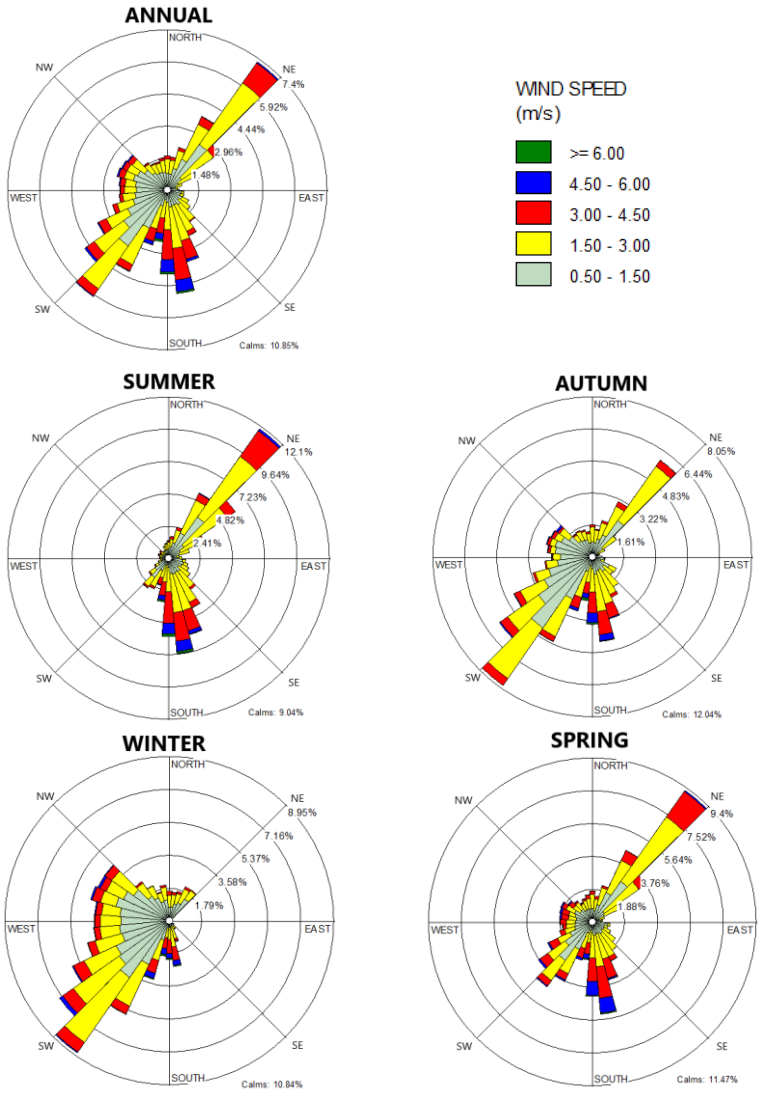

Figure 4-6: Chullora AQMS Wind Roses, 2017-2021

4.2 Local Ambient Air Quality

No site-specific data are available to determine the existing concentrations of air pollutants at sensitive receptors near the proposed development. Data on existing background pollution concentrations were obtained from the NSW Department of Planning and Environment (DPE), which operates a network of air quality monitoring stations (AQMS) across NSW. The nearest AQMS measuring the selected pollutants is located approximately 2.37 km west from centre of the site, at Chullora AQMS.

The annual averages of ambient air quality monitoring data collected over the five-year period from 2017-2021 at Chullora AQMS are presented in Table 4-2, which also presents the applicable impact criteria for each pollutant.

Table 4-2: Annual Average Air Pollutant Concentrations in Proximity to the Project Site

Year	PM_{10} (µg/m^3)	$PM_{2.5}$ (µg/m^3)	NO_2 (µg/m^3)
2017	20.1	9.5	24.8
2018	21.9	8.6	24.8
2019	24.6	11.7	24.8
2020	20.5	8.8	18.6
2021	16.5	7.2	18.6
Average	20.7	9.2	22.3
Impact Criteria	25	8.0	31

Note 1: Less than 75% valid data collected.

Elevated PM levels in 2019 were likely caused by above-average bushfire and dust-storm activities in NSW from October to December 2019. However, to be conservative, the 2019 data has been used to establish existing background levels. A review of the data from Chullora AQMS and comparison to the impact criteria indicates the following:

PM_{10}

- Measured annual average concentrations ranged from 16.5 to 24.6 µg/m^3.
- Over the 2017-2021 period, the annual impact criteria of 25 µg/m^3 was not exceeded. The arithmetic average over the period is 20.7 µg/m^3, which is at **83%** of the annual impact criteria.

$PM_{2.5}$

- Measured annual average concentrations ranged from 7.2 to 11.7 µg/m^3.
- Over the 2017-2021 period, the annual impact criteria of 8 µg/m^3 was exceeded in most years. The arithmetic average over the period is 9.2 µg/m^3, which is at **114%** of the annual impact criteria.

NO_2

- Measured annual average concentrations ranged from 18.6 to 24.8 µg/m^3.
- Over the 2017-2021 period, the annual impact criteria of 31 µg/m^3 was not exceeded. The arithmetic average over the period is 22.3 µg/m^3, which is at **72%** of the annual impact criteria.

4.3 Emissions within the Project Site's Region

The NSW Environment Protection Authority (EPA) has produced the NSW Air Emissions Inventory for anthropogenic (human-made) and natural sources in NSW (NSW EPA, 2008/2013). The inventories cover the Greater Metropolitan Region (GMR), which is further divided into three urban regions (Sydney, Newcastle, and Wollongong).

The Project site is within the Sydney region, which is currently controlled by human-made sources including road traffic from the many arterial roads, general industry (mostly warehouse distribution), and a small number of quarry and manufacturing sites. Wood burning and earthworks/construction are also contributors of PM pollution to the region.

The most current inventory report is for the 2013 calendar year, the previous report covered 2008. For this project, the information from these reports (NSW EPA, 2008/2013) has been summarised for the Sydney region in Table 4-3 and can be used to approximate the proportion near the Project site.

Table 4-3: Proportion of Total Estimated Annual Emissions (%)

Year	PM_{10}		$PM_{2.5}$		NO_x [1]	
	Natural	Human	Natural	Human	Natural	Human
2008	19.1	80.9	8.1	91.9	1.7	98.3
2013	27.3	72.7	27.7	72.3	4.3	95.7

Notes:
[1] It has been conservatively assumed that 100% of the NO_x emissions are NO_2.

For the three pollutants, Table 4-3 shows a reduction in the proportion of human-made emissions between the 2008 and 2013 calendar years.

The NSW Air Emissions Inventory further provides the proportion of total emissions by human-made source type (refer Table 4-3 for 2013 data). Based this data and the proportions within Table 4-3, Table 4-4 summarises the contribution from road traffic.

Table 4-4: Proportion of Total Estimated Annual Emissions – Road Traffic (%)

Year	PM_{10}	$PM_{2.5}$	NO_x[1]
2008	12.8	14.4	61.8
2013	11.9	12.9	55.4

Note 1: It has been conservatively assumed that 100% of the NO_x emissions are NO_2.

The table shows a reduction in the proportion of emissions from road traffic between the 2008 calendar year and 2013 calendar year despite an increase in traffic.

It is critical to note that since 2013 there have been many additional measures to improve vehicle exhaust emissions such as Euro 5 emission control standards for all light-duty vehicles manufactured from November 2016 and improvements in fuel quality standards (February 2019). Furthermore, Australia is currently reviewing vehicle emission controls further, considering Euro 6 for light-duty and Euro VI for heavy-duty vehicles.

On this basis, it is considered conservative to apply the road traffic emissions for 2013 as per Table 4-4 and Figure 4-7 to the current environment.

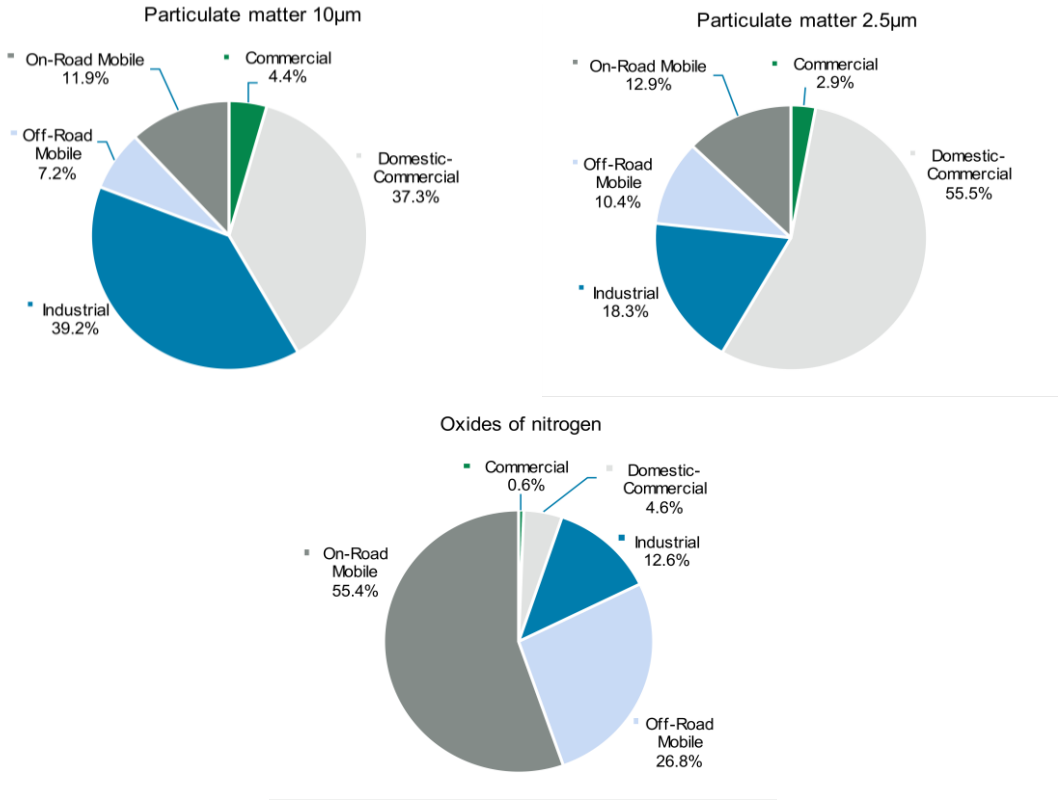

Figure 4-7: Proportions of Total Estimated Annual Emissions for Human-made Source Types (PM_{10}, $PM_{2.5}$, and NO_x) – Sydney Region – 2013

5 OPERATION PHASE ASSESSMENT

5.1 Assessment Methodology

The operational air quality assessment considers the impact from an increase in vehicle movements due to the extended operational hours of the waste transfer and recovery facility. As mentioned previously in this assessment, in terms of air quality, the proposed extended operation of this waste transfer and recovery facility would generate additional traffic movements along Cosgrove Road.

The emissions would be of a similar nature to those already emitted by road traffic along the nearby road network, although their contributions would be small and therefore considered a low risk to the nearby receivers. The closest residential receivers are located approximately 400 m to the east of the site boundary as shown in Figure 2-2. Moreover, as per Section 4.1, winds from south to south-west and north-east to north octants are most common in all four seasons. Although westerly winds would be able to carry emissions towards the residential receptors, it is not anticipated that these would have a substantial impact.

Guidance in EPUK & IAQM (2017) was followed to estimate the contribution of the three main pollutants from the operation of the Project. Specifically, Table 6.3 from the guideline (reproduced as Table 5-1 below) was applied.

Table 5-1: Impacts Descriptors for Individual Receptors

Long term average Concentration at receptor in assessment year	% Change in concentration relative to Air Quality Assessment Level (AQAL)			
	1	2-5	6-10	>10
75% or less of AQAL	Negligible	Negligible	Slight	Moderate
76-94% of AQAL	Negligible	Slight	Moderate	Moderate
95-102% of AQAL	Slight	Moderate	Moderate	Substantial
103-109% of AQAL	Moderate	Moderate	Substantial	Substantial
110% or more of AQAL	Moderate	Substantial	Substantial	Substantial

Explanation

1. AQAL = Air Quality Assessment Level, which may be an air quality objective, EU limit or target value, or an Environment Agency 'Environmental Assessment Level (EAL)'.
2. The Table is intended to be used by rounding the change in percentage pollutant concentration to whole numbers, which then makes it clearer which cell the impact falls within. The user is encouraged to treat the numbers with recognition of their likely accuracy and not assume a false level of precision. Changes of 0%, i.e. less than 0.5%, will be described as Negligible.
3. The Table is only designed to be used with annual mean concentrations.
4. Descriptors for individual receptors only; the overall significance is determined using professional judgement (see Chapter 7). For example, a 'moderate' adverse impact at one receptor may not mean that the overall impact has a significant effect. Other factors need to be considered.
5. When defining the concentration as a percentage of the AQAL, use the 'without scheme' concentration where there is a decrease in pollutant concentration and the 'with scheme;' concentration for an increase.
6. The total concentration categories reflect the degree of potential harm by reference to the AQAL value. At exposure less than 75% of this value, i.e. well below, the degree of harm is likely to be small. As the exposure approaches and exceeds the AQAL, the degree of harm increases. This change naturally becomes more important when the result is an exposure that is approximately equal to, or greater than the AQAL.
7. It is unwise to ascribe too much accuracy to incremental changes or background concentrations, and this is especially important when total concentrations are close to the AQAL. For a given year in the future, it is impossible to define the new total concentration without recognising the inherent uncertainty, which is why there is a category that has a range around the AQAL, rather than being exactly equal to it.

Source: EPUK & IAQM (2017)

5.2 Operational Assumptions

All additional traffic associated with the Project would travel along Cosgrove Road and eventually onto other arterial roads such as Hume Highway (A22) and Canterbury Road (A34). On this basis, we conservatively assume that the road traffic portion of the emissions near the Project site is exclusively controlled by the traffic on Cosgrove Road, which is clearly not the case given the many other roads in this region.

Annual Average Daily Traffic (AADT) counts in 2022 of the above mentioned two roads were:

- Hume Highway (A22): 48,162 counts[1].
- Canterbury Road (A34): 41,136 counts[2].

The total number of vehicle trips per day for the project site would be approximately 32 trucks from the Cosgrove Road (assumed based on 90 minutes to load each truck as per the information provided by the client). The traffic-generation estimate is considered to be conservatively high.

The additional movements would result in an approximate increase to the overall traffic movements in the area that correspond to a 1% increase of heavy vehicles historical traffic counts on Hume Highway or Canterbury Road (assuming 8% of AADT are heavy vehicles).

5.3 Estimation of Increase in Pollutants

Table 5-2 presents the estimated increase in the concentrations of the main three pollutants, PM_{10}, $PM_{2.5}$, and NO_2, due to the operation of the Project assuming a worst-case 1% increase in traffic.

Table 5-2: Increase in Concentration due to the Project.

Pollutant	Existing Average Concentration (µg/m³)	Estimated[1] Concentration Caused by Existing Traffic (µg/m³)	Estimated[2] Increase in Concentration Caused by Project Operational Traffic (µg/m³)	Percentage Change in Concentration Relative to AQ Criteria	Percentage of Existing Average Concentration Relative to AQ Criteria
PM_{10}	20.7	2.46	0.02	0.10%	83%
$PM_{2.5}$	9.2	1.19	0.01	0.15%	115%
NO_2	22.3	12.35	0.12	0.40%	72%

Notes:

[1]: Share of concentration contributed by existing traffic as per Table 4-4 for year 2013.

[2]: Assumed 1% increase to Estimated Concentration Caused by Existing Traffic considering worst case increase in traffic.

[1] https://roads-waterways.transport.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/aadt-map/index.html#/?z=13&lat=-33.8829442410003&lon=151.104532942014 63&id=28022&tb=1

[2] https://roads-waterways.transport.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/aadt-map/index.html#/?z=13&lat=-33.907497681646774&lon=151.0746799523926&id=24014&tb=1

In accordance with Table 5-2, the impact and significance of the Project's operation for each pollutant is as follows:

- PM_{10}: "Negligible" impact on the sensitive receptors. This will not have any significant effect as it is confined to few receptors and not expected to cause harm to human health.
- $PM_{2.5}$: "Moderate" impact on the sensitive receptors. This will not have any significant effect as it is confined to few receptors and not expected to cause harm to human health. Although the existing background concentration is above the criteria, it is considered not significant due to the conservatism of the assessment and because the 0.15% change in concentration relative to air quality criteria is substantially below the 1% threshold of the first column in Table 5-1.
- NO_2: "Negligible" impact on the sensitive receptors. This will not have any significant effect as it is confined to few receptors and not expected to cause harm to human health.

6 RECOMMENDED MITIGATION AND MANAGEMENT

6.1 Dust Mitigation Measures

The assessment of potential dust impacts from the proposed extended operational hours (24/7 operation) will have a **negligible impact**. To ensure best practice management, the following mitigation measures are recommended so that operational dust impacts are minimised.

Roles & Responsibilities

- The Site Manager will ensure the following equipment and controls are in place:
  - Dust mitigation equipment is available and operating at the frequency, times, and location specified;
  - Provide direction to equipment operators concerning speed of operation(s) and duration of watering;
  - Staff and sub-contractors to be inducted and made aware of the air quality / dust suppression techniques used on site; and
  - Follow up on all dust complaints.

Control Measures

- Where applicable, stockpiles to be temporarily covered or sprayed with water to keep dust to a minimum;
- Hardstand area to be kept free of visible dust by sweeping;
- Water should be used to control dust from loader where there is visible dust;
- When conditions are excessively windy and the dust emissions objectives from operations cannot be maintained, then all dust generating activities shall cease until visible dust is reduced; and
- Water spraying will be conducted during the unloading/loading of trucks, if visual dust is generated.

Heavy Vehicles and Sustainable Travel

- Vehicles controlled by the site operator will be maintained in accordance with the manufacturer's specification to comply with all relevant EPA emission standards;
- All vehicles on site will be confined to designated access roads;
- Trucks entering the site will be encouraged to have their loads covered;
- Trucks will be covered after being loaded and tailgates will be effectively sealed prior to leaving site;
- Trucks will be clear of any excess dust that may be deposited on roads surrounding the worksites, prior to exiting site;
- Sweeping of the hardstand / building will be undertaken as required;
- Heavy vehicle trip distances would be minimised if possible; and
- Vehicles will have regular checks (by visual inspection) on exhaust emissions and be maintained; i.e. no visible emissions after 30 seconds.

Corrective Actions

- If mitigation methods are not effective these actions will be employed:

- Increase water sprays;
- Stop activity;
- Secure with a cover;
- Clearing of hardstand/road surface; and
- Reduce or modify activity.

- If visual monitoring indicates that the air quality objectives are being exceeded:
  - Identify the activities that were occurring at the time of the exceedances;
  - Determine the activities that were most likely contributing to the exceedances;
  - Review site works and environmental controls in place for this activity;
  - Implement an agreed alternative to control dust generation more adequately.

Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to relevant authorities (Council, EPA, etc).
- Record exceptional incidents that cause dust and/or air emissions, on or off site, and the actions taken to resolve the situation in the logbook.

Monitoring

- Undertake daily on-site and off-site inspections at nearby receptors to monitor dust. Record inspection results and make available to relevant authorities. This should include regular dust soiling checks of surfaces such as street furniture, cars, and windows. Continuous real-time dust monitoring is not necessary for this project.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

7 CONCLUSION

RWDI was engaged by Waste 360 Pty Ltd to conduct an air quality impact assessment for proposed extension of operational hours (24/7 operation) to the existing waste transfer and recovery facility located at 63-65 Cosgrove Rd, Strathfield South, NSW. The increase in operational hours will result in a negligible impact. In accordance with the EPUK & IAQM guideline, negligible impacts are likely to be insignificant.

8 REFERENCES

EPUK (Environmental Protection UK) & IAQM (Institute of Air Quality Management), 2017: "Guidance on land-use planning and development control: Planning for air quality 2017 v1.2". Accessible at: https://iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf

NEPC (National Environment Protection Council), 2021: "National Environment Protection Council's (NEPC), National Environment Protection (Ambient Air Quality) Measure. Variation to the Ambient Air Quality NEPM – 2021". Accessible at: https://www.nepc.gov.au/nepms/ambient-air-quality

NSW EPA (New South Wales Environmental Protection Authority), 2008/2013: "Air Emissions Inventory for the Greater Metropolitan Region in NSW". Accessible at: https://www.epa.nsw.gov.au/your-environment/air/air-emissions-inventory

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STATEMENT OF LIMITATIONS

This report entitled Waste Transfer & Recovery Facility at 63-65 Cosgrove Rd, Strathfield South, NSW – Air Quality Assessment, 28 April 2023, was prepared by RWDI Australia Pty Ltd ("RWDI") for Waste 360 Pty Ltd ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.