



890 TAYLORS ROAD, DANDENONG SOUTH

S72 Planning Permit Amendment Application – Soil Washing Facility

Client: SUEZ Recycling and Recovery Pty Ltd, owned by Veolia

Ricardo ref. 31356

Issue: 1

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Customer: SUEZ Recycling and Recovery Pty Ltd, owned by Veolia

Customer reference:
SVJV Soil Washing Facility Taylors Rd - Planning Tasks

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EXECUTIVE SUMMARY

Ricardo Energy, Environment and Planning (Ricardo) acts on behalf of SUEZ Recycling and Recovery Pty Ltd, (owned by Veolia) and have prepared this report in support of an application to amend a planning permit to include the use and development of land for a Materials Recycling Facility (MRF) at 890 Taylors Road, Dandenong South (the property).

The subject property encompasses approximately 55 hectares and is located at 890 Taylors Road, Dandenong South, bordered by Northern Drive to the north, a private property to the east, Bayliss Road to the south and Taylors Road to the west.

The MRF would occupy a small (10%) area of the site and entails a soil washing and storage facility, which is being developed to manage and reuse excess soil (Category C) from infrastructure projects, predominantly due to the Victorian State Government's 'Big Build' Program. It will be located on the southwest part of the property in addition to the existing landfill and soil processing facility that are currently operating on the site. For clarity, the proposed facility will be referred to as the Soil Washing Facility (SWF).

An initial source of material to be recycled through the SWF will be soil from the Northeast Link construction. In market sounding and through the tender process for the construction of the North East Link, SPARK Consortium, who are currently undertaking construction of the North East Link, identified that there is insufficient infrastructure established across the state, particularly in South East Melbourne to realise key State objectives to divert project waste from landfill, and recycle and reuse material where possible.

SPARK Consortium estimate as much as 500,000 tonnes of material from the project will be landfilled over the life of the project should the SWF not be available. Therefore, SPARK Consortium encourage the construction of the SWF on the site.

The proposal has also been assessed against the relevant Environmental Performance Requirements (EPRs) in the Environmental Effects Statement (EES) for the North East Link. The application identifies how these EPRs will be supported through this development.

The SWF will transform contaminated soils into beneficial reuse products. It will be managed by EarthSure, a joint venture between SUEZ, a market leader in waste management, and Ventia, a leading provider of contaminated land remediation services. This partnership is successfully operating the nearby Thermal Treatment Facility. The SWF will be established on underutilised, capped and well settled former landfill cells. It will provide a cost effective and sustainable reuse solution, particularly for Category C soils. The output of the SWF is predominantly construction materials, that can be reused in other industries.

This project will relocate a 30 tonne per hour soil washing plant, owned by Ventia and operating in South Australia, to the Site. The SWF will divert ~160,000 tonnes of Category C soils from landfill per annum.

It is envisaged that the project will require storage for up to 160,000 tonnes of feedstock, particularly to cater for the surge demands of large infrastructure projects.

The application was assessed against the relevant Victorian Planning Provisions and Local Planning Policies and is consistent with the S173 Agreement that applies to the land.

The following key elements were assessed:

- Noise
- Air quality and odour
- Stormwater management
- Traffic impacts
- Environmental management
- Visual impact

We submit that the proposal should be supported by the Responsible Authority due to the following:

- The development supports the implementation of relevant planning, waste management and local planning provisions

- The development is critical in the delivery and recycling of materials from a State significant infrastructure project
- The amenity assessments (noise, air quality & odour) indicate that this site is a suitable location for the proposed MRF
- Stormwater from the site can be managed to not create any emissions to land or water
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal
- The proposal is consistent with The Lyndhurst Industrial Development Plan East
- The application supports the delivery of the relevant Environmental Performance Requirements (EPRs) established through the Environmental Effects Statement (EES) for the North East Link.

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1. INTRODUCTION

Ricardo Energy, Environment and Planning (Ricardo) acts on behalf of SUEZ Recycling and Recovery Pty Ltd (owned by Veolia) and have prepared this report in support of an application to amend a planning permit to facilitate the development of a SWF at 890 Taylors Road, Dandenong South (the property). The current planning permit (No. 2010-013898) allows the land to be used and developed for materials recycling (soil processing facility) in accordance with the endorsed plans. It is proposed to include the soil washing facility as part of this permit by amending the permit preamble and endorsed plans.

Pursuant to Section 72 of the *Planning and Environment Act, 1987* (the Act), it is proposed to amend the preamble of Permit 2010/013898 as follows:

To develop and use land known as 890 Taylors Road, Dandenong South, for the purpose of Materials Recycling (~~Soil Processing Facility~~) in accordance with the endorsed plans.

Removing the specific reference to 'Soil Processing Facility' will allow the permit to encompass the additional Materials Recycling Facility, the SWF.

The SWF is being developed to manage excess soil from infrastructure projects, predominantly due to the Victorian State Government's 'Big Build' Program. It will be located on the southwest part of the property (see Appendix C), in addition to the existing landfill and soil processing facility that are operating on the site.

The preparation of this application follows a detailed review of the site and surrounds, review of the requirements of the Greater Dandenong Planning Scheme (the Scheme), and pre-application discussions with the Department of Environment, Land, Water and Planning (DELWP) officers.

An initial source of material to be recycled through the facility will be soil from the Northeast Link construction. In market sounding and through the tender process for the construction of the North East Link, SPARK Consortium, who are currently undertaking construction of the North East Link, identified that there is insufficient infrastructure established across the state, particularly in South East Melbourne to realise key State objectives to divert project waste from landfill, and recycle and reuse material where possible.

SPARK Consortium estimate as much as 500,000 tonnes of material from the project will be landfilled over the life of the project should the SWF not be available. Therefore, SPARK Consortium encourage the construction of the SWF on the site.

Specifically, this report provides:

- A description of the subject land and surrounding context
- A description of the proposal
- A summary of the planning controls on the property
- A review of relevant local and state policy
- A summary of pre-application discussions, and
- An assessment of the proposal against the Scheme.

This report is to be read in conjunction with the following:

Appendix A	A current copy of the Certificate of Title
Appendix B	Existing conditions plans
Appendix C	Layout plans
Appendix D	Turning movement plans
Appendix E	General Arrangement and Elevations
Appendix F	Transport impact assessment (One Mile Grid)
Appendix G	Noise assessment (Watson Moss Growcott)
Appendix H	Air quality and odour assessment (Trinity Consultants)
Appendix I	Environmental Management Plan- Taylors Road Soil Washing Plant (Ventia)

2. SITE DESCRIPTION AND CONTEXT

The property encompasses approximately 55 hectares and is located at 890 Taylors Road, Dandenong South, bordered by Northern Drive to the north, a private property to the east, Bayliss Road to the south and Taylors Road to the west. It is in between Dandenong Valley Highway, South Gippsland Highway and Western Port Highway within the City of Greater Dandenong. The property forms part of the *Dandenong South Industrial Area* which is identified as State Significant Industrial Land in the *Melbourne Industrial and Commercial Land Use Plan 2020, DELWP* (MICLUP).

The property is currently used for a private rubbish tip and soil processing facility operated by SUEZ Recycling and Recovery Pty Ltd (owned by Veolia). The property was the first 'smart cell' (highly engineered landfill) in Australia, and accepts waste from municipal, commercial and industrial sources. In addition, it is the only facility in Victoria licensed to receive a broad range of solid Reportable Priority Waste (classified as Category B in accordance with EPA Victoria's Industrial Waste Resource Guidelines).

There are three permits that apply to the property:

- Planning Permit No. 920813B was issued by the Minister for Planning (the Minister) on 8 May 2017 and allows the property land to be used and developed for the purpose of a private rubbish tip.
- Planning Permit No. 2010-013898 was issued 23 December 2011 by the Minister which allows the land to be used and developed for the purpose of Materials Recycling (Soil Processing Facility) in accordance with endorsed plans.
- Planning Permit No. 2201499 was issued by the Minister on 5 July 2022 and allows the property to be used and developed for a materials recycling facility and development of an ancillary office and car park. This permit relates to a product destruction unit on the site.

This application relates to approximately 5.3 hectares in the southwest corner of the property which will be used for the proposed SWF, ancillary car park and ancillary office (the application area). The property is outlined in red, and the application area outlined in yellow in Figure 2--1.

The property has been specifically designed to include a variety of environmental protection measures including strict waste acceptance and handling procedures, side and basal linear systems, collection and treatment of leachate collection and destruction of biogas, groundwater and surface water management, and detailed environmental monitoring and reporting.

Figure 2--2 illustrates the view along Bayliss Road to the east and the west which show the screening of the property by a large, landscaped berm that extends along the Bayliss Road frontage.

Figure 2--3 illustrates the view looking north along Taylors Road and the developed industrial nature of the adjoining properties to the west.

Figure 2--4 illustrates the view looking at the western boundary of the property from the intersection of Colemans and Taylors Road, showing the transition from the developed industrial area to the property. To the north of the property there is industrial land, warehouses and factories which have been developed, and the Frank Pellicano Reserve. To the east is a property with a large warehouse style development and car parking.



Figure 2--1 Aerial imagery of the application area (yellow) and 890 Taylors Road, Dandenong South (red)
Source: nearmap.com



Figure 2--2 View looking east (top) and west (bottom) along Bayliss Road, with the southern boundary of the subject site visible and fenced.

Source: Google Earth



Figure 2--3 Looking north along Taylors Road (western edge of the subject property)

Source: Google Earth



Figure 2--4 Looking east along Coleman Road (toward the western boundary of the subject site)

Source: Google Earth

A location plan showing the site and surrounding uses including distances to nearby sensitive uses is included in Figure 2--5.

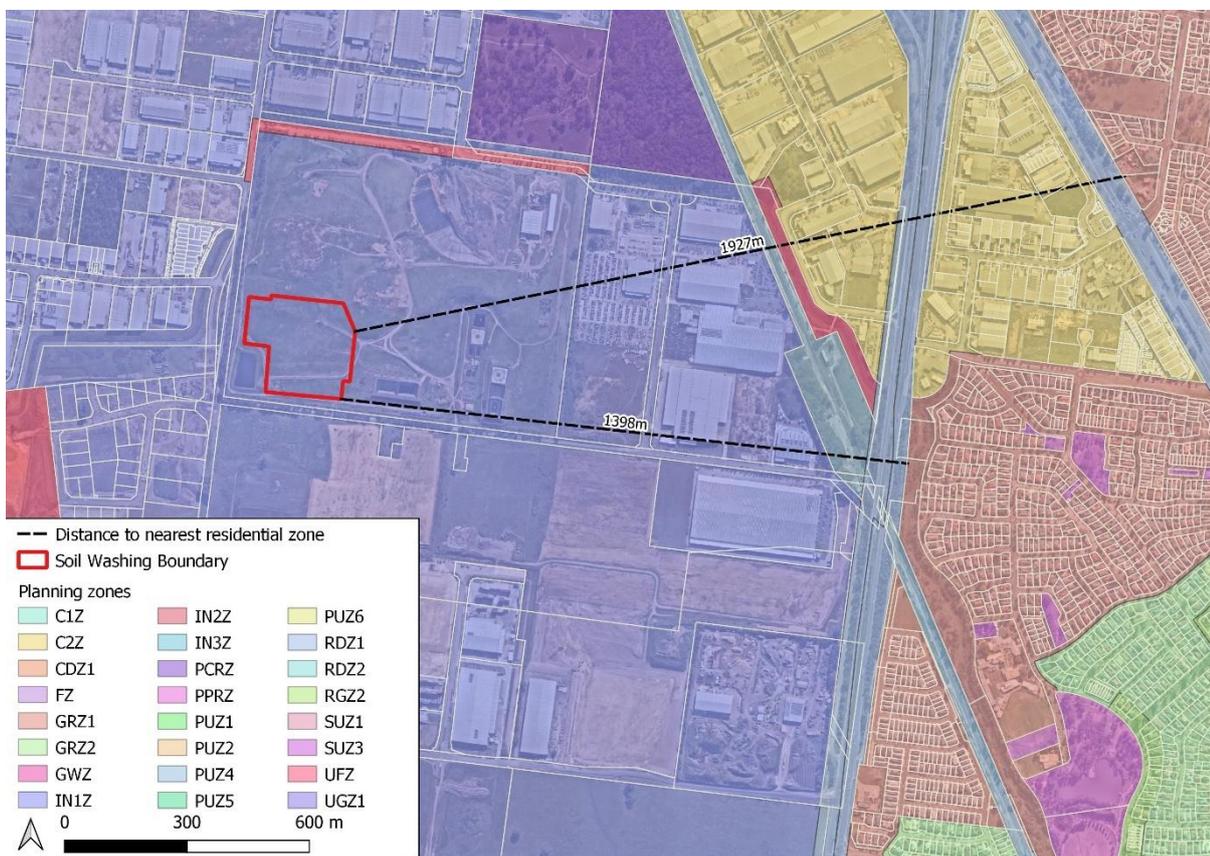


Figure 2--5 Distance to sensitive receptors

3. THE PROPOSAL

Pursuant to Section 72 of the *Planning and Environment Act 1987* (the Act) this application proposes to amend Planning Permit No. 2010-013898 (the Materials Recycling Permit) to include the proposed SWF. Amending the existing permit has the benefit of managing the two materials recycling facilities on the property under one permit.

The SWF will be an extension to the existing Earthsure Thermal Treatment Plant. The Facility is initially required to support the North-East Link project by storing and washing significant volumes of soil commencing in October 2022.

The SWF will transform contaminated soils into beneficial reuse products (sand, gravel and crushed rock). It will be managed by EarthSure, a joint venture between SUEZ, a market leader in waste management, and Ventia, a leading provider of contaminated land remediation services. This partnership is successfully operating the nearby Thermal Treatment Facility. The SWF will be established on underutilised, capped and well settled former landfill cells. It will provide a cost effective and sustainable reuse solution, particularly for Category C soils. The output of the SWF is predominantly construction materials, that can be reused in other industries.

The site is approx. 5.3ha in the southwest corner of the property. The SWF Plant occupies approximately 0.27ha, with the balance of the site comprising of stockpiles, vehicle access and an ancillary office and car parking.

This project will relocate a 30 tonne per hour soil washing plant, owned by Ventia and operating in South Australia, to the Site. The plant will divert ~160,000 tonnes of Category C soils from landfill per annum (and save a similar amount in virgin quarried materials).

It is envisaged that the project will require storage for up to 160,000 tonnes of feedstock, particularly to cater for the surge demands of large infrastructure projects. There is a high demand for many of these materials because of the State Government's extensive infrastructure program.

It is proposed that material received onto the site will be as per the current permitted landfill operating hours:

- 3:00am- 6:00pm Monday to Friday
- 6:00am-3:00pm Saturday
- 9:00am- 4:00pm Sunday.

The plant will operate 24 hours per day, 7 days per week.

A development licence will be required under category A01 of the *Environment Protection Regulations 2021*. The proposal will be a new permission and the location will be excised from the existing SUEZ Taylors Rd site, similar to the existing EarthSure Thermal Treatment facility.

Based on the description of the proposed use, we see it fitting within the definition of **Materials Recycling Facility** in the Greater Dandenong Planning Scheme, which is: *Land used to dismantle, treat, process, store, recycle, or sell refused, used or surplus materials.*

Broadly the following amendments to the current permit are required:

- Amendment of the permit preamble to allow Soil Washing Facility
- Conditions requiring:
 - Amendment of endorsed plans
 - Amendment of endorsed technical assessments and plans, including:
 - Construction Management Plan
 - Traffic Management Plan
 - Vermin Protection Plan
 - Fire Prevention and Management Plan
 - Stormwater Management Plan
- Conditions specific to the use and development of the proposed soil washing facility

4. PLANNING CONTROLS

4.1 ZONE

The majority of the property is zoned Industrial 1 Zone (IN1Z), with a small sliver of land running east-west along the northern boundary zoned Urban Floodway Zone (UFZ). The proposal will be located on IN1Z land.

Surrounding land is generally used for industrial purposes. The closest land zoned for a sensitive use, in this case residential, is approximately 1,400 metres to the east, with the South Gippsland Freeway acting as a barrier in between (see Figure 4--1).

Pursuant to Clause 33.01-1 and 33.01-4 IN1Z, a permit is required to use land for a materials recycling facility, and to construct a building or construct or carry out works.



Figure 4--1 Current zoning

Source: VicPlan, State Government of Victoria

4.2 OVERLAYS

Two planning overlays apply to the subject site:

- Development Plan Overlay – Schedule 3 (DPO3)
- Land Subject to Inundation Overlay (LSIO)

4.2.1 Clause 43.04 Development Plan Overlay (DPO3).

A development plan has been endorsed pursuant to the DPO3. A permit granted must be generally in accordance with the approved development plan and must not prejudice the outcomes shown in the South-Eastern Growth Area Plan or any likely outcome of the development plan.

It is worth noting that the land is identified in the South-Eastern Growth Area Plan as existing urban.

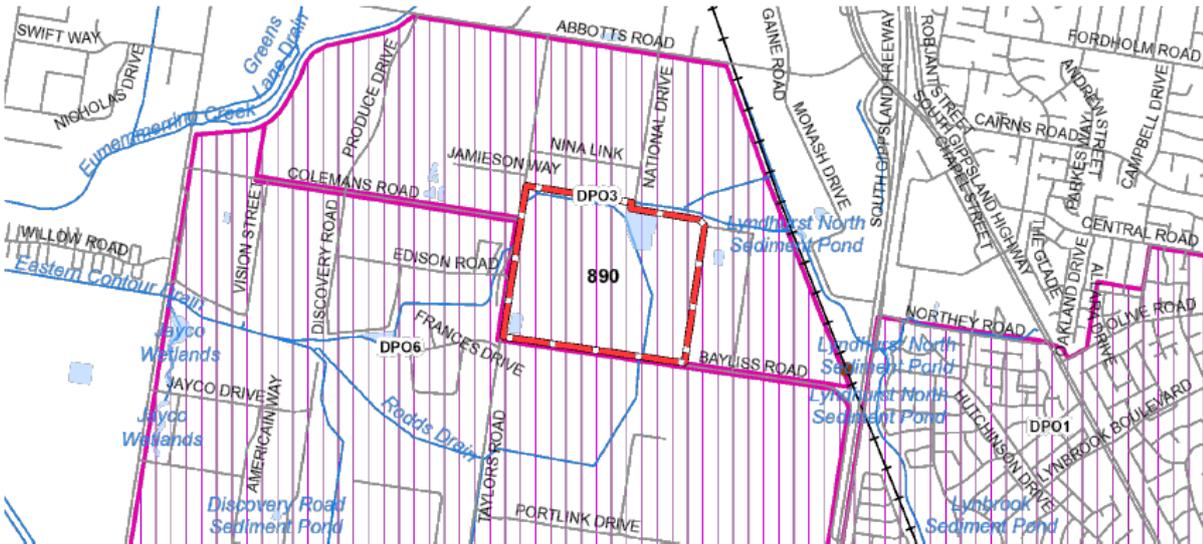


Figure 4-2 Development Plan Overlay – Schedule 3

Source: www.planning.vic.gov.au, State Government of Victoria

4.2.2 Clause 44.04 Land Subject to Inundation Overlay (LSIO)

A permit is required to construct a building or to construct or carry out works in the LSIO. The proposal is not located on land covered by the LSIO.

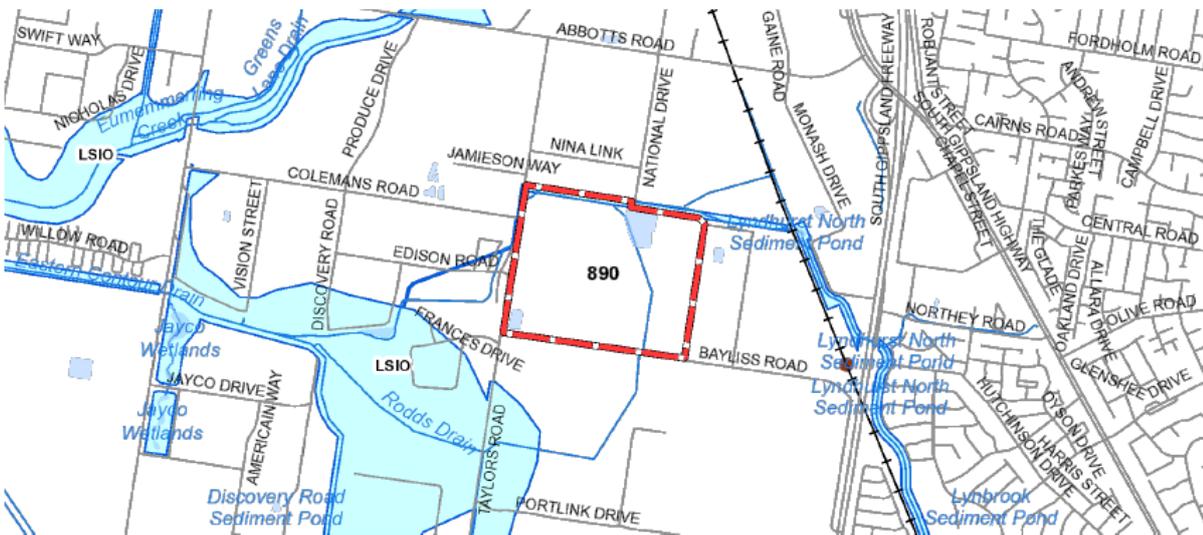


Figure 4-3 Land Subject to Inundation Overlay

Source: www.planning.vic.gov.au, State Government of Victoria

4.3 PARTICULAR PROVISIONS

The following particular provisions of the Greater Dandenong Planning Scheme (the Planning Scheme) are relevant to the proposal:

4.3.1 Clause 52.06 Car Parking

The car parking requirements for the subject site are identified in Clause 52.06 of the Planning Scheme.

4.3.2 Clause 53.10 Uses with Adverse Amenity Potential

This Clause sets out threshold distances for uses with adverse amenity potential. The proposed activity is most accurately described as 'soil conditioning or blending'. As the activity doesn't have a threshold distance specified in the Table to Clause 53.10 the application must be referred to the Environment Protection Authority (EPA) under section 55 of the *Planning and Environment Act 1987*.

4.3.3 Clause 53.14 Resource Recovery

This Clause seeks to facilitate the establishment of materials recycling facilities in appropriate locations with minimal impact on the environment and amenity of the area and applies to all land proposed to be used and developed for a materials recycling facility.

4.4 RESPONSIBLE AUTHORITY

Pursuant to Clause 72.01 Responsible Authority for this Planning Scheme, the Minister for Planning is the responsible authority for considering and determining applications, in accordance with Divisions 1, 1A, 2 and 3 of Part 4 of the *Planning and Environment Act 1987* and for approving matters required by the planning scheme to be done to the satisfaction of the responsible authority for land known as the Lyndhurst Landfill at 890 Taylors Road, Lyndhurst, and more particularly described as Lot 1, PS 322846U.

5. PLANNING POLICY FRAMEWORK

The Planning Policy Framework (PPF) seeks to achieve the objectives of Planning in Victoria as set out in section 4 of the *Planning and Environment Act 1987*, by providing fair, orderly, economic and sustainable use and development of land, to secure a pleasant, efficient and safe place to live and visit, and to facilitate development in accordance with the relevant objectives whilst balancing the present and future interests of all Victorians.

5.1 VICTORIAN PLANNING PROVISIONS

The following state policies are considered relevant to the proposed use:

Clause 13.05-1S – Noise management. The objective is to assist the management of noise effects on sensitive land uses to ensure that development is not prejudiced, and community amenity and human health is not adversely impacted by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.

Clause 13.06-1S – Air quality management. The objective is to assist the protection and improvement of air quality, by ensuring that wherever possible, there is suitable separation between land uses that reduce air amenity and sensitive land uses.

Clause 13.07-1S – Land use compatibility. The objective is to protect community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects. This will ensure the compatibility of a use or development as appropriate to the land use functions and character of the area by directing land uses to appropriate locations and using a range of building design, urban design, operational and land use separation measures.

Clause 17 – Economic Development outlines that planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity. Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.

Clause 17.03-2S – Sustainable Industry. The objective is to facilitate the sustainable development and operation of industry. Strategies in the Clause include:

- Ensure that industrial activities requiring substantial threshold distances are located in the core of industrial areas.
- Encourage activities with minimal threshold requirements to locate towards the perimeter of the industrial area.
- Minimise inter-industry conflict and encourage like industries to locate within the same area.
- Protect industrial activity in industrial zones from the encroachment of commercial, residential and other sensitive uses that would adversely affect industry viability.
- Encourage industrial uses that meet appropriate standards of safety and amenity to locate within activity centres.
- Provide adequate separation and buffer areas between sensitive uses and offensive or dangerous industries and quarries to ensure that residents are not affected by adverse environmental effects, nuisance or exposure to hazards.

Clause 17.03-3S – State significant industrial land. The objective is to protect industrial land of state significance. Strategies in the Clause include:

- Protect state significant industrial precincts from incompatible land uses to allow for future growth. Ensure sufficient availability of strategically located land for major industrial development, particularly for industries and storage facilities that require significant threshold distances from sensitive or incompatible uses.
- Protect heavy industrial areas from inappropriate development and maintain adequate buffer distances from sensitive or incompatible uses.

Clause 19.03-5S – Waste and resource recovery. The objective is to reduce waste and maximise resource recovery so as to reduce reliance on landfills and minimise environmental, community amenity and public health impacts. Strategies to achieve this are to:

- Ensure future waste and resource recovery infrastructure needs are identified and planned for to safely and sustainably manage all waste and maximise opportunities for resource recovery.
- Protect waste and resource recovery infrastructure against encroachment from incompatible land uses by ensuring buffer areas are defined, protected and maintained.
- Ensure waste and resource recovery facilities are sited, designed, built and operated so as to minimise impacts on surrounding communities and the environment.
- Encourage technologies that increase recovery and treatment of resources to produce energy and other marketable end products.
- Enable waste and resource recovery facilities to locate close together in order to share separation distances, reduce the impacts of waste transportation and improve the economic viability of resource recovery.
- Site, design, manage and rehabilitate waste disposal facilities in accordance with the Waste Management Policy (Siting, Design and Management of Landfills) (Environment Protection Authority, 2004).
- Integrate waste and resource recovery infrastructure planning with land use and transport planning.
- Encourage development that facilitates sustainable waste and resource recovery.
- Consider as relevant any applicable Regional Waste and Resource Recovery Implementation Plan.

5.2 PLAN MELBOURNE 2017-2050

Plan Melbourne 2017-2050 is the State's high-level strategic planning document which guides land use and development over the next 30 years. The document identifies industrial precincts of state-significance with the purpose of strategically locating land for major industrial development linked to the Principal Freight Network and transport gateways. They will be protected from incompatible land uses to allow continual growth in freight,

logistics and manufacturing investment. The subject site is located within the south state significant industrial precinct.

Plan Melbourne contains a section at Direction 6.7 on reducing waste and improving waste management and resource recovery. It highlights that waste management and resource recovery is an essential community service that protects the environment and public health and recovers valuable resources, and that waste and resource recovery infrastructure planning must be effectively integrated with land use planning to provide long-term certainty and to manage potential conflicts with incompatible nearby land uses.

5.3 RECYCLING VICTORIA: A NEW ECONOMY

Recycling Victoria is the Victoria Government's 10-year policy and action plan for waste and recycling and was released in February 2020. It outlines a sweeping plan of reform to establish a recycling system over the next decade. The policy aims to help that Victorians reduce, reuse, repair and recycle and strengthen the economy – setting up a more sustainable future that Victorians can rely on. It allows us to avoid waste with good design and effective recovery of materials that can be reused.

Goal 3 is to: Recycle more resources.

Recycling materials keeps their value in the economy, prevents the need for new or expanded landfills, and creates jobs. A key aspect of this is infrastructure to transfer recycled materials from households and businesses to recycling stations.

5.4 STATE-WIDE WASTE AND RESOURCE RECOVERY INFRASTRUCTURE PLAN 2018

The State-wide Waste and Resource Recovery Infrastructure Plan (SWRRIP) aims to guide planning and investment in Victoria's waste and resource recovery infrastructure. The stated purpose of the SWRRIP is:

'To provide strategic direction for the management of waste and resource recovery infrastructure to achieve an integrated system that effectively manages the expected mix and volumes of waste, reflects the principles of environmental justice to ensure that impacts on the community, environment and public health are not disproportionately felt, supports a viable resource recovery industry and reduces the amount of valuable materials going to landfill.

5.5 METROPOLITAN WASTE AND RESOURCE RECOVERY IMPLEMENTATION PLAN (2016)

The Metropolitan Waste and Resource Recovery Implementation Plan (MWRRIP) sets out how waste and resource recovery infrastructure needs will be met over a 10-year period. The MWRRIP describes how the strategic actions outlined in the SWRRIP will be implemented in MWRRG's jurisdiction. The MWRRIP has four strategic objectives:

1. Reduce waste sent to landfill.
2. Increase organic waste recovered.
3. Deliver community, environmental and economic benefits.
4. Plan for Melbourne's growing population

5.6 LOCAL PLANNING POLICY FRAMEWORK AND PARTICULAR PROVISIONS.

5.6.1 Municipal Strategic Statement

The following clauses are considered relevant to the proposed use:

Clause 21.03-1 Vision – This Clause includes the Strategic Framework Plan which identifies the Lyndhurst Landfill as ‘Industrial Areas’ in which to encourage mixed industrial uses.

Clause 21.04 Land Use – This Clause includes a section on Industrial, where it is noted that the efficient use of energy and resources and reductions in waste generation will benefit both the business and the environment.

Clause 22.03 Urban Design in Commercial and Industrial Areas – This Clause applies to land in the IN1Z. The following matters from the policy are addressed in the application:

- The proposed soil washing facility will be set back 20 metres from the western property boundary (Taylors Road interface) and 10m from the southern property boundary (Bayliss Road), which is generally larger than the setbacks of nearby industrial development in the precinct to the west
- As the property has four street frontages, it is difficult to locate the soil storage areas at the rear of the lot; however, the storage area is located along Taylors and Bayliss Road which are both industrial in nature, and the storage areas will be screened by vegetation along these roads.
- The existing fencing of the site will be maintained
- The existing landscaping on the site will be maintained (in accordance with the endorsed development plan that applies to the site)
- The subject land is not within an area shown on Map to Clause 22.03-3: Setback and landscaping design standards.

6. PRE- APPLICATION DISCUSSIONS

A pre-application meeting was held between the applicant and representatives, officers from DELWP and Invest Victoria on the 20th of July to confirm application requirements and process.

7. ASSESSMENT

The following provides an assessment of the proposal against the key criteria in the relevant Greater Dandenong Planning Scheme provisions.

7.1 NOISE

Watson Moss Growcott Acoustics (WMC) was commissioned to undertake a noise emissions assessment of the proposed facility (see Appendix G). It assessed off-site noise emission from the proposed use in terms of the Environment Protection Act 2017 as amended by the Environment Protection Amendment Act 2018 (the Act) and subordinate legislation, and to determine appropriate noise control measures, if necessary, to achieve compliance with relevant noise limits applicable under the legislation at noise sensitive locations.

The results of the inspections and noise measurements suggest that the existing residential area east of site are exposed to a moderately high background level for the residential zoning due to the existence of the Dandenong-Hastings Rd between the subject site and the residential area.

The small number of houses situated in the industrial area to the west of the subject site are exposed to a background level that is low relative to the expectations for industrially zoned land.

These factors have been considered in determining the noise limits in accordance with the Noise Protocol.

Noise modelling based on the operational parameters has established that the resultant noise level at the noise sensitive areas will be well below the noise limits for the day, evening and night periods, by a sufficient margin to provide for compliance with the noise limits with the addition of noise contributions from other industrial, commercial and trade sources.

The report recommends two noise control strategies:

Loader selection

The loader is required to operate throughout the night period and noise modelling has established that a 'low noise' loader will be required, such as a CAT 938M or equivalent, with a sound power level of 101 dB(A).

Reverse alarms

Conventional tonal reversing beepers have the potential to cause annoyance to residents and contribute to exceedance of noise limits at the residential locations around the site, particularly during the night period when the ambient background levels and noise limits are the lowest, due to the highly distinctive character and on-off nature of the noise.

All mobile equipment operating at the site should be fitted with broadband reverse alarms, which vary their noise output according to the ambient noise level. These reversing alarms should be selected for the lowest noise level consistent with safe operation.

Trucking contractors delivering soil to the site should be contractually required to only use trucks fitted with broadband reverse alarms, with trucking routes configured to minimise requirements to reverse.

7.2 AIR QUALITY AND ODOUR

Trinity Consultants Australia (Trinity) was commissioned to provide an air quality and odour impact assessment of the proposed facility. The study was undertaken to assess the potential air quality and odour impacts of the proposed facility on surrounding sensitive receptors to support a planning application to meet the requirements of Victoria Environment Protection Authority (EPA Victoria).

A Level 1 air quality assessment according to EPA Victoria publication 1961 Guideline for Assessing and Minimising Air Pollution and a Level 2 odour assessment according to EPA Victoria publication 1883.

The key air emission sources and air quality indicators for the site are considered to be the following:

- Particulate matter associated with soil handling and stockpiling (which includes metals associated with Category C waste)
- Odour emissions associated with untreated soil (associated with compounds such as volatile organic compounds).

7.2.1 Air quality

Based on the initial review undertaken against the Level 1 Guiding Principles in EPA Victoria publication 1961, it is considered that a Level 1 assessment is appropriate for the proposed operations (See Table 5.1: Level 1 Guiding Principles, Appendix H).

The Level 1 air quality assessment – based on the nature of the main air emission sources (mainly undisturbed stockpiles controlled by covers/polymer/water sprays) and low contaminant characteristics of the soil (Category C only), potential air quality impacts are expected to be low. The following is noted:

- The on-site process is relatively simple and standard emission controls are proposed
- Calculated emission rates of key pollutants are noted to be very low
- The site comprises only fugitive sources creating some uncertainty when using dispersion modelling.

7.2.2 Odour

With regards to odour impacts, reference has been made to odour criteria outlined in 1883: Guidance for assessing odour (draft), EPA Victoria, 2022. According to the presented guidelines and analysing the distance of the nearest sensitive receptors and proposed SWP activities, a Level 2 odour assessment is considered appropriate for the proposed operations. Therefore, this assessment qualitatively assesses the risk of exposure to odour.

The Level 2 score for the western isolated dwelling is 7, which is identified as a low odour risk. For the eastern residential area, a Level 2 score of 9 has been identified which is a borderline case. (See Table 5.5 : Source Pathway Receiving Environment (SPR) Score, Appendix H (Trinity Consultants)). A lower score could be adopted when considering the low contaminant nature of the waste (Category C only). Consideration of this aspect of the operation provides reasonable grounds for considering the proposed operations as having a low odour risk.

Based on the findings of Level 1 air quality assessment and Level 2 odour assessment, the site location the proposed control measures are considered suitable for the proposed operations. Control measures include:

- water sprays
- polymer spray
- hydroseeding
- covers on PFAS
- wet SWP process

7.3 STORMWATER MANAGEMENT

Stormwater generated from the Soil Washing Facility (SWF) has been considered in two parts, clean water runoff and contaminated runoff. The stormwater collected from the SWF access roads and untreated stockpiles is considered contaminated and the stormwater collected from the treated stockpiles is considered clean.

The clean stormwater generated on the treated stockpiles is proposed to flow to the existing stormwater system within the TRL site and collected in the existing stormwater pond as per the current operations.

The contaminated stormwater generated on the SWF access roads and untreated stockpiles is proposed to be collected and directed towards existing leachate Ponds 4 and 5. Ponds 4 and 5 are geomembrane lined ponds that have a total storage capacity of 6ML, 3ML per pond. These ponds were constructed in 2013 and have been commissioned for use however do not form part of the leachate treatment system, therefore their capacity is fully available for the SWF.

An assessment of the stormwater generated from the SWF has been undertaken for this approval which was completed considering a 1 in 20-year storm event, consistent with the requirements in the Victorian BPEM.

The assessment considered the collection of all contaminated stormwater across the SWF footprint, equating to approximately 4.3ha. The assessment calculated a stormwater volume of approximately 2.9ML over a 72-hour period.

When assessing the capacity of Ponds 4 and 5, the catchment within the ponds needs to be calculated as this is a reduction in the available storage for the site. Using rainfall data from the Bureau of Meteorology (BOM), 124mm of rain is expected over a 72-hour duration, and considering the surface area of Ponds 4 and 5, 5,590m², the total volume of rainfall collected is 693.16m³ or 693,160 L.

- | | |
|-----------------------------------|-------------|
| • Total Capacity of Ponds 4 and 5 | 6,000,000 L |
| • Volume taken up by rainfall | 693,160 L |
| • Stormwater generated from SWF | 2,902,500 L |

In addition, Interim Climate Change Factors (ICCF) need to be considered for the generation of stormwater for the SWF, and for the determination of adequate storage of contaminated stormwater. Based on the proposed operation life of the facility, the design needs to consider an increase of 5.4% on the current rainfall volumes. Therefore:

- | | |
|---|---------------------------|
| • Total Capacity of Ponds 4 and 5 | 6,000,000 L |
| • Volume taken up by rainfall plus ICCF | 730,591 L |
| • Stormwater generated from SWF plus ICCF | 3,059,235 L |
| • <u>Total capacity remaining</u> | <u>2,210,174 L</u> |

7.4 TRAFFIC IMPACT

A traffic management plan is endorsed under the current planning permit for the site to maintain and control traffic. The general site traffic flows and rules are:

- Incoming loads are accepted at the weighbridge between 7am and 3pm. Earlier and later deliveries may be received with prior notice on a case-by-case basis.
- Traffic enters and exits site from Taylors Road gates (Gate 1). All trucks must turn right upon exit.

- Oversize vehicles enter/exit from the Bayliss Road gates (Gate 2) - arrangements to be made prior to arrival.
- Asphalt road is from the front gate to office, all other roads are made from recycled materials.

A Transport Impact Assessment (TIA) (see Appendix F **Error! Reference source not found.**) has been undertaken by One Mile Grid, assessing the car parking layout and access for the proposed development with due consideration of the Design Standards detailed in Clause 52.06-8 of the Scheme.

As outlined in the TIA, Design Standard 1 is either satisfied or not applicable, and Design Standard 2 is satisfied.

Swept path diagrams are provided in Appendix D (Turning Movement Plans) which demonstrates that the site circulation and loading is appropriate for the vehicles accessing the Facility.

The proposed development provides dedicated areas for loading and unloading, specifically designed for the proposed use, and therefore appropriate for the proposed development.

Pursuant to Clause 52.34 of the Scheme, there is no requirement for bicycle parking on the subject land.

The proposed car parking area of approximately ten at grade sites including one accessible car park meets the requirements of the Scheme. The provision of car parking is therefore considered to be appropriate to satisfy the parking demands generated by the development. One of these car parking spaces will meet the Building Code of Australia specified minimum requirement for provision of 1 accessible car space.

In relation to traffic, the TIA concludes that the development is anticipated to generate an average of 10 truck movements per hour, associated with deliveries from up to 5 trucks and 10 vehicle movements associated with the arrival and departure of staff.

The anticipated peak hour traffic generation of 20 movements is equivalent to 1 vehicle movement every 3 minutes and is considered low in traffic engineering terms.

The TIA also notes that the Greater Dandenong Council has commenced works along Abbots Road to the north of the site providing important upgrades to the network, including:

- Widening of Abbots Rd to two lanes in each direction
- Provisions of a new pedestrian path
- Signalisation at the Taylors Road (stage 1) and National Drive intersections (stage 2).

The upgrades have commenced with project completion anticipated for March 2023 and will benefit the site.

7.4.1 Statutory Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the Greater Dandenong Planning Scheme, which specifies the following requirement for the proposed development.

Table 7--7-1 Clause 52.06 – Car Parking Requirements Use No/Area Rate Car Parking Measure Total Materials recycling

Use	No/Area	Rate	Car Parking Measure	Total
Materials Recycling	53,000m ²	10	Per cent of site area	5,300m ²
Total				5,300m ²

Based on the above calculations, a total of 5,300 square metres is required to be allocated to car parking for the proposed development.

However, as the plant may have up to 10 staff onsite staff at any given time it is recommended 10 parking spaces, including one accessible space are provided for the development to accommodate staff parking demands.

The Transport Impact Assessment makes the following recommendations:

- It is proposed to develop the subject site for the purposes of a materials recycling facility serviced by ten car parking spaces, including one accessible space
- Considering the analysis presented above, it is concluded that:
 - The proposed car parking and access design is considered appropriate
 - The proposed supply of car parking is appropriate for the proposed development
 - The proposed development is expected to have a negligible impact on the surrounding road network when compared to the existing operation
 - There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

7.5 ENVIRONMENTAL MANAGEMENT

The Environmental Management Plan (EMP) (see Appendix I) details how Ventia will achieve environmental compliance and beyond at the SWF by the application of the SUEZ Integrated Management System (IMS) and Ventia's operational procedures.

The EMP will:

- Identify the environmental obligations attached to the project and the hazards and risks associated with the works
- Assist in the prevention of unauthorised environmental harm
- Prevent the release of dusts, contamination, contaminated soils, contaminated sludges, contaminated water, hazardous chemical, odours and vapours at the Project (i.e. Site)
- Protect both on and off-site waters near the Site from being polluted by on-site sources throughout performance of the Project activities
- Prevent the entry of all contaminated materials, detritus, rubbish, soil, concrete, rubble, hydrocarbon, liquid waste, solid garbage or human waste into drains and waterways
- Comply with all relevant environmental legislation such as Environment Protection Act (2017)
- Minimise negative impacts on the community that relate to environmental impacts
- Identify and implement feasible opportunities to reduce environmental impacts that are beyond contractual and compliance requirements
- Fulfil SUEZ's EMS requirements, enabling continued certification to ISO 14001:2015 and contribution to SUEZ's overall business plans
- Establish a continual improvement framework for managing the Site.

7.6 VISUAL IMPACT

The highest point of elevation of the SWF is 11.78m. This is comparable with the existing Thermal Treatment Plant on the site.

The SWF will not be visible from any sensitive use locations. There is an existing residential area over 1km to the east, which is screened by vegetation on the eastern side of the Western Port Highway. Additionally, a bund and mature vegetation along Bayliss Road and Taylors Road adjacent to the site will screen all visual impact of the site from public area.

The SWF can generally be described as being composed of steel structures, fixed platforms (walkways, stairways and ladders), safety guards, access covers and grates (see Appendix E). The site proposed for the SWF slopes gently from the northeast to southwest and varies between 16m - 14m AHD.

It is ensured that there will be no amenity issues related to light spill or glare from the proposal as:

- There is a landscaped berm along Bayliss and Taylor's Roads; and
- The operations do not involve any process which emits significant amounts of light
- All lighting on the site will be shielded and baffled

- The SWF is set back approx. set back 20 metres from the western property boundary (Taylors Road interface) and 10m from the southern property boundary (Bayliss Road).
- The site is separated by approx. 1,400m from the nearest residential area.

7.7 SECTION 173 AGREEMENT – IMPLICATIONS

A section 173 agreement applies to the land which covenants that upon and following the owner of the land closing the landfill by capping in accordance with the requirements of the EPA, the owner will take the required measures to ensure the integrity of both the cap and liners of the landfill are maintained.

The proposal is in line with the section 173 agreement as the landfill is still operational. Current approvals on the site (See Section 2, Page 2 for permit details) for materials recycling facilities include conditions requiring the cessation of the use and removal of buildings and works following the closure and capping of the existing landfill. It is anticipated that a similar condition be applied to this use and development.

7.8 DEVELOPMENT PLAN OVERLAY SCHEDULE 3

The Lyndhurst Industrial Development Plan East is the endorsed development plan pursuant to the DPO3. The subject land is located within Parcel J as per the Physical Context Plan DPO – East.

The subject land is identified on most of the plans as being an existing landfill site and subject to planning and EPA requirements/approvals.

Buildings are required to be setback 6 metres with a minimum of 3 metres landscape strip between the property boundary and any car parking, and 9 metres from Bayliss Road with a minimum of 3 metres landscape strip between the property boundary and any car parking. The proposed site is setback approximately 10 metres from Bayliss Road and the existing landscape berm along Bayliss Road will be retained.

7.9 RELEVANT NORTH EAST LINK ENVIRONMENTAL PERFORMANCE REQUIREMENTS (EPRS)

The Environmental Effects Statement (EES) for the North East Link established an Environmental Management Framework (EMF) to ensure the project achieves acceptable outcomes through setting Environmental Performance Requirements (EPRS) for the variety of project activities and functions.

Table 7-2 summarise the relevant EPRS from the EES and how they will be supported through this development.

Table 7-2 North East Link- Environmental Performance Requirements- CL1

Environmental Effects Statement - EPR CL1 - Contaminated Soil	How Earthsure Proposal implemented the EPR
Required to treat contaminated soil with appropriate methods (e.g. Licensed Treatment Facility)	The existing Earthsure Treatment Facility is an EPA licensed facility to received contaminated soils. It is proposed to amend the permit and licence of this facility to expand the treatment approach to more sustainable technology
Transport of Contaminated Soil along appropriate roads	The Earthsure facility is located in the SE of Melbourne, access from the project is via major roads (predominately M3). The site was contemplated in the NEL EES as a site to treat Category A,B & C contaminated soil. The Traffic and Transport Impact Assessment for the NEL EES (April 2019). Established on strategic level that approx. 5% of all spoil material would be contaminated and hauled to the site. This assumption has been applied to the Traffic Impact Assessment in support of the application.
Ongoing identification and, where practicable, adoption of options for reuse of spoil	Earthsure's process will produce various beneficial re-use products that could be reincorporated into the construction works (crushed rock, sands, aggregates).
Identifying suitable sites and assessing their capacity and capability	The Spark consortium engaged with Earthsure early in the process and worked closely to assess the site's capability and capacity
Application of the waste hierarchy (e.g. avoid disposal to landfill)	By utilising soil washing technology, the waste hierarchy is applied and diversion of waste from landfill is achieved

8. CONCLUSION

Ricardo acts on behalf of Veolia and has prepared this report in support of an application for a **Materials Recycling Facility** at 890 Taylors Road, Dandenong South.

A review of the Greater Dandenong Planning Scheme and detailed analysis of the subject site context have been undertaken. Following this assessment, we have determined that the proposal achieves a high level of consistency with:

- Relevant state and local planning policies
- Clause 33.01 – Industrial 1 Zone
- Development Plan Overlay – Schedule 3 (DPO3)
- Section 173 agreement and Covenant C988605 which apply to the land

We submit that the proposal should be supported by the Responsible Authority due to the following:

- The development supports the implementation of relevant planning, waste management and local planning provisions
- The development is critical in the delivery and recycling of materials from a State significant infrastructure project
- The amenity assessments (noise, air quality & odour) indicate that this site is considered to be a suitable location for the proposed MRF
- Stormwater from the site can be managed to not create any emissions to land or water
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal
- The development is consistent with The Lyndhurst Industrial Development Plan East

- The application supports the delivery of the relevant Environmental Performance Requirements (EPRs) established through the Environmental Effects Statement (EES) for the North East Link.

Appendix A A current copy of the Certificate of Title

Appendix B Existing conditions plans

Appendix C Layout plans

Appendix D Turning movement plans

Appendix E General Arrangement and Elevations

Appendix F Transport impact assessment (One Mile Grid)

Appendix G Noise assessment (Watson Moss Growcott)

Appendix H Air quality and odour assessment (Trinity Consultants)

Appendix I Environmental Management Plan- Taylors Road Soil Washing Plant (Ventia)

ADVERTISED PLAN



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