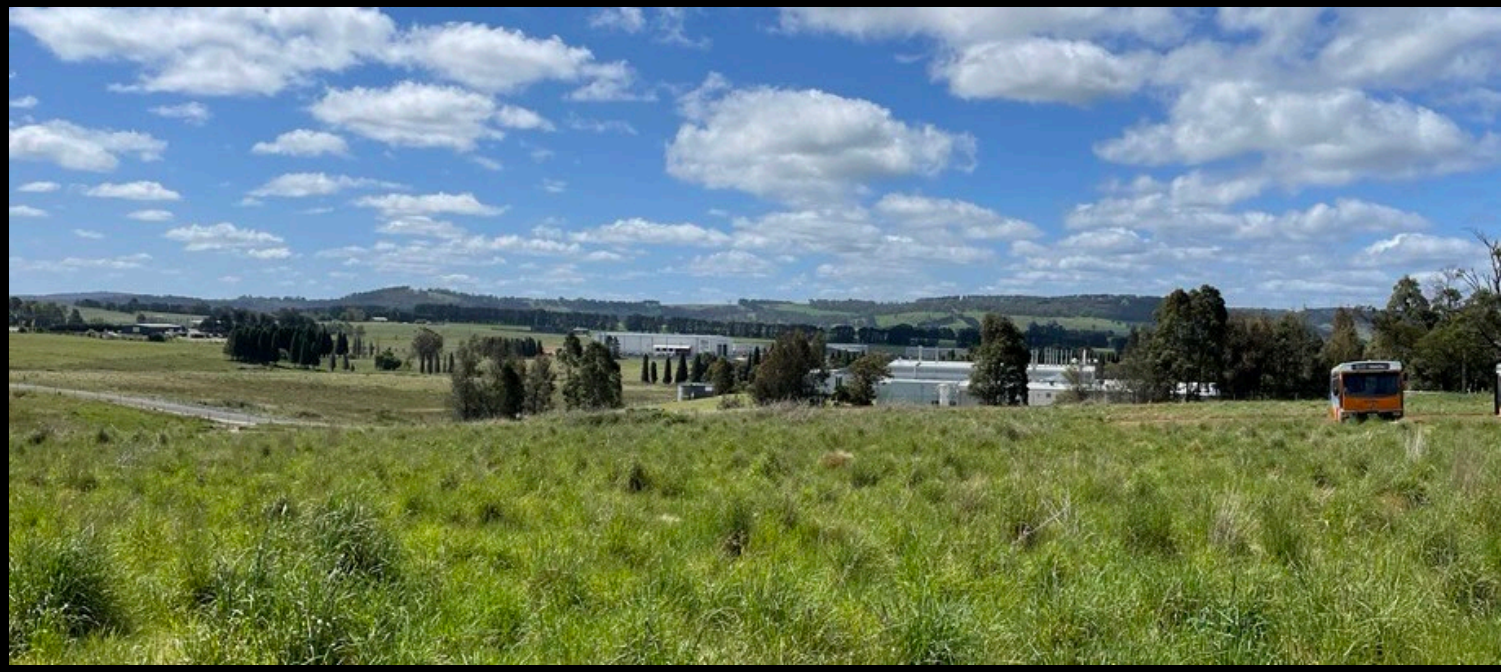
David Gamble – Waste and Process
Romina Cavallo – Engagement and Communications
Sofie Mason-Jones – Planning and Environment

Moss Vale Plastics Recycling and Reprocessing Facility



Welcome

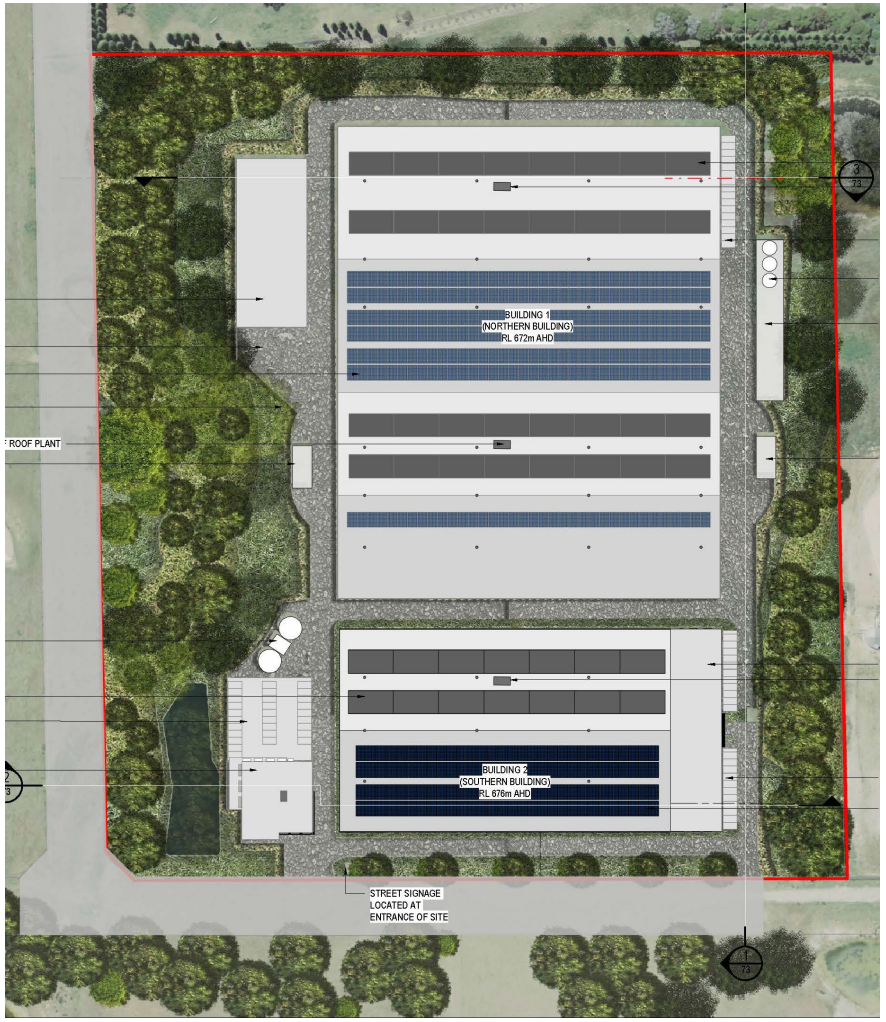
Agenda

→ From IPC

1. Opening Statement (Panel Chair) | Applicant introductions
2. Overview of Application and amendments made
3. Key issues:
   - Community engagement (including with Council)
   - Social impacts
   - Site compatibility
   - Strategic context including:
     - Southern Highland Innovation Park draft Master Plan
     - Moss Vale Enterprise Corridor Development Control Plan
   - Traffic
4. Other matters:
   - Consultation with and impacts on ABR Facility:
     - Visual impacts
     - Water
     - Microplastics
     - Air quality
     - Noise and vibration
5. Response to Department's recommended conditions of consent – *did not discuss due to time constraints*
6. Meeting Close

Acknowledgement & respect

Overview of Application



Aspect	Description
Development Summary	Construction and operation of a plastics recycling and reprocessing facility with the capacity to accept up to 120,000 tonnes of mixed plastic per annum
Hours of Operation	Delivery and export of feedstock and product – Monday to Friday 7am – 6pm only (not in the evening or on weekends) Operation of the facility – 24/7
Site area and development footprint	Site area 7.7ha | Building footprint 3.24ha | Development footprint 6ha | New 'North-South public road – approximately 1,050m
Physical layout and design	Building 1: • Plastic receival, sorting, cleaning, crushing and extrusion (making pellets) • Colourbond clad, lower rendered faced wall • Automatic fast closing doors at entry and exit points • Floor space 22,800m2 and 14.5m high Building 2: • Reprocessing of recovered plastic into new plastic products • Colourbond clad, floor space of 8,400m2 and 14.5m high Multi Use Building (attached to Building 2): • Workshop, office, laboratory, outdoor seating, 15.5m high Site Office Building (west of building 2), 12m high Water Treatment Building
Ancillary works	Two weighbridges, emergency fire water tanks, eight truck parking spaces, 70 car parking spaces, four rainwater tanks (storage of at least 150kL each) and two-metre high security fence and CCTV system

Landscaping

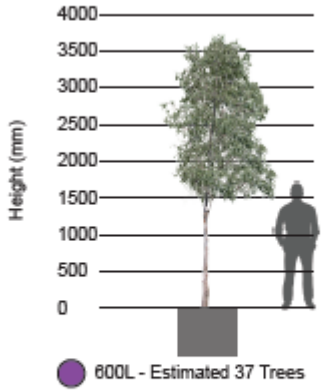
Extensive landscaping will convert the undeveloped areas into a green sanctuary, providing a natural screen for the buildings and rejuvenating the native flora within the riparian corridors, creating a harmonious blend of industry and nature.

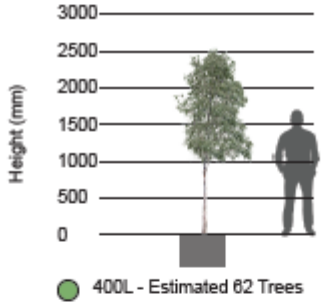
Since submission of the EIS, the landscape plan has been further updated to include:

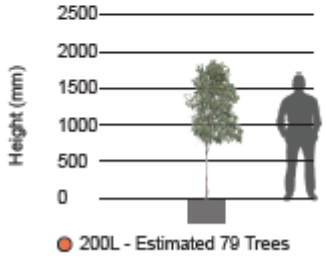
– One to four metre mounds to increase the efficiency of the planted screen

– Over 170 mature trees (between 2.5 metres and 3.5 metres in height) to provide screening support while the new screening vegetation is established.

Landscaping as part of early works.





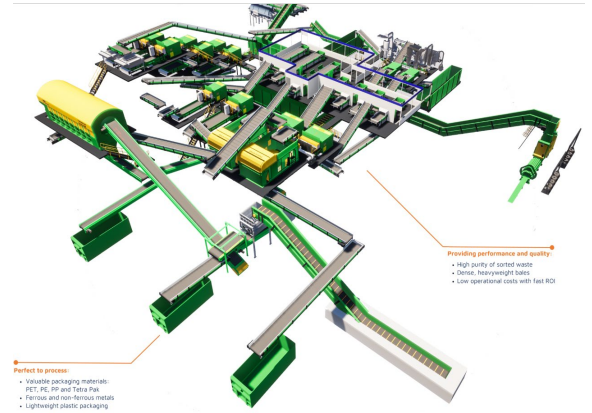


Sizes of pots and trees at planting

Types of plastics

1 PET	2 HDPE	3 PVC	4 LDPE	5 PP	6 PS	7 OTHER
POLYETHYLENE TEREPHTHALATE	HIGH-DENSITY POLYETHYLENE	POLYVINYL CHLORIDE	LOW-DENSITY POLYETHYLENE	POLYPROPYLENE	POLYSTYRENE	OTHER
Fruit trays Takeaway containers Toy packaging	Bathroom products Milk Health products Condiments and sauce bottles	Cleaning products	Packaging Wrap	Frozen and refrigerated products	Not accepted	Not accepted

Process



The Plasrefine Recycling process

1 Receival
The receival phase includes receiving the mixed plastics from various contracted suppliers, washing the plastics and removing labels

2 Sorting
The sorting phase involves utilising sensors and optical, smart arm methods to detect and sort different types of plastics

3 Flaking
The flaking phase involves processing the plastic through a shredder, or equivalent, to create plastic flakes

4 Washing
The washing phase includes sorting the flakes by size, colour and purity, and washing flakes destined for food grade applications

5 Pelletising
The pelletising phase involves feeding the plastic flakes into a granulator where they will be reshaped into plastic pellets. Some plastics would not be pelletised and remain as flakes

6 Reprocessing
The reprocessing phase involves reprocessing the flakes and pellets on site into plastic products

7 Distribution
The distribution phase involves sending pellets and plastic products not used on site to domestic or international customers

Products from recycled HDPE / LDPE and other plastics

Changes made since the EIS

Haulage routes (east west to north south road)

Site access (relocated rail crossing proposed)

Height of buildings (decrease to 14.5m main buildings and 15.5m for multi use building)

Stormwater management (minimised shared pond impacts)

Electricity connection (changed connection route based on Endeavour Energy advice)

Wastewater discharge (decreased volumes)

Water consumption (decreased volumes)

Plasrefine Recycling in the
Southern Highlands Innovation Park

A maximum of 5 trucks per hour delivering mixed plastics feedstock and exporting finished product from Monday to Friday between 7am-6pm

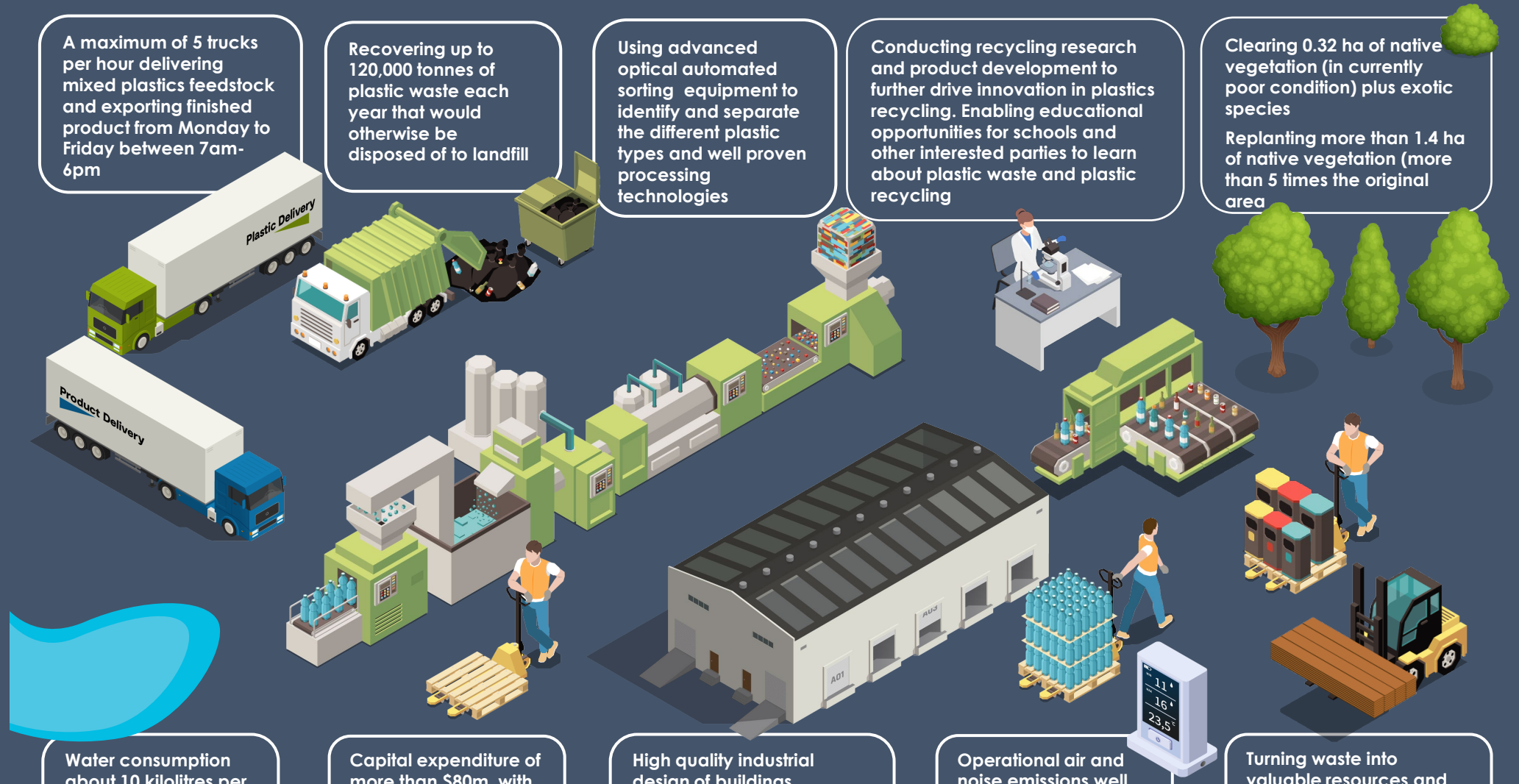
Recovering up to 120,000 tonnes of plastic waste each year that would otherwise be disposed of to landfill

Using advanced optical automated sorting equipment to identify and separate the different plastic types and well proven processing technologies

Conducting recycling research and product development to further drive innovation in plastics recycling. Enabling educational opportunities for schools and other interested parties to learn about plastic waste and plastic recycling

Clearing 0.32 ha of native vegetation (in currently poor condition) plus exotic species

Replanting more than 1.4 ha of native vegetation (more than 5 times the original area



Water consumption about 10 kilolitres per day on average

Equivalent to one large household rainwater tank

Capital expenditure of more than $80m, with 200 construction jobs and 140 full time operational jobs

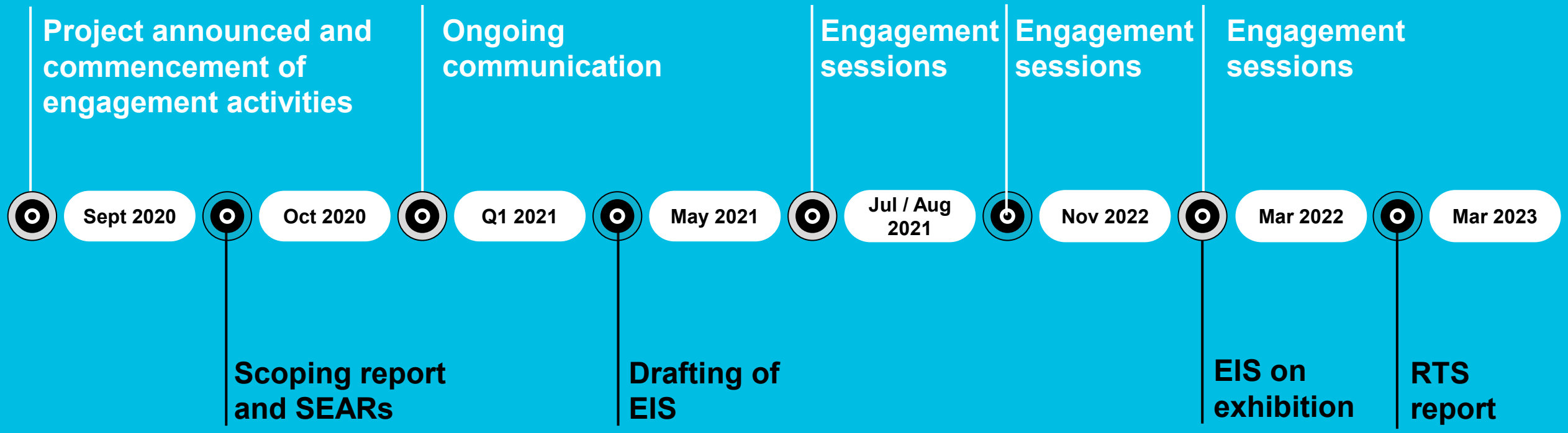
High quality industrial design of buildings, sympathetic to existing rural residential surroundings, screened with planted native trees

Operational air and noise emissions well below the relevant NSW Government guidelines

Turning waste into valuable resources and avoiding greenhouse gas emissions associated with virgin plastics

Key Issues
→

Engagement



Ongoing engagement with Wingecarribee Shire Council, DPHI, Australian BioResources and the community

Engagement

Ongoing engagement with Wingecarribee Shire Council, DPHI, Australian BioResources and the community

Consultation with Council

- Commenced in late 2020 and has continued regularly throughout the project.
- First meeting with Council (December 2020) discussed:
  - Council's position on access (no use of Beaconsfield Road)
  - Initial truck movements were 60 per day (now 50 per day)
  - Truck movements proposed to be 7am to 7pm (not 7am to 6pm)
  - Water supply, sewer connection and treatment of wastewater (reduction in water use / waste water)
- Council initially supported the project (2020), however formed a position of opposition after the EIS was exhibited in 2022 and has maintained opposition to the proposal.
- The EIS included proposed East-West Road access along Braddon Road (paper road) and land to be acquired, consistent with the MVEC DCP. Council indicated that it would not acquire the land needed for part of the East-West Road at this time. This resulted in further investigations for site access (North-South Road) and community agitation on new access routes.
- The construction of Braddon Road is now complete, following Council's approval as part of an unrelated DA for a residential subdivision. Notwithstanding that the MVEC infrastructure plan showed this as an industrial standard arterial road.

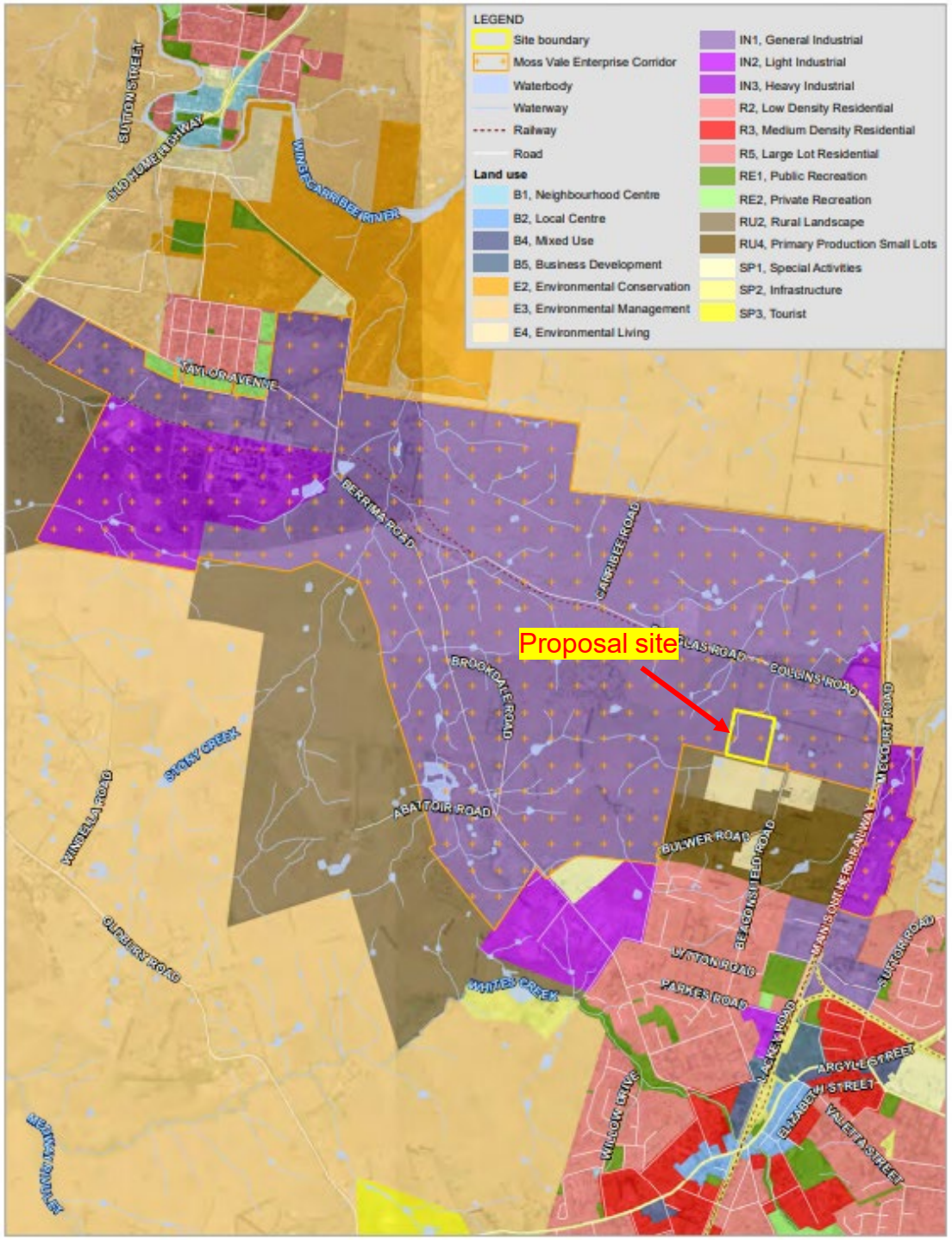
Social impacts

- Sensitivity is associated with developing land that had remained unused for more than 15 years, despite being zoned for industrial use and included in MVEC/SHIP
- Designated for industrial since 1979
- SIA prepared by Ethos Urban based on GHD technical studies and SIA guidelines
- Some challenges due to SIA being undertaken post EIS rather than as part of EIS
- SIA concluded that physical impacts (air, noise, traffic, water) would be minimal based on technical studies
- Community perceives high impacts despite evidence to the contrary (misinformation and reluctance to believe experts)
- CCC was proposed by proponent as an outcome from the original SEIA
- Recommended mitigation measures accepted by proponent.

Two experts reviewed SIA and concluded that physical impacts would be low, but perception about change in land use was driving community sentiment

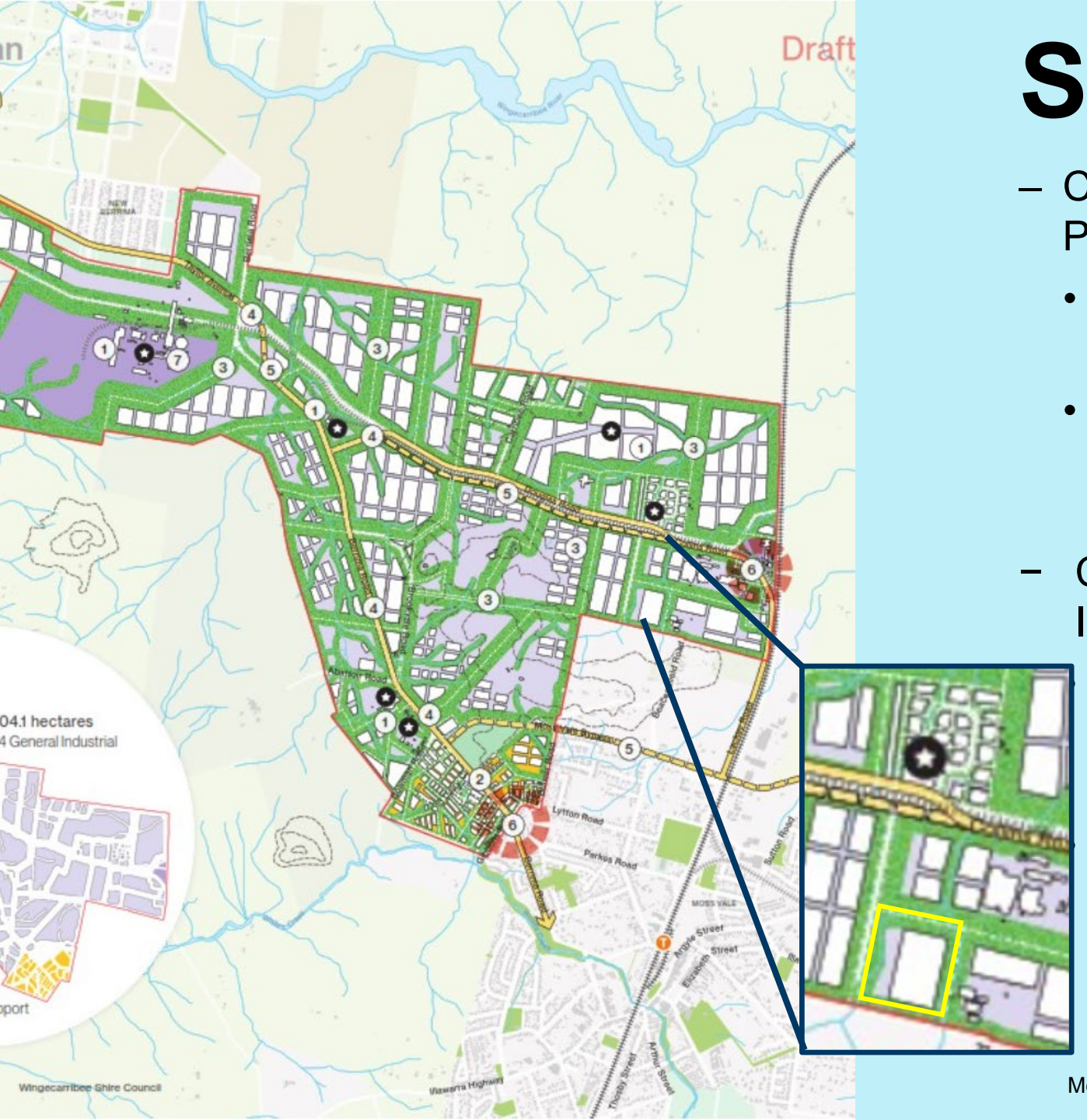
Site compatibility

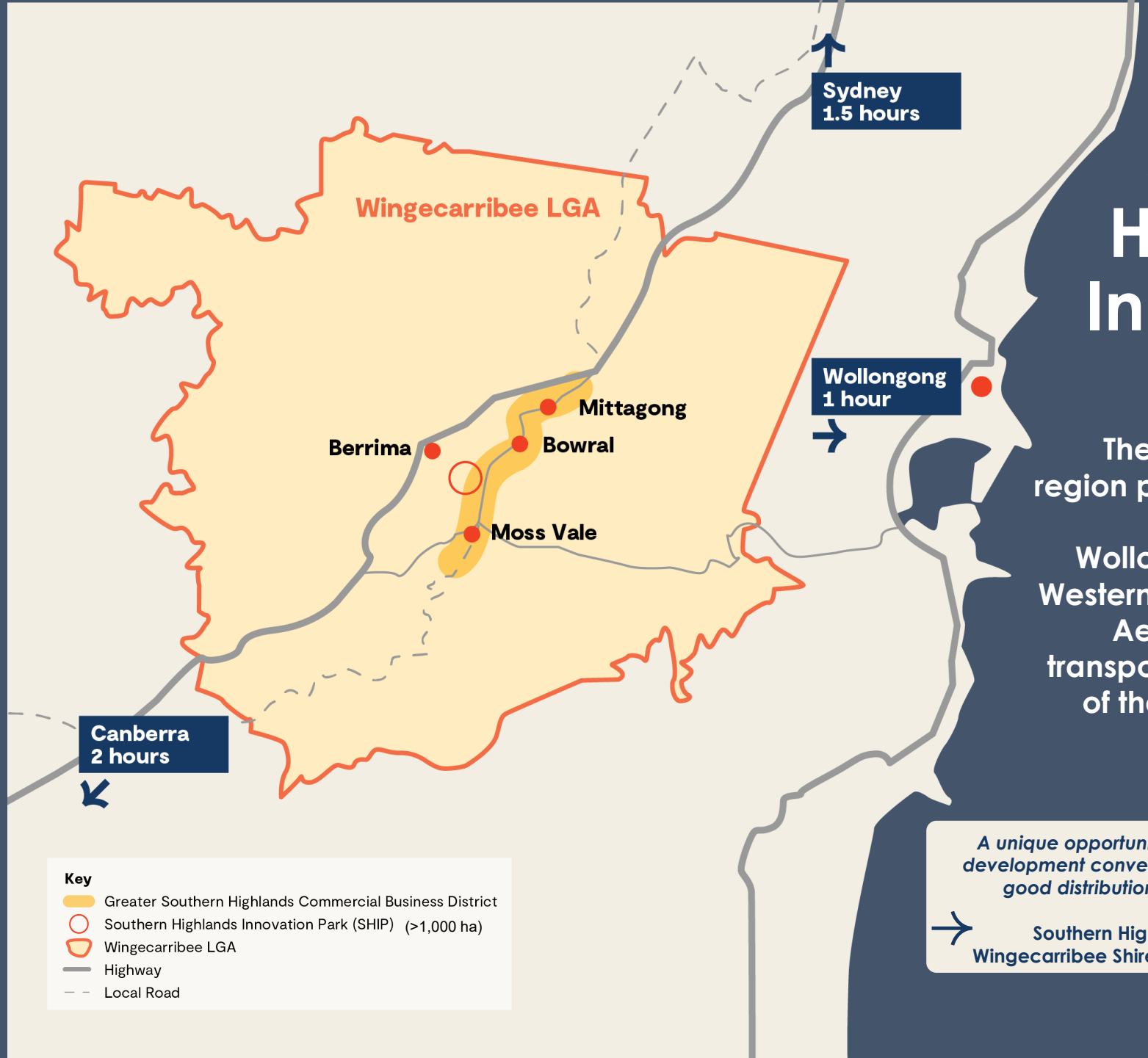
- Proposed site is located in E4 General Industrial zone
- Land use is permitted with consent in the zone
- Generally consistent with relevant controls identified in the Moss Vale Enterprise Corridor Development Control Plan:
  - Land use
  - Access and movement
  - Building siting and design
  - Energy efficiency
  - On-site parking and loading facilities
  - External lighting
  - Landscaping
  - Noise
  - Air quality
  - Waste management



Strategic context

- Consistent with Wingecarribee Local Strategic Planning Statement:
  - Moss Vale Enterprise Corridor includes in 2040 Structure Plan
  - Proposal supports *Planning Priority 3.1: Our Shire supports businesses' and attracts people to work, live and visit*
- Consistent with draft Southern Highlands Innovation Park (SHIP) masterplan:
  - Draft Masterplan identifies location within the new Research, Training and Advanced Manufacturing Precinct
  - Planning controls for the site included within the Moss Vale Enterprise Corridor DCP





Southern Highlands Innovation Park

The Southern Highlands region provides proximity to Sydney, Canberra, Wollongong and the new Western Sydney Airport and Aerotropolis with good transport access in and out of the region through the Hume and Illawarra Highways and rail.

A unique opportunity for large scale industrial development conveniently close to Sydney, and good distribution to most of the country.

Southern Highlands Destination Strategy
Wingecarribee Shire Council November (2020)

Traffic/Access

The maximum number of heavy vehicle movements when the facility is operating at maximum capacity will be 10 movements (5 in and 5 out per hour), with heavy vehicle movements restricted to Monday to Friday, 7am – 6pm (no movements in the evening, at night or on weekends).

Several haulage alignments were proposed. The original east west alignment was as per Council's DCP however was amended to north south, based on community and stakeholder feedback.

SITE ACCESS OPTIONS CONSIDERED

1. Beaconsfield Road + Braddon Road
2. Braddon Road + East West Road
3. Braddon Road + North South Road + Douglas Road (north - hook turn)
3a. Braddon Road + North South Road + Collins Road (heading south) + Lackey Road + Garrett Street + Innes Road
3b. Braddon Road + North South Road + new Level crossing + Douglas Road

WHAT HAS CHANGED

EIS proposed 1 for construction and 2 for operation
RTS proposed 3a for construction and operation

AR proposes 3b for construction and operation

Other matters

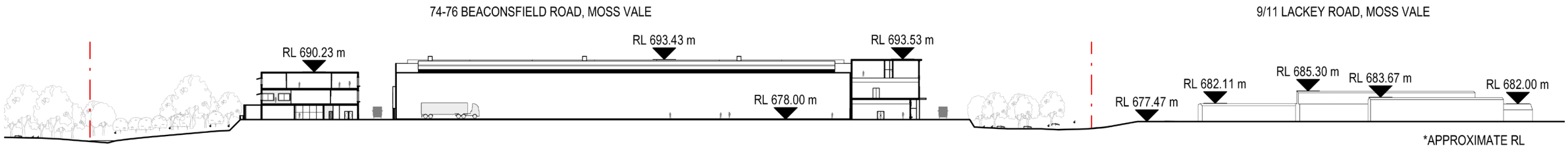
→

Building view (from ABR)

EXISTING VIEW

PROPOSED DESIGN

Building heights (relative to ABR)



Nearby industry (complying development)

Nearby industry (night lighting)

Nearby industry (night lighting)

Thank You

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