



AGENDA

FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON

16 SEPTEMBER 2024 AT 6.30 PM

**IN LITTLE PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB, 34
CHURCH STREET, SALISBURY**

MEMBERS

Deputy Mayor, Cr C Buchanan (Chairman)
Mayor G Aldridge
Cr B Brug
Cr L Brug
Cr J Chewparsad
Cr A Graham
Cr K Grenfell
Cr D Hood
Cr P Jensen (Deputy Chairman)
Cr M Mazzeo
Cr S McKell
Cr S Ouk
Cr S Reardon

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
Deputy Chief Executive Officer, Mr C Mansueto
A/General Manager City Infrastructure, Mr C Haskas
General Manager Community Development, Mrs A Pokoney Cramey
A/General Manager City Development, Ms S Klein
Manager Governance, Mr R Deco
Governance Support Officer, Ms M Prasad

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Policy and Planning Committee Meeting held on 19 August 2024.

REPORTS

Administration

1.0.1 Future Reports for the Policy and Planning Committee..... 7

For Decision

1.1.1 Renascor Battery Anode Material Facility, Robinson Road, Bolivar -
Environmental Impact Statement Consultation..... 9

QUESTIONS ON NOTICE

There are no Questions on Notice.

MOTIONS ON NOTICE

There are no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update)

CLOSE



**MINUTES OF POLICY AND PLANNING COMMITTEE MEETING HELD IN LITTLE
PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB,**

34 CHURCH STREET, SALISBURY ON

19 AUGUST 2024

MEMBERS PRESENT

Deputy Mayor, Cr C Buchanan (Chairman)
Mayor G Aldridge
Cr B Brug
Cr L Brug
Cr J Chewparsad
Cr A Graham
Cr K Grenfell
Cr D Hood
Cr M Mazzeo
Cr S McKell
Cr S Ouk
Cr S Reardon

STAFF

Chief Executive Officer, Mr J Harry
Deputy Chief Executive Officer, Mr C Mansueto
General Manager City Infrastructure, Mr J Devine
General Manager Community Development, Mrs A Pokoney Cramey
A/General Manager City Development, Mr L Lopez Digon
Manager Governance, Mr R Deco
Governance Support Officer, Ms M Prasad
Manager Field Services, Mr M Purdie
Manager Infrastructure Design & Delivery, Mr J Collins
Manager Urban, Recreation & Natural Assets, Mr J Foong
Manager Community Experience, Ms C Kroepsch
Manager People & Performance, Ms K Logan
Manager Strategic Development Projects, Ms S Klein
Manager Environmental Health & Community Compliance, Mr J Darzanos

The meeting commenced at 6.30pm.

The Chairman welcomed the Elected Members, members of the public and staff to the meeting.

APOLOGIES

An apology has been received from Cr P Jensen.

LEAVE OF ABSENCE

Nil.

PRESENTATION OF MINUTES

Moved Mayor G Aldridge
Seconded Cr D Hood

The Minutes of the Policy and Planning Committee Meeting held on 15 July 2024, be taken as read and confirmed.

CARRIED

REPORTS

Administration

1.0.1 Future Reports for the Policy and Planning Committee

Moved Cr K Grenfell
Seconded Cr J Chewparsad

That Council:

1. Notes the report.

CARRIED

For Decision

1.1.1 Final City Plan 2040 - Engagement Report and Recommendations

Moved Cr C Buchanan
Seconded Cr L Brug

That Council:

1. Adopts the City Plan 2040, as contained in Attachment 1 (Item No 1.1.1, Policy and Planning Committee, 19 August 2024).
2. Notes the Engagement Report, as contained in Attachment 2 (Item No 1.1.1, Policy and Planning Committee, 19 August 2024).
3. Authorises the Chief Executive Officer to make editorial and other changes to the City Plan 2040 for finalisation in accordance with Council's deliberations and recommendations.

CARRIED

QUESTIONS ON NOTICE

There were no Questions on Notice.

MOTIONS ON NOTICE

There were no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update)

There were no Other Business Items.

The meeting closed at 6.32pm.

CHAIRMAN.....

DATE.....

ITEM	1.0.1
	POLICY AND PLANNING COMMITTEE
DATE	16 September 2024
HEADING	Future Reports for the Policy and Planning Committee
AUTHOR	Michelle Whibley, PA to General Manager, City Development
CITY PLAN LINKS	4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	This item details reports to be presented to the Policy and Planning Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

RECOMMENDATIONThat Council:

1. Notes the report.

ATTACHMENTS

There are no attachments to this report.

1. **BACKGROUND**

- 1.1 Historically, a list of resolutions requiring a future report to Council has been presented to each committee for noting.

2. **REPORT**

- 2.1 The table below outlines the reports to be presented to the Policy and Planning Committee as a result of a Council resolution.

Meeting Item	- Heading and Resolution	Officer
18/12/2023 MWON2	Royal Commission into Domestic, Family and Sexual Violence 2. Consider the recommendation of the Royal Commission and requests the administration to bring back a report for information regarding opportunities arising from the Royal Commission recommendations.	Amy Pokoney-Cramey
Due:	May 2025	
22/07/2024 MON1	Motion on Notice - Cr L Brug - Shop Locally Campaign 1. Requests the Administration to present a report to implement a "Shop Locally" campaign across the City, including associated ideas and costings.	Leandro Lopez Digon
Due:	December 2024	

4. **CONCLUSION / PROPOSAL**

- 4.1 Future reports for the Policy and Planning Committee have been reviewed and are presented to Council for noting.

ITEM	1.1.1
	POLICY AND PLANNING COMMITTEE
DATE	16 September 2024
PREV REFS	Council C1 27/02/2023
HEADING	Renascor Battery Anode Material Facility, Robinson Road, Bolivar - Environmental Impact Statement Consultation
AUTHOR	Chris Zafiroopoulos, Assessment Manager, City Development
CITY PLAN LINKS	3.2 Salisbury is a place of choice for businesses to start, invest and grow 4.4 We plan effectively to address community needs and identify new opportunities
SUMMARY	This report provides for Council's consideration, the draft submission on the Environmental Impact Statement (EIS) for the proposed <i>Renascor Battery Anode Material Facility</i> at Robinson Road, Bolivar.

RECOMMENDATION

That Council:

1. Approves the draft submission to The Minister for Planning on the *Renascor Battery Anode Material Facility, Robinson Road, Bolivar - Environmental Impact Statement* provided in Attachment 1 (Item No. 1.1.1, Policy and Planning Committee, 16 September 2024).
2. Authorises the Chief Executive Officer or delegate to finalise the draft submission in accordance with Council deliberations.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Draft Council EIS Submission

1. BACKGROUND

- 1.1 The Minister for Planning has declared the proposed *Renascor Battery Anode Material Facility* an Impacted Assessed Development under the *Planning, Development and Infrastructure Act 2016*.
- 1.2 In respect to the process:
 - 1.2.1 An application for Impact Assessed Development involves the preparation of an Environmental Impact Statement (EIS) that addresses the expected environmental, social and economic effects of the proposed development.
 - 1.2.2 The Minister is the Planning authority for the development, taking advice from State Planning Commission.

- 1.2.3 Council, community and other stakeholders are provided 30 business days (6 weeks) to provide comments on the EIS. The consultation period is from Monday 19 August 2024 until Friday 27 September 2024.
- 1.3 Council considered the draft Assessment Requirements that informed the preparation of the EIS at the Council meeting held 27 February 2023.
- 1.4 Renascor representatives attended the CEO Briefing on 2 September 2024 to provide Council a briefing on the proposal. The full details of the EIS have been previously provided to Council and are available at <https://yoursay.sa.gov.au/renascor-eis>

2. EXTERNAL CONSULTATION / COMMUNICATION

- 2.1 The public consultation process is being undertaken by the Department for Housing and Urban Development. Council has the opportunity to make a submission on the EIS.

3. DISCUSSION

The Proposal

- 3.1 The Battery Anode Material (BAM) Facility in Bolivar is part of the Siviour Graphite Project. The project includes a mine on the Eyre Peninsula and the downstream processing and refining at this facility.
- 3.1.1 BAM Facility - Unit 1, 9 Robinson Road, Bolivar.
- 3.1.2 Graphite Mine - Arno Bay on the Eyre Peninsula.
- 3.2 The plant site is at Unit 1, 9 Robinson Road, Bolivar - 20.5ha, owned by SA Water and is in a Rural Horticulture Zone.



Source: Renascor Resources – EIS – 2024

The BAM Facility comprises two discrete but integrated industrial plants, mechanical shaping and purification, silos to store the concentrated product with other associated buildings and equipment. The key processes include:

- 3.2.1 Receiving the graphite concentrate transported from the Siviour Graphite mine via trucks, and conveyed into silos.
 - 3.2.2 Mechanically shaping (milling) the graphite through micronisation and spheronisation processes, followed by purification through a caustic roast and leach process (chemical works).
 - 3.2.3 The Purified Spherical Graphite (PSG) product is then flash dried and packaged in a bagging plant before being transported off-site via truck to Port Adelaide.
- 3.3 Renascor's stated aim is to become a global leader in the supply of sustainable Australian made battery anode material with a focus on sound environmental management.
 - 3.4 The Siviour BAM Project has been granted Major Project Status by the Commonwealth Government and has conditionally approved a loan facility of \$185M to support the BAM Project under a \$2B Critical Minerals Facility.
 - 3.5 Capital investment in the project is expected to be in excess of \$200M. The proposal is projected to create over 1,200 FTE jobs (direct, indirect and flow on) including some 840 jobs in the Northern Adelaide Region.
 - 3.6 The proposed development is anticipated to be staged, with Stage 1 commencing in 2025, subject to commercial considerations. Stage 2 expansion is planned approximately 3 years later, subject to market forces, commerciality and regulatory conditions.

Environmental Impact Statement Assessment Process

- 3.7 The EIS has been prepared in response to assessment requirements and statutory requirements published by the State Planning Commission and is now released for public consultation for 30 business days.
- 3.8 All submission will be provided to Renascor for the development of a formal response, called the Response Document. The Response Document will address the submissions and may provide additional information in response to the issues that have been raised.
- 3.9 The EIS and Response Document will then be assessed by the State Planning Commission and an Assessment Report will be provided to the Minister for Planning to determine whether to approve or refuse the proposal.
- 3.10 Unlike ordinary development application processes, the final detailed design drawings / plans and project specific management plans will be required through reserved matters or conditions pursuant, if the development is approved by the Minister for Planning.

3.11 This will include a suite of management plans will capture all measures identified in the Applicant's EIS and Response Document, and the Commission's Assessment Report to avoid, mitigate, manage, offset and/or monitor environmental impacts during construction and operation of the development. Preparation of the plans will require further consultation with State Agencies, Council, Traditional Owners and others, as relevant. The suite of plans is expected to address both PDI Act requirements and may include:

- Construction Environmental Management Plan (CEMP)
- Traffic Management Plan (TMP)
- Hazard and Emergency Management Plan(s)
- Flora and Fauna Management Plan(s)
- Native Vegetation Clearance Data Report (final) including a Significant Environmental Benefit (SEB) Management Plan
- Cultural Heritage Management Plan (CHMP)
- Operational Environmental Management Plan (OEMP)
- Decommissioning and Rehabilitation Plan (DRP).

Key Issues

3.12 The Department for Housing and Urban Development, on behalf of the State Planning Commission, has identified project specific Assessment Requirements (key issues) with the development that have informed the preparation of the EIS by the Applicant.

3.13 The key matters for Council's consideration are discussed below.

Interface and land use impacts including visual amenity, noise, and air quality from the introduction of a large-scale industrial land use not associated with a horticultural or agricultural enterprise.

The proposal introduces industrial activity that has a potential impact on the locality. The areas of particular significance relate to air quality and noise.

Air Quality impacts including dust and emissions are expected during the construction phase of the facility and the ongoing operations. The activities are likely to trigger prescribed activities of environmental significance and require a licence from the EPA.

It is noted that the project incorporates a range of impact-mitigation technology and devices industry, which have been modelled as adequately mitigating the identified potential impacts to within acceptable limits.

The submission highlights that performance of the range of impact-mitigation technologies and devices is critical to meeting air quality criteria and that contingencies for poor performance of technology and devices should be considered. It is noted that this should be addressed as part of the EPA licence.

In relation to noise impacts, the EIS found that noise levels will exceed the Environmental Protection Noise Policy when trucks are entering the site at night. The facility is required to operate 24/7, with up to 2 trucks accessing the site at night in stage two of the project. The noise impact is to three (3) dwellings on Robinson Road, opposite the proposal BAM facility.

While Renascor have indicated the noise can be made acceptable with noise mitigation to these dwellings, this solution appears to be unresolved at this time. The submission recommends that development approval should include the necessary mitigation measures for the existing dwellings on Robinson Road, so that the experienced noise levels for these dwellings meets the Environmental Protection Noise Policy.

Visual impact including design and appearance of the facility, and alteration to the existing landscape character.

The proposal includes the construction of relatively large buildings within a rural locality. The tallest building (Kiln) will have a height of 26.8 metres.

It is proposed that the materials and colours will be chosen to present a low-glare, low-reflectivity finish, noting the inherent size of the buildings due to their functional necessity. Landscaping is proposed at the perimeter of the site to screen the site.

While landscaping will assist to screen the facility from closer viewpoints, the inherently taller buildings / structures will be visually dominate in the rural character. The submission proposes:

- The extension of the proposed 10 metre wide green buffer along the entire Robinson Road Frontage – this is not explicitly indicated in the proposal.
- Retention of as many fauna as possible, particularly and the perimeter of the site.
- Plantings in the northeast corner of the site to effectively screen the proposed dry waste storage area, given the relative public exposure of this corner of the site.

That further consideration be given to design elements such building material cladding and form for the taller buildings / structures, given they will be visually dominant in the locality.

Stormwater management and flood mitigation with regard to existing surface water movements.

The EIS includes a detailed stormwater assessment. The development site considerations appear to have been adequately addressed.

The stormwater assessment has not however adequately demonstrated an understanding of the capacity downstream impacts and allowances for existing external inflows. The downstream impact relates to the drainage system capacity on the SA Water land downstream of the Renascor site.

The potential downstream flood risk has not been adequately modelled and is therefore unknown. i.e. around St Kilda Road. The deep detention basin will intersect groundwater and this may be an issue with the pump system that is needed to keep the basin empty. In relation to the external flows, the site will discharge to a channel to the north of the site that also serves as the stormwater channel for the Greater Edinburgh Parks outfall channel.

The full requirements of the GEP outfall channel are being progressed in the Greater Edinburgh Parks and St Kilda Catchment Stormwater Management Plan (SMP) (recently released for public consultation) and the joint Playford / Salisbury Economic Growth Project that is seeking to facilitate a number of code amendments in the region. As Renascor development, together with currently planned rezonings in GEP will increase flows to this outfall, it is likely that it will bring forward downstream works for Council to facilitate this development. Council staff are currently investigating the implications and will provide Council further information on these works following the consultation process for the SMP. An upgrade of the existing drainage on SA Water land (west of the lagoons) is unlikely to be a viable interim option.

There is also a further consideration required for potential site contamination, and the proposed Discharge Pipeline and Suction Pipeline and associated easement for the project, that follows a similar alignment for the existing and proposed Greater Edinburgh Parks outfall channel.

The submission recommends that further investigation be undertaken on the stormwater management measures in collaboration with Council.

Traffic management and impact on existing traffic networks during construction and operation.

The proposed BAM facility will use Robinson Road for access with vehicle movements along Waterloo Corner Road and Northern Connector and Pt Wakefield Road. The largest vehicles access the site will be 36.5 metre A-Train & 40.7 metre AB Triple Articulated Heavy Vehicles.

Robinson Road is currently a narrow rural road and will require a major upgrade to accommodate the expected heavy vehicles. The EIS indicates that this upgrade was to be completed by SA Water in the first half of 2024. This has not been done and while there may be a commercial arrangement with a third party for the construction of the upgrades, it is essential that these upgrades are included as a requirement of the development approval.

The submission identifies that the major upgrade of Robinson Road South at Waterloo Corner is required for the Renascor Development. This upgrade should be for a typical road cross-section to accommodate regular 2-way traffic flow for the largest design vehicle which is the 40.7 metre AB Triple Vehicle roadway with kerbing for drainage & new street lighting. The upgrade to Robinson Road must also include the intersection with Waterloo Corner Road.

The submission provides detailed comments on the design and invites further collaboration with Council on the upgrade.

Cultural heritage impacts with respect to known Aboriginal heritage site and proximity to the coast

The EIS advises that a Cultural Heritage Management Plan (CHMP) has been developed and provided to Kaurna Yerta Aboriginal Corporation (KYAC) as the Registered Native Title Body Corporate established to manage native title rights and interests on behalf of the Kaurna People. While this process is referenced as the key mitigation strategy in the EIS, it is difficult to provide comment on its efficacy as the CHMP has not been published. The submission provides additional matters for consideration such as:

- Broader community / media engagement should a site be disturbed.
- Aside from fencing known sites, any ongoing considerations for the protection or promotion of culture that should be included.
- Opportunities for providing Kaurna connection for the workforce, including induction processes.

Other matters - Onsite Wastewater Management

The submission raises concerns with the adequacy of the information provided for the installation and management of onsite ablution facilities. The EIS outlines that an onsite wastewater service will be incorporated to manage human wastewater, with removal to an appropriately licensed facility due to the absence of a connection to a common wastewater disposal service. However, the scale of the operation initially supporting approximately 100 full-time staff, with the potential to grow to 200 full-time employees, combined with the 24/7 operational, demands a far more comprehensive approach. It is recommended that Renascor seek approval for a suitably designed on-site wastewater system from SA Health.

4. FINANCIAL OVERVIEW

- 4.1 There are no direct budget implications arising from Council for the project as all the associated infrastructure for the facility are expected to be a cost for the project. Council will receive the upgraded infrastructure, portion of Robison Road and stormwater channel, after it has been constructed.

5. CONCLUSION

- 5.1 The Battery Anode Material (BAM) Facility is a significant development that provides new economic and development opportunities for the state and the northern region.
- 5.2 The EIS has provided a detailed assessment of key issues and while the development will present a significant change in scale and intensity of land use, the impacts appear to have been identified and appropriate mitigation measures proposed.

- 5.3 The draft submission for Council’s consideration has identified additional measures for inclusion in the assessment. While Council does not have the opportunity to consider public submissions on the proposal, the Council submission has highlighted critical considerations in relation to mitigating dust, noise and visual impacts to protect the local amenity of existing landowners and occupiers.
- 5.4 Key infrastructure upgrades have been identified as requirements for the project and should the Minister for Planning grant approval for the project, further consideration and collaboration between Council and Renascor will provide the opportunity to ensure Council’s infrastructure requirements are satisfied.
- 5.5 The BAM facility provides Council the opportunity to consider the further opportunities that may arise from this facility and for the region as previously identified in Council’s *Waterloo Corner and Bolivar Corridor Strategic Growth Framework*.

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EIS REFERRAL COMMENT TEMPLATE

Development Application No:	361/P055/23
Project Name:	Renascor Battery Anode Material (BAM) Facility – Robinson Road, Waterloo Corner
Council Name:	City of Salisbury
Date:	

INSTRUCTIONS:

This proposal was declared an Impact Assessed Development on 8 December 2022. Assessment Requirements for the preparation of an Environmental Impact Statement (EIS) were subsequently endorsed by the State Planning Commission on 30 March 2023.

Renascor Resources Ltd has now lodged the EIS, which has been reviewed by the Delegate of the Minister for Planning (Hon Andrea Michaels MP) and endorsed for public release.

In accordance with s113(5)(a)(iii) of the *Planning, Development and Infrastructure (PDI) Act 2016* and r71 of the *PDI (General) Regulations 2017*, the EIS is referred to the City of Salisbury Council for comment and report within 30 business days, being **Friday 27 September 2024**.

Library Ref	Environmental Attribute	Level of Assessment	Comment	
AEQ1	Air Quality	DETAILED	<p>Air Quality impacts including dust and emissions are expected during the construction phase of the facility and the ongoing operations. The activities are likely to trigger prescribed activities of environmental significance and require a licence from the EPA.</p> <p>It is noted that the project incorporates a range of industry standard impact-mitigation technology and devices including air emissions scrubbing equipment, dust containment and mitigation, stormwater management infrastructure, which have been modelled as adequate to mitigate identified potential impacts to within acceptable limits.</p> <p>Performance of the impact-mitigation technology and devices is critical to meeting air quality criteria and contingencies for poor performance of the equipment should be considered in the assessment. It is noted that this should be addressed as part of the EPA licence.</p>	<p>Recommendation</p> <p>The performance of the range of impact-mitigation technologies and devices is critical to meeting air quality criteria. Contingencies for poor performance of technology and devices should be considered. It is noted that this should be addressed as part of the EPA licence.</p>
AEQ2	Noise / Vibration	STANDARD	<p>The noise assessment has found that noise levels will exceed the Environmental Protection Noise Policy when trucks are entering the site at night. The facility is required to operate 24/7, with up to 2 trucks accessing the site at night in stage two of the project. The impact is to three (3) dwellings on Robinson Road, opposite the proposed BAM facility.</p> <p>It is noted that a number of mitigation measures have been considered and the most feasible is to provide mitigation to the dwellings through measures such as fencing and facade treatments. It is noted that Rensacor has consulted the adjoining landowners but this mitigation approach appears to be unresolved at this time.</p> <p>While Council has proposed that area within which the dwellings are located for future Employment Use in the <i>City of Salisbury Waterloo Corner and Bolivar Corridor Strategic Growth Framework (Holmes Dyer, 2022)</i>, it will be important that the necessary noise mitigation measures are provided to the existing dwellings.</p>	<p>Recommendation</p> <p>The development approval should include the necessary mitigation measures for the existing dwellings (sensitive receptors R14, R15 and R16) on Robinson Road, so that the experienced noise levels from trucks at night for these dwellings meets the Environmental Protection Noise Policy.</p>
AEQ3	Transport and Traffic	STANDARD	<p>Robinson Road South (Council Road) located adjacent to the BAM Facility at present in a poor condition and state of disrepair with varying widths ranging between 4.50 metres & 5.0 metres from edge of road seal. The road has a sign-posted speed limit of 80 km/h and functions as a rural road.</p> <p>There is no statistical traffic data available for the section of Robinson Road adjacent the development site. In general, the existing adjacent land-uses are described as sparse rural/residential use with a small number of property owners operating market gardens/farm-land for primary producers.</p> <p>In relation to this section of road, the EIS states that <i>...SA Water are making plans to upgrade Robinson Road to support 8 double truck movements required for their ongoing operations. Renascor understand</i></p>	<p>Recommendation</p> <p>A major upgrade of Robinson Road South at Waterloo Corner is required for the Renascor Development. This upgrade should be for a typical road cross-section to accommodate regular 2-way traffic flow for the largest design vehicle which is the 40.7 metre AB Triple Vehicle roadway with kerbing for drainage & new street lighting. It is critical that the upgrade to Robinson Road, including the intersection with Waterloo Corner Road, be a requirement of the development approval.</p> <p>The detailed consideration of the Robinson Road upgrade should include the following.</p>

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Library Ref	Environmental Attribute	Level of Assessment	Comment
			<p><i>the SA Water plan to upgrade the road commencing within the first half on 2024 and have agreements in place regarding the first 200 m of road to be upgraded suitable to support AB Triple trucks. As this work will be undertaken by a third party it is not within the scope of this assessment or approval but is provided for context. (page 270)</i></p> <p>The upgrade of Robinson Road to a suitable standard to support AB Triple trucks has not been done and it is critical for the Renascor Development. While there may be a commercial arrangement with a third party for the construction of the upgrades, it is essential that these upgrades are included as a requirement of the development approval.</p> <p>The applicant will be required to apply to both Department of Infrastructure and Transport (DIT) and the National Heavy Vehicle Regulator (NHVR) for the approval of a gazetted route for RAV Usage for both 36.5 metre A-Train & 40.7 metre AB Triple Articulated Heavy Vehicles. Noting that this NHVR approval will be subject to relevant road authorities undertaking minor or major upgrades to facilitate the efficient & safe RAV movements.</p>
			<p>A total road reserve width for Robinson Road South is 20.0 metres wide to allow for either a 10.0 metre or a 12.0 metre-wide roadway between kerb to kerb. Options for a major upgrade of Robinson Road South adjacent to the Renascor site are:</p> <ul style="list-style-type: none"> Option No. 1 - For a 10.0 metre-wide carriageway, there will be 5.0 metre wide traffic lanes, with a 5.0 metre wide verge along both sides for new Council infrastructure and public utilities; and also Option No. 2 - For a 12.0 metre-wide carriageway, there will be 4.0 metre wide traffic lanes and 2.0 metre wide parking or emergency break-down lanes, with a 4.0 metre wide verge along both sides for new Council infrastructure and public utilities. <p>This major upgrade to Robinson Road South is to be designed for Restricted Access Vehicle (RAV) Usage which under AUSTRROADS Vehicle Classification are the 36.5 metre A-Train & 40.7 metre AB Triple (Class No. 12) Articulated Heavy Vehicles.</p> <p>The RAV usage for this major road upgrade should include a full-depth pavement (approx. 500 mm deep) designed for regular heavy vehicle loadings, or alternatively for a heavy vehicle tonnage exceeding a maximum value of 90.0 tonnes. This is to accommodate regular 2-way traffic flow for the largest design vehicle which is the 40.7 metre AB Triple Vehicle. The pavement design will also depend on predicted future Annual Average Daily Traffic (AADT) Volumes to be generated by this change in land-use.</p> <p>It is recommended that Renascor prepare a P30/P40 conceptual design drawings and preliminary cost estimate, for P100 detail design for this proposed major upgrade for Robinson Road South. The "extent of works" for a major upgrade of this existing road alignment from the Waterloo Corner Interchange Connector Road along the frontage of the BAM Facility to the property access/main gates.</p> <p>The conceptual design should consider:</p> <ul style="list-style-type: none"> The necessary upgrade to the existing layout of the T-Junction Re-Arrangement (or Modified T-Junction Treatment) at the Waterloo Corner Interchange Connector & Robinson Road South. The existing traffic control layout at this site is to be modified & upgrade to accommodate the turning characteristics for a combination of 36.5 metre A-Train & 40.7 metre AB Triple (Class No. 12) Articulated Heavy Vehicles as the largest design vehicle. This should include the installation of either Channelisation/Traffic Islands designed to delineate & separate opposing vehicle movements for a combination of passenger and medium-rigid & articulated commercial vehicles. Alternatively to be designed for efficient and safe distribution of turning traffic flow at this T-Junction, the installation of a 3-Way Large Diameter Roundabout to "future-proof" this site for both existing 2-way traffic flow and predicted increases in Annual Average Daily Traffic (AADT) Volumes. The consideration of right-turn vehicle movements at the Signalised Intersection at Pt. Wakefield Road (National Highway 1) onto the Waterloo Corner Interchange Connector Road for RAV movements to Robinson Road South, including changes to the duration for green-phase time as part of the overall operation of the Traffic Signals. This dedicated "right of way" under signalisation should allow for over-dimensional & over-mass articulated heavy vehicles to efficiently & safely negotiate right-turn movements at this site along DIT's metropolitan road network; Or alternatively, at the Waterloo Corner Interchange the consideration for a proposed major upgrade to the T-Junction for the vehicle on-ramp for direct access to the south-bound carriageway along the Northern Connector Motorway. The existing traffic control layout at this T-Junction is to be re-designed to accommodate the turning characteristics for a combination of 36.5 metre A-Train & 40.7 metre AB Triple (Class No. 12) Articulated Heavy Vehicles as the largest design vehicle. The proposed gazetted route for Restricted Access Vehicle (RAV) Usage for the transportation of processed materials along the Northern Connector Motorway and the Port River Expressway (PREXY) for access to the Outer Harbour Container Terminal (OHTC) for overseas export to the "end-users" of this product.
AEQ3	Visual Amenity	DETAILED	<p>The proposal includes the construction of relatively large buildings within a rural locality. These will include four (4) mill buildings with a floor area of some 8,000m² each and ridge height of 8.3 metres with silos (height not specified), two (2) Purification Buildings of some 1000m² with a height of 22.7 metres and two (2) kiln buildings of some 500m² with a height of 26.8 metres.</p> <p>Recommendation</p> <p>The facility will be highly visible from both closer viewpoints and at a distance, and from a range of vantage points (especially given the proposed size and heights of buildings). Proposals to screen out the facility as far as</p>

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Library Ref	Environmental Attribute	Level of Assessment	Comment	
			<p>The EIS notes that while the rural character is formed by the simple horizontal views, the background does include existing industrial land uses such as the SA Water Sewerage Treatment Plant, Torren's Island Power Station, powerlines and towers and grain silos.</p> <p>The EIS acknowledges the new infrastructure and industry will have different impacts depending on the scale and distance from receptors. It proposes closer viewpoints (Robinson Road and St Kilda Road) will experience altered visual character mitigated by vegetation screening. It is proposed that there will only be a minor visual impact from more distant views, such as St Kilda.</p> <p>It is proposed that material and colours will be chosen to present a low-glare, low-reflectivity finish, noting the inherent size of the buildings due to their functional necessity.</p> <p>Given the area is predominantly horticultural and of relative lower scale and intensity, the landscape treatment will be critical for closer viewpoints.</p> <p>Noting the inherent limitation to screening taller buildings, a greater consideration should however be given to design elements such as building material cladding and form. These buildings will be visually dominant in the landscape and therefore some design consideration, that can be relatively simple, will be important.</p>	<p>possible are supported and a detailed landscape plan should be provided that creates effective screening. The screening should include:</p> <ul style="list-style-type: none"> The extension of the proposed 10 metre wide green buffer along the entire Robinson Road frontage. Retention of as many fauna as possible, particularly along the perimeter of the site. Plantings in the northeast corner of the site to effectively screen the proposed dry waste storage area, given the relative public exposure of this corner of the site. <p>As the proposed buildings are relatively large within the rural locality and will still be visible from many vantage points, that will not be effectively screened by proposed landscaping, it is important that design elements such as building material cladding and form be considered for the taller buildings / structures.</p>
BE1	Biosecurity	STANDARD		
BE2	Marine Flora and Fauna	DETAILED		
BE3	Terrestrial Flora and Fauna	STANDARD	<p>The assessment was completed prior to the recent changes to regulated and significant tree regulations. The site trees should be reconsidered in relation to their status and the impact of the works on them.</p>	<p>Recommendation</p> <p>The flora investigation for trees should be reviewed in consideration of the legislation change for significant and regulated trees, and the offset requirements should be updated.</p>
CCRE1	Climate Change Adaptation	STANDARD		
CCRE2	Greenhouse Gas Emissions	DETAILED		
CCRE3	Sustainable Use of Resources	STANDARD		
CCRE4	Waste Management	STANDARD	<p>Renascor has developed a Waste Management and Minimisation Strategy (Appendix 17) for the Project. The strategy is reliant on potential markets and beneficial uses being found to address specific waste streams.</p> <p>More information should be provided on the storage and disposal of the waste streams, including if the opportunities for market recovery do not come to fruition.</p> <p>Details on the design and function of the proposed dry waste storage areas should be included in a Waste Management Plan for the facility, noting that the proposed storage area scale is not clearly defined and is shown to be in a relatively prominent location on the site plan.</p>	<p>Recommendation</p> <p>A Waste Management Plan should be developed for the facility. This should also include details on the the design and function of the proposed dry waste storage areas for the facility, including in the event opportunities for market recovery do not come to fruition. Consideration should be given the location of the proposed storage area which is shown to be in a relatively prominent location on the site plan.</p>
LRSE1	Local, regional and state economies	DETAILED		
HR0	Hazards General	STANDARD		
HR1	Bushfire - Fire	STANDARD		
HR2	Flooding	DETAILED	<p>The modelling that has been provided in the EIS (Tonkin) does not provide information on the assumptions around other inflows from the Northern Connector nor does it provide information on the existing capacity of drainage infrastructure from St Kilda Road through to the current outfall.</p> <p>As a result, the stormwater report is lacking sufficient detail to determine the impact of the development. It appears that the Tonkin Surface Water Modelling (Appendix 10) does not include an</p>	<p>Recommendation</p> <p>A stormwater assessment should be undertaken that provides the appropriate mitigation measures based on an understanding of the capacity downstream impacts and allowances for existing external inflows. The assessment will need to investigate the capacity of existing drainage infrastructure, located on SA Water land, as well as the</p>

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Library Ref	Environmental Attribute	Level of Assessment	Comment	
			<p>assessment of the drainage system capacity on the SA Water land (west of the lagoons), downstream of the Renascor site and therefore the potential downstream flood risk is unknown, (ie around St Kilda Road).</p> <p>The conclusion that the stormwater and flood management strategies on site may result in minor flooding of vacant land to the north is not considered to be adequately supported by the information that has been provided.</p> <p>The proposed Discharge Pipeline and Suction Pipeline and associated easement will intersect existing and necessary expanded stormwater channel that serves to dispose of water from the BAM Facility and the soon to be constructed Greater Edinburgh Parks outfall channel. It is noted that the detailed design is still to be developed for the pipelines and this critical stormwater infrastructure will need to be brought into consideration at this stage. Council would invite further collaboration on this matter.</p> <p>The EIS notes that there is potential for surface water channels to interact with the quaternary groundwater aquifer and the potential for contamination of the water in the stormwater channel to the north of the site. The detailed mitigation measures are still to be developed but this will be a critical consideration given the implications of this regional outfall channel for Greater Edinburgh Parks.</p>	<p>mitigation measures to address the potential contamination of water in the stormwater channel for the Greater Edinburgh Parks outfall channel.</p> <p>The detailed design of the proposed Discharge Pipeline and Suction Pipeline and associated easement should include the provision for the critical existing and proposed Greater Edinburgh Parks outfall channel.</p>
HR3	Site and Groundwater Contamination	DETAILED		
HR4	Dangerous Substances	DETAILED		
LUSC1	Land tenure, protected areas and land use	STANDARD		
PE1.1	Coastal	STANDARD		
PE1.2	Marine	DETAILED		
PE2	Soils, Landform and Geology	STANDARD		
PE3	Surface Water and Groundwater	STANDARD		
DQ1	Urban Design and Place-Making	STANDARD		
SC1	Aboriginal Cultural Heritage	DETAILED	<p>It is noted that a Cultural Heritage Management Plan (CHMP) has been developed and provided to Kurna Yerta Aboriginal Corporation (KYAC) as the Registered Native Title Body Corporate established to manage native title rights and interests on behalf of the Kurna People. While this process is referenced as the key mitigation strategy in the EIS, it is difficult to provide comment on its efficacy as the CHMP has not been published.</p> <p>As the key risk areas appear to be known by Renascor and Kurna Yerta Aboriginal Corporation, this active engagement is encouraged through the life of the project given the significant evidence pertaining to previous Aboriginal occupation of the region and potential for disturbing subsurface remains that are largely undetectable on disturbed land.</p> <p>Additional matters for consideration may include:</p> <ul style="list-style-type: none"> • Broader community / media engagement should a site be disturbed. • Aside from fencing known sites, any ongoing considerations for the protection or promotion of culture that should be included. • Opportunities for providing Kurna connection for the workforce, including induction processes. 	

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SC2	Community Wellbeing / Social Impact Assessment	STANDARD	<p>The project is predicted to create high-skilled jobs and Renascor is committed to employing local where possible. Council welcomes initiatives that may provide career pathways for local students and local workers.</p> <p>Renascor has advised it is open to opportunities to provide financial assistance to local community, social or sporting clubs by way of sponsorships. Council welcomes further information on how community/sport clubs may best go about seeking sponsorship under this program.</p>	
SC3	Heritage Places and Areas	STANDARD		
Appendix 17 4.3	Onsite Wastewater Management	Not Adequate	<p>There are significant concerns regarding the adequacy of the information related to the installation and management of onsite ablution facilities, as mandated by the On-site Wastewater Systems Code and the South Australian Public Health (Wastewater) Regulations 2013.</p> <p>The plan outlines that an onsite wastewater service will be incorporated to manage human wastewater, with removal to an appropriately licensed facility due to the absence of a connection to a common wastewater disposal service. However, the scale of the operation initially supporting approximately 100 full-time staff, with the potential to grow to 200 full-time employees during ongoing operations and peaking at over 200 workers requires a more comprehensive approach.</p>	<p>Recommendation The complexities of managing a large volume of wastewater necessitate detailed input and approval from the Health Protection and Regulation Public Health Division at SA Health. It is recommended that Rensacor seek approval for a suitably designed on-site wastewater system from SA Health.</p>
Other Considerations				