



Nos. 2 & 40-44 Graingers Road, West Footscray

Planning Report in support of application for paint
recovery facility

Prepared by Hansen Partnership
March 2023 V6

**CITY OF MARIBYRNONG
ADVERTISED PLAN**

Contents

1. Introduction.....	2
2. Site and Surrounds	3
3. Planning Approvals History.....	6
4. Proposal	7
5. Planning Controls.....	8
6. Policy	14
7. Conclusion	18

Appendix 1 – Proposed Waste Management Arrangements

1. Introduction

Hansen Partnership has been engaged by Paintback to prepare a planning report in support of an application to use and develop land at No. 2 & 40-44 Graingers Road, West Footscray for a paint recovery facility (referred to as PaceHQ).

This report demonstrates that the proposal would achieve an acceptable planning outcome, consistent with the provisions of the Maribyrnong Planning Scheme.

Accompanying this report as part of the application are the following:

- Certificate of Title.
- Plans showing the location of the proposed use and development.
- Acoustic Report, prepared by Renzo Tonin & Associates.
- Odour Assessment, prepared by SLR Consulting.
- Traffic Report, prepared by Traffix Group.

2. Site and Surrounds

The subject site is located on land bounded by Graingers Road to the east, Stradbroke and Darwin Street to the west, Robbs Road to the south, and Geelong Road to the north.

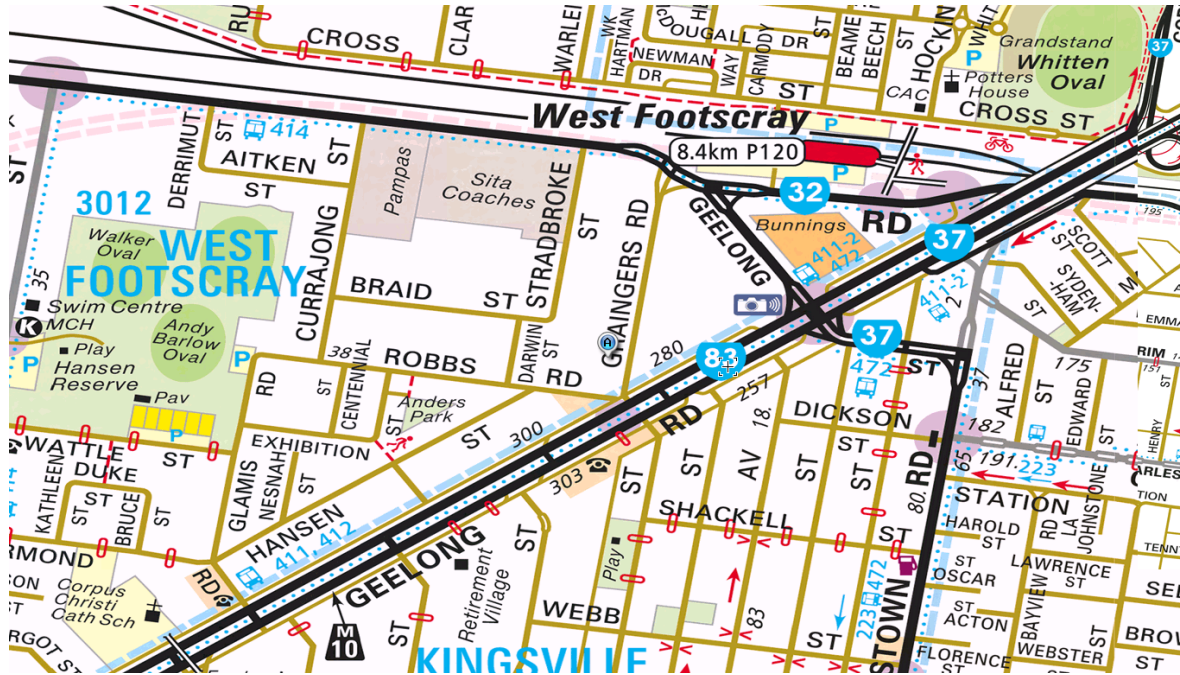


Figure 1 - Locality Map

The site forms part of an industrial complex operated by Wattyl Australia paints. It is developed with a series of industrial buildings and associated car parking and accessways. Vehicle access to the site is obtained from multiple points along Graingers Road and Stradbroke Street.



Figure 2 - Aerial view showing overall site

Activities currently carried out on the site include:

- Warehousing and logistics
- Manufacture of liquids including weighing, sorting, decanting, addition of raw material both liquids and powders, movement of chemicals via forklifts and fixed pumping through piping, addition of liquids through manual decanting and pumps, filling line operations into different pack and container sizes
- Receivable of return paint cans, that is aggregation and sorting leading to opening and reworking into new batches (separation)
- Waste management of metal (used and new)
- Office administration and customer service
- Research and development labs for testing and new business development
- Cleaning of fixed and mobile vessels using liquids
- Recovery of cleaning liquids through process equipment
- Receivable of imported paint and packaging for destuffing containers and selling as finished goods. This includes relabelling and tinting to colour.

Land on the eastern side of Graingers Rd is zoned, used, and developed for industrial and warehouse purposes. No. 268-280 Geelong Rd is occupied by Fenner Conveyors, which manufactures mining conveyors.

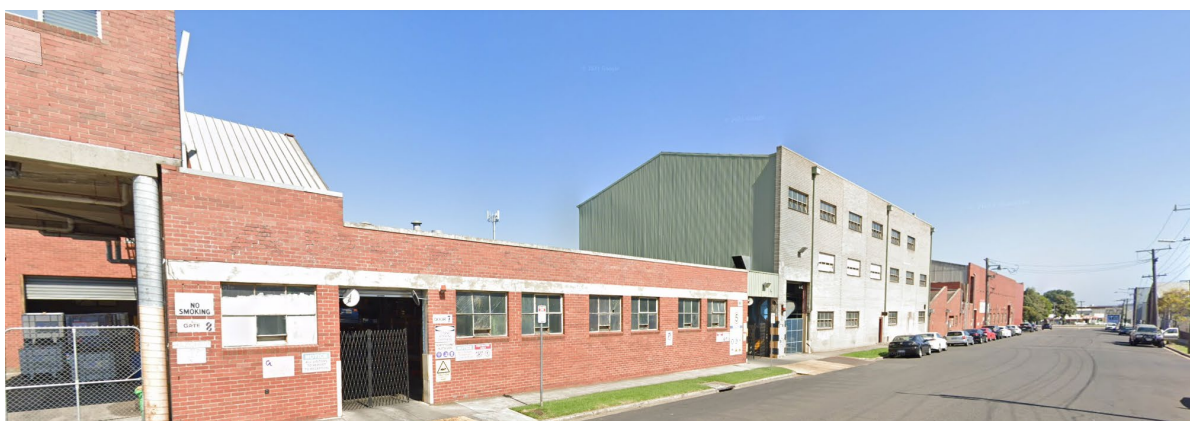


Figure 3 - Google Streetview image showing Graingers Road frontage of No. 268-280 Geelong Road

Land on the western side of Stradbroke Street is also zoned for industrial purposes. No. 2 Braid St is occupied by ACC Higgins, which manufactures and distributes coffins. No.7 Sunshine Rd is occupied by Sita Coaches which uses the land as a transport depot. No. 11 Braid St is occupied by Keables, which manufactures nuts and bolts.



Figure 4 - Google Streetview image showing interface of No.2 Braid Street to Stradbroke Street

To the south of the site, at No. 46 Graingers Road, is a complex of office and warehouse tenancies. Vehicle access to the complex is from Robbs Road.

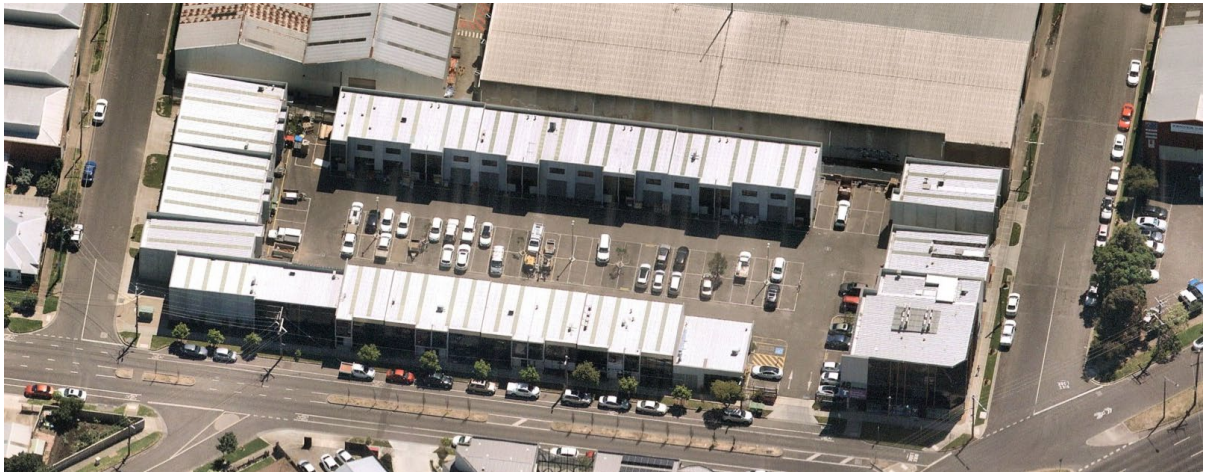


Figure 5 – Nearmap aerial showing complex at No. 46 Graingers Road

Residentially zoned land is located to the south and west of the site. The closest of this land is approximately 68 metres south of the site.

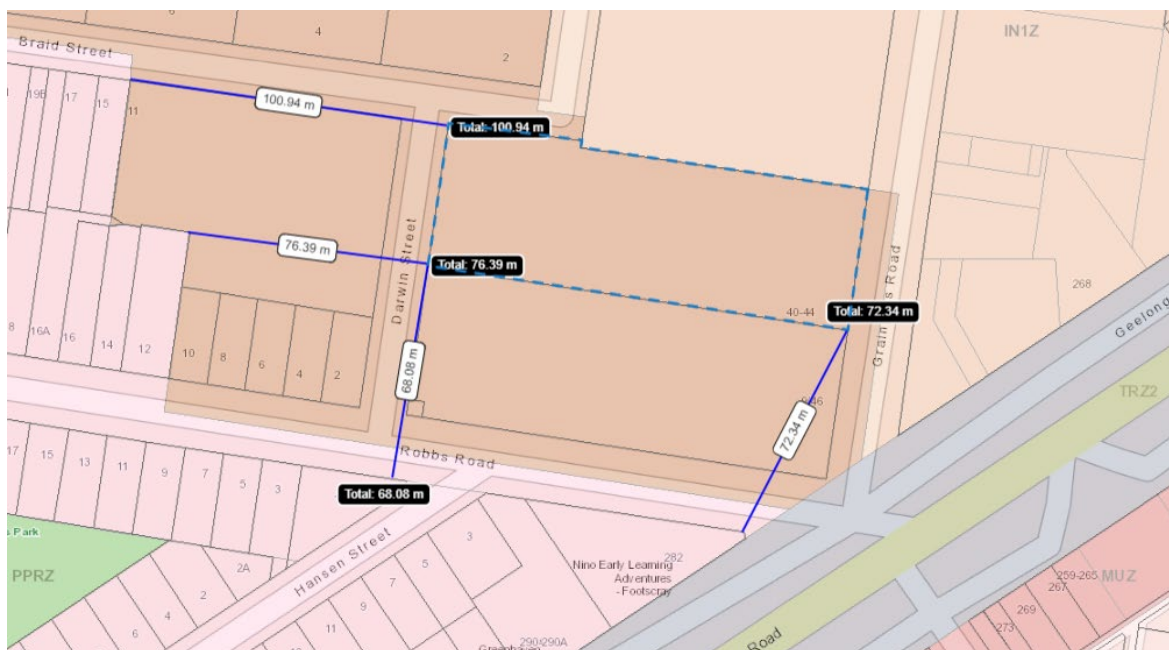


Figure 6 - Zoning map showing closest residential land to site

3. Planning Approvals History

Reference	Date Issued	Description
TP 00/0146	30 May, 2000	Buildings and works including demolition to an existing industrial complex in accordance with the endorsed plans. The endorsed plans show changes to DS4 and DS2.
TPO/0003	9 February, 2000	Buildings and works to an existing warehouse/storage building. The endorsed plans show changes to DS4 (current warehouse) as applied for by Colours and Chemicals Pty Ltd, a company that helped to set up Wattyl on the land.
TP 91/47	30 April, 1991	Buildings and works comprising the construction of a carport.
TP 82/185	16 February, 1983	This application appears to have been to extend the hours of operation, however this was refused by Council. No further details are provided.
TP 81/156	15 December, 1981	To use the existing building in accordance with the plans submitted for the purposes of a warehouse, a transport depot and a store. The endorsed plans show various minor alterations to the existing building. This relates only to part of the Land, being south of Baird Street.
TP 81/93	23 July, 1981	Buildings and works in accordance with the plans submitted for the alteration to the existing industrial complex.
TP39042	12 April, 1965	Buildings and works within 15' of Robbs Road in accordance with the endorsed plans (no plans on record).

4. Proposal

It is proposed to use and develop the site for a paint recovery facility (PaceHQ), a new sustainability venture in that sector.

The proposed facility will support the stewardship of used paint and container recovery to higher end uses, through the collection, processing and repurposing of old paint cans. It will divert paint, paint tins and other packaging products away from landfill.

In planning terms, the proposed use forms part of the existing use of the land for industry.

The facility will handle dedicated end-to-end sorting and separation of the paint material from its collected form into clean re-usable materials all under one roof. Loading arrangements are outlined in the accompanying traffic report, and illustrated on plans submitted with the application.

A total of 17 staff will be employed on the site.

Approval is sought to operate the facility between 7am and 11pm, Monday to Saturday. During the first few years, hours of operation are expected to be generally between 8am and 5pm, Monday to Friday.

An overview of the proposed on-site waste storage and collection arrangements is included in Appendix 1.

The proposed development component is limited to buildings and works associated with the installation of a roller door to provide access from Darwin Street.

Acoustic treatment within the building will be installed as recommended by acoustic advice accompanying the application.

A carbon filtration system will also be installed, as recommended by the odour assessment submitted with the application.

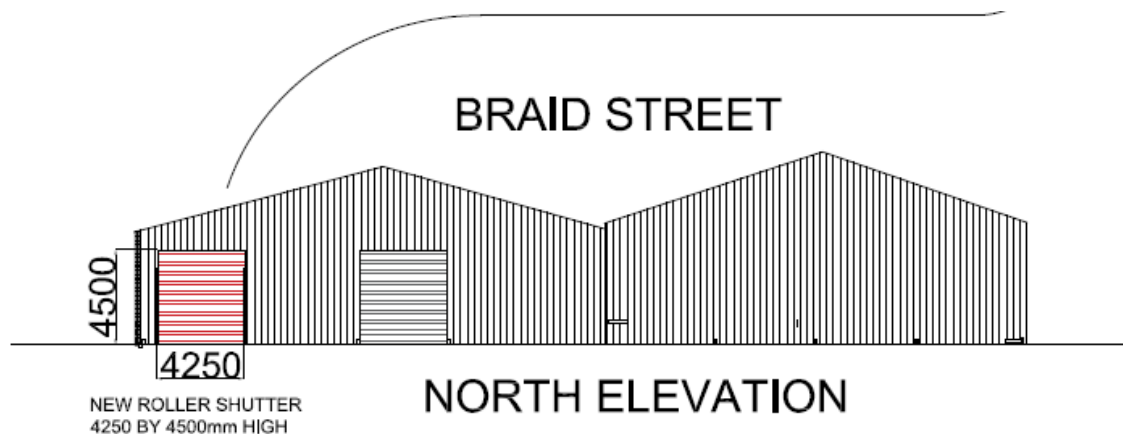


Figure 7 - North elevation showing proposed roller door

5. Planning Controls

The site is located within the Industrial 3 Zone and Industrial 1 Zone.

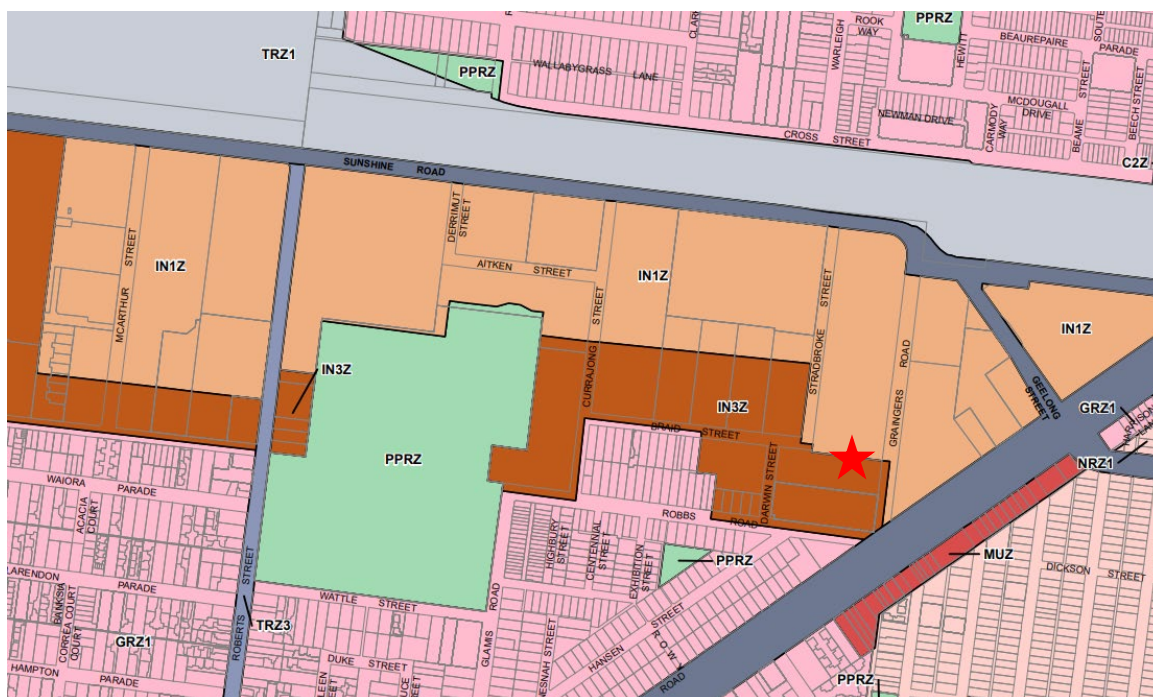


Figure 8 - Zoning map

Overlays applicable to the site are the Special Building Overlay (SBO), Public Acquisition Overlay (PA01), and Development Contributions Plan Overlay (DCP02).

The SBO applies to a portion of land in the south-east corner of the site.

The PAO applies to the north-east corner of the overall complex but outside of the area subject to the current application. VicRoads is the acquiring authority and the purpose of acquisition is proposed roads and road widening.

The DCP02 applies to the whole site. The site is located within Charge Sub-Precinct 5B, where a levy of \$2.12 (subject to indexation) per sqm of floorspace is applicable to industrial development.



Figure 9 – Aerial view of site showing extent of SBO and PAO

5.1 Industrial 3 Zone

The purposes of the Industrial 3 Zone (IN3Z) are:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.*
- *To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.*
- *To allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.*

The proposed use of land is a Section 2 use in the Industrial 3 Zone, falling within the broader definition of industry.

Buildings and works require a permit in the Industrial 3 Zone.

5.1.1 Use

In response to the decision guidelines applicable to use, it is submitted that the proposal would achieve an acceptable outcome as follows:

- *The Municipal Planning Strategy and the Planning Policy Framework.*

The relevant sections of the LPPF and PPF are addressed elsewhere in this report. The proposed use of the site will achieve an outcome consistent with the expectations of these policy provisions.

- *The effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities.*

An air quality assessment has been prepared by SLR Consulting, and accompanies the application. It demonstrates that emissions from the site can be mitigated to a level which will avoid any detrimental impacts on nearby residential properties.

An acoustic report has been prepared by Renzo Tonin & Associates, and accompanies the application. It demonstrates that the proposed use of the site will not generate an unacceptable level of noise which would have a detrimental impact on nearby residential properties.

- *The effect that nearby industries may have on the proposed use.*

Nearby industries are not expected to have any impacts on the proposed use of the site as a paint recovery facility.

- *The drainage of the land.*

It is understood that there are no issues with the drainage of the land, or the capacity of existing drainage infrastructure to accommodate the proposed use.

- *The availability of and connection to services.*

All required services are understood to be available to the site.

- *The effect of traffic to be generated on roads.*

The proposed use is not expected to generate a significant number of additional traffic movements.

The traffic report prepared by Traffix Group demonstrates that the surrounding road network has the capacity to accommodate vehicle movements associated with the proposed use.

- The interim use of those parts of the land not required for the proposed use.

There will be no areas of the site requiring interim treatment of management.

- The effect on nearby industries.

The proposed use is not expected to have any detrimental impacts on nearby industries, particularly given the need to consider impacts on nearby residential uses.

5.1.1 Buildings and Works

In response to the decision guidelines applicable to buildings and works, it is submitted that the proposal would achieve an acceptable outcome as follows:

- The Municipal Planning Strategy and the Planning Policy Framework.

As noted earlier, the LPPF and PPF are addressed elsewhere in this report. The proposed buildings and works are minor and raise no issues of concern having regard to policy expectations relating to built form.

- Any natural or cultural values on or near the land.

There are no natural or cultural values on or near the land.

- Streetscape character, Built form, and Landscape treatment

The proposed buildings and works will have no impact on streetscape character. They will integrate with the existing industrial character of the site and surrounding industrial area. No landscaping is proposed or required in conjunction with the proposed buildings and works.

- Interface with non-industrial areas.

The proposed buildings and works are not proposed in a location which has immediate interfaces with non-industrial areas.

- Parking and site access & Loading and service areas.

Parking, site access, loading are addressed in the accompanying traffic report prepared by Traffix Group.

The proposed facility would be provided with loading areas adequate to meet its needs and providing for safe vehicle movements on the site, and to and from the site. No amenity impacts associated with the loading and unloading of vehicles on the site are anticipated.

- Outdoor storage.

No outdoor storage is proposed within the area of the site included in the Industrial 3 Zone. Outdoor storage proposed within the Industrial 1 Zone is already screened by fencing along Graingers Road.

- Lighting.

The proposed development raises no issues in relation to lighting. Standard permit conditions can ensure no negative off-site effects occur as a result of lighting on the site.

- Stormwater discharge.

Stormwater can be discharged to the legal point of discharge in accordance with Council requirements and standard permit conditions.

- The effect on nearby industries.

The proposed buildings and works are minor and will have no effect on nearby industries.

- The effect of nearby industries.

The proposed buildings and works will not be affected by nearby industries.

5.2 Industrial 1 Zone

The purposes of the Industrial 1 Zone (IN1Z) are:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.*

The use of land as a paint recovery facility is a Section 2 use in the Industrial 1 Zone, falling within the broader definition of industry.

No buildings and works are proposed within the Industrial 1 Zone.

In response to the decision guidelines applicable to use, it is submitted that the proposal would achieve an acceptable outcome as follows:

- *The Municipal Planning Strategy and the Planning Policy Framework.*

As noted previously, the proposed use of the site will achieve an outcome consistent with the expectations of policy provisions in the LPPF and PPF.

- *The effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities.*

Off-site impacts have been considered and addressed in supporting reports submitted with the application. In this regard it is noted that the area of the site included in the Industrial 1 Zone is further away than the area included in the Industrial 3 Zone, and the main potential source of off-site impacts within the Industrial 1 Zone is the outdoor storage area. All processing will occur within the Industrial 3 Zone.

- *The effect that nearby industries may have on the proposed use.*

Nearby industries are not expected to have any impacts on the proposed use of the site, including components proposed within the area of the site included within the Industrial 1 Zone.

- *The drainage of the land.*

As noted previously, it is understood that there are no issues with the drainage of the land, or the capacity of existing drainage infrastructure to accommodate the proposed use.

- *The availability of and connection to services.*

All required services are understood to be available to the site.

- *The effect of traffic to be generated on roads.*

The proposed use is not expected to generate a significant number of additional traffic movements.

As noted previously, the traffic report prepared by Traffix Group demonstrates that the surrounding road network has the capacity to accommodate vehicle movements associated with the proposed use.

- *The interim use of those parts of the land not required for the proposed use.*

There will be no areas of the site requiring interim treatment of management.

5.3 Special Building Overlay

No buildings and works are proposed on land where the SBO applies and, as such, no permit is required for the current proposal.

5.4 Particular Provisions

5.4.1 Clause 52.06 (Car Parking)

Car parking requirements are discussed in the accompanying traffic report prepared by Traffix Group. This assessment concludes that the proposed use has a smaller car parking requirement than the current use, based on the rates under Clause 52.06. On this basis a planning permit is not required under this clause.

5.4.2 Clause 53.18 (Stormwater Management in Urban Development)

This clause does not apply to a use application.

5.4.3 Clause 52.34 (Bicycle Facilities)

The proposed use of the site does not generate a requirement for bicycle parking pursuant to Clause 52.34. The site is already used for industry, and the proposed use is not separately listed in the table at 52.34-5.

5.4.4 Clause 53.10 (Uses and Activities with Potential Adverse Impacts)

The purpose of Clause 53.10 is:

To identify those types of uses and activities, which if not appropriately designed and located, may cause offence or unacceptable risk to the neighbourhood.

Table 1 to Clause 53.10-1 lists a range of uses and activities, with associated threshold distances.

Based on discussions with the EPA and Invest Victoria, as key stakeholders in the Project, it has been established that the proposed use of the site would fall within the category 'other resource recovery or recycling operations'.

An application to use land for an industry, utility installation or warehouse for a purpose listed in the table to this clause must be referred to the Environment Protection Authority under section 55 of the Act if the threshold distance is not to be met or no threshold distance is specified.

As outlined in the accompanying Odour Assessment prepared by SLR, *"the proposed facility poses a low odour risk and is unlikely to adversely affect the amenity of nearby sensitive land uses.*

Waste, recycling and resource recovery	
Chemical or oil recycling	1,000
Combustion, treatment or bio-reaction of waste to produce energy	None specified
Composting and other organic materials recycling	None specified
Hazardous waste storage or treatment	1,000
Landfill	None specified
Other resource recovery or recycling operations	None specified

Figure 10 - Extract from Clause 53.10

5.4.5 Clause 53.14 (Resource Recovery)

The purpose of Clause 53.14 is to: *“facilitate the establishment and expansion of a Transfer station and/or a Materials recycling facility in appropriate locations with minimal impact on the environment and amenity of the area”*.

Clause 53.14 applies to a transfer station and materials recycling facility, neither of which are proposed as part of the current application.

Notwithstanding the inapplicability of the clause to the current application, its decision guidelines would require consideration of the following matters:

- *The contribution of the proposal to achieving resource recovery targets established by the Victorian Government.*
- *The impact of the proposal on the amenity of the surrounding area.*
- *The Statewide Waste and Resource Recovery Infrastructure Plan (Sustainability Victoria, 2015).*
- *Any Regional Waste and Resource Recovery Implementation Plan including the Metropolitan Waste and Resource Recovery Implementation Plan (Metropolitan Waste and Resource Recovery Group, 2016).*
- *Relevant guidelines applicable to the application including the guideline for Designing, Constructing and Operating Composting Facilities (Environmental Protection Authority, 2015), the Guide to Best Practice for Organics Recovery (Sustainability Victoria, 2009) and the Guide to Best Practice at Resource Recovery Centres (Sustainability Victoria, 2009).*

In response to the above matters:

- The proposed paint recovery activities proposed on the site will make a positive contribution to resource recovery targets. As outlined in Appendix 1, paint cans will be directed to recycling, consistent with Section 5.12 of the Statewide Waste and Resource Recovery Infrastructure Plan (SWRRIP). The proposed recovery of paint will introduce a new process to Victoria which will further contribute to achieving the ambitions of the SWRRIP.
- The potential impact on the amenity of the surrounding area has been thoroughly investigated, and appropriate measures will be implemented to mitigate any such impacts, as outlined in this report and the accompanying supporting reports.
- The proposed paint recovery activities are also consistent with the Metropolitan Waste and Resource Recovery Implementation Plan. They will contribute to achieving the strategic objectives of the Plan, including reducing waste sent to land fill, and delivering environmental and economic benefits. It is also noted that the Plan supports new, advanced technology facilities to recover resources, as proposed.
- Of the documents listed in the fifth dot point above, none are of particular relevance to the current application. In relation to the broad intent of the *Guide to Best Practice Resource Recovery Centres* is of some relevance to the application, it is submitted that a range of measures will be implemented to ensure the facility is managed appropriately and operates in accordance with Council and EPA requirements. These measures are outlined within this report and accompanying reports submitted with the application.

Outcomes consistent with the purposes of Clause 53.14 would therefore be achieved on the site.

6. Policy

The following provisions of the LPPF are relevant:

Clause 21.03 - Council Vision – includes a Land Use Framework Plan which shows the site located within a Core Employment Area.

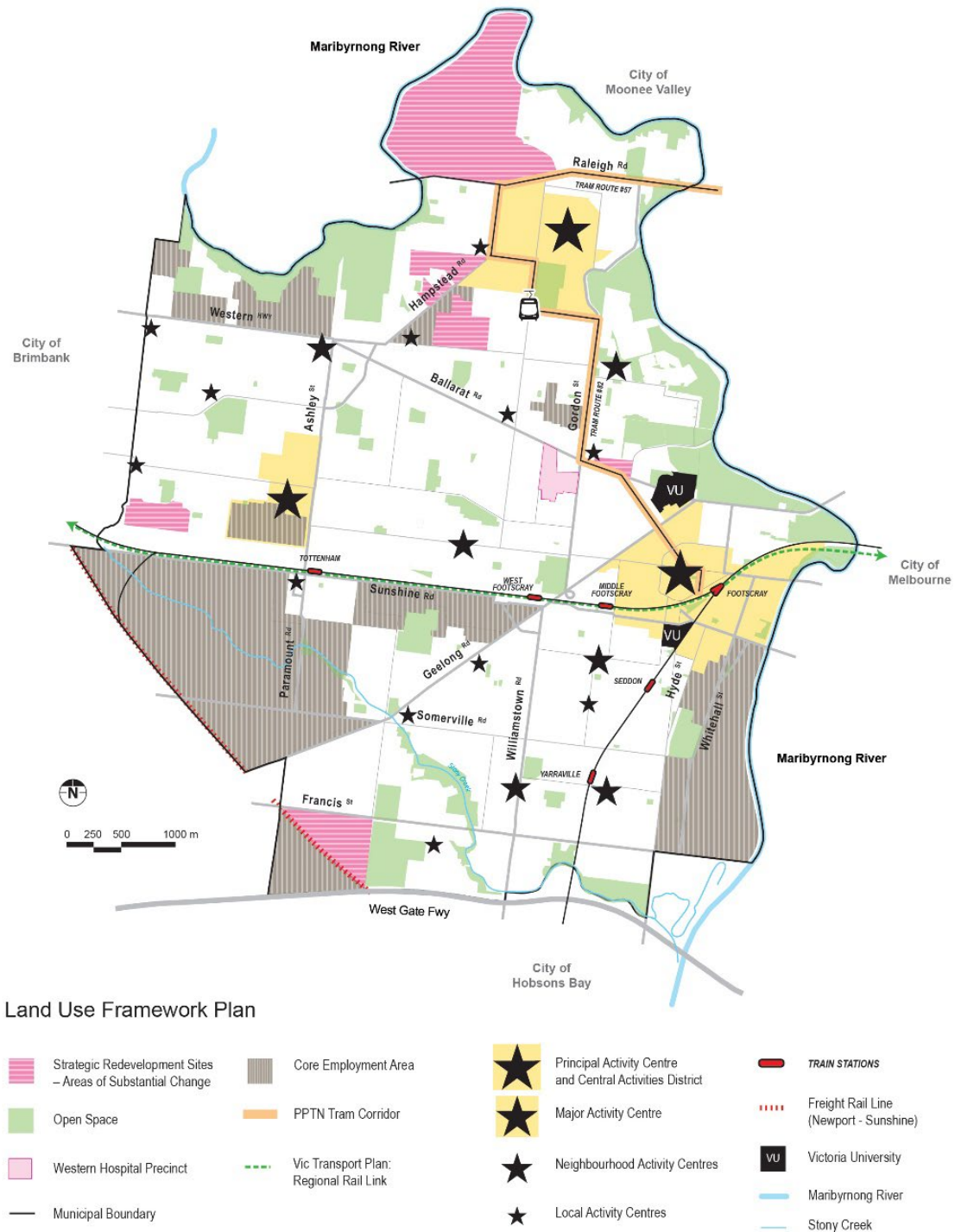


Figure 11 - Clause 21.03 Land Use Framework Plan

Clause 21.05 - Climate Change – sets out Council’s expectations for adapting to climate change. It includes an Environmentally Sustainable Development Framework Plan which shows the site located within a Core Employment Area with potential for sustainable industry.

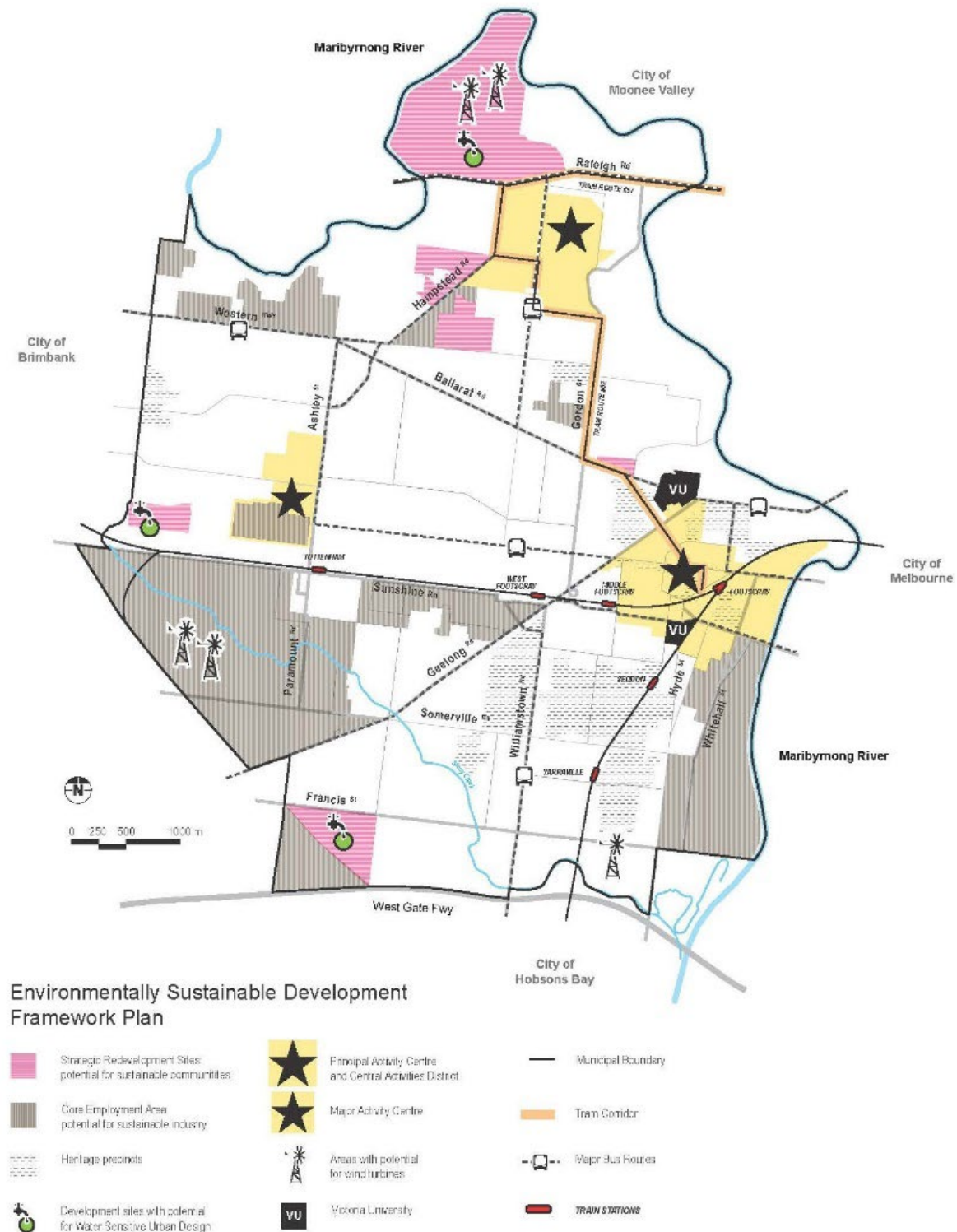


Figure 12 - Clause 21.05 – Environmentally Sustainable Development Framework Plan

Clause 21.06 – Environmentally Sustainable Design includes a number of objectives and associated strategies to achieve sustainable design outcomes.

Clause 21.08 – Industrial Related Employment Land recognises the need to retain land for economic development. Core Employment Areas are defined as “*areas which are highly suitable for employment that are functioning relatively efficiently and where the employment role is to be protected and enhanced*”. Objectives within this clause are to “*protect and improve Core Employment Areas*” and to “*ensure quality industrial and commercial development in Core Employment Areas*”. This clause includes an Industrial Related Employment Land Framework Plan showing the site within a Core Employment Area, and partly within an Industrial Buffer Area.

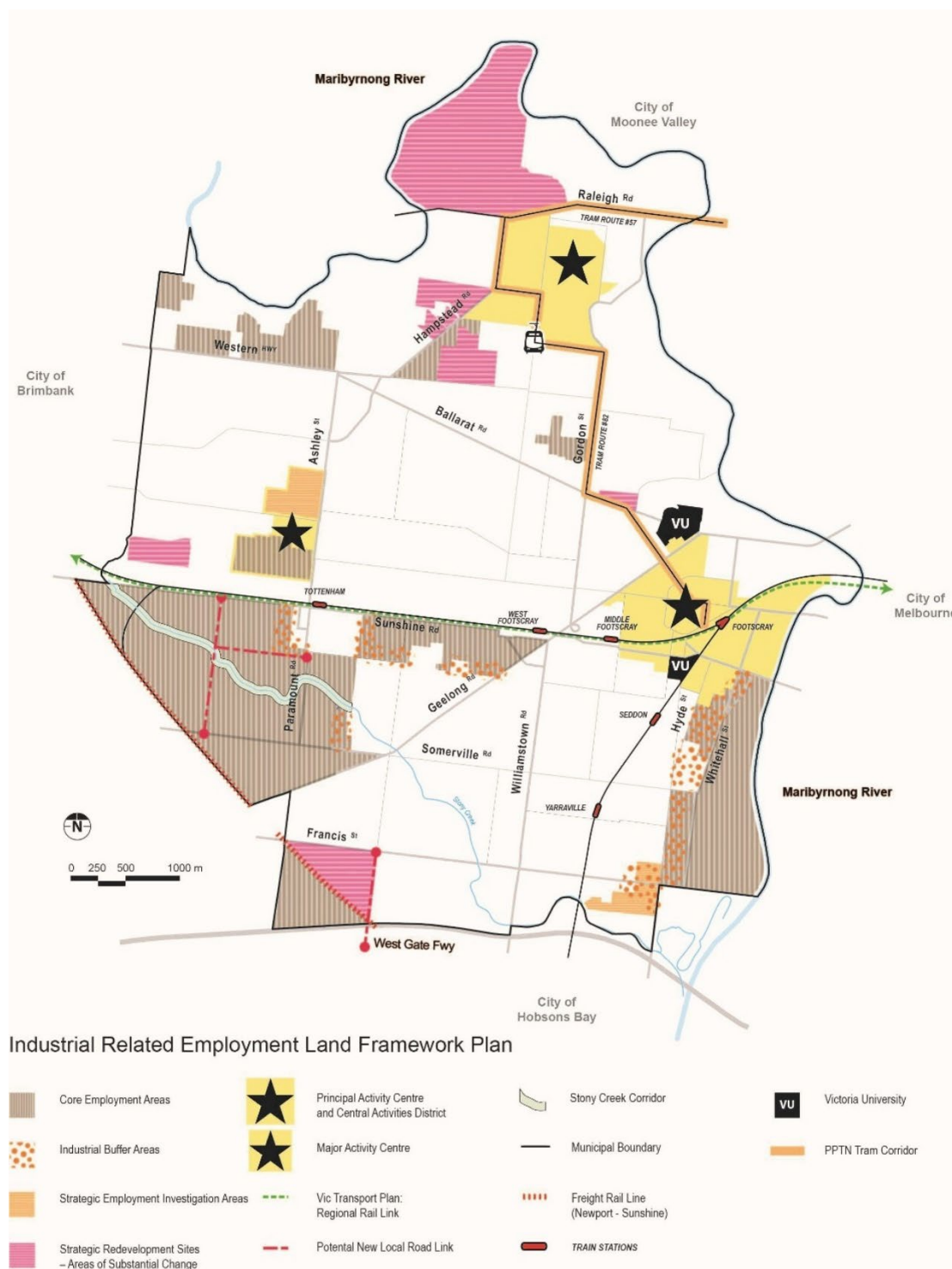


Figure 13 – Clause 21.08 – Industrial Related Employment Land Framework Plan

The following provisions of the PPF are relevant to the application:

Clause 11 – Settlement – explains that planning is to recognise the need for and, as far as practicable, contribute to towards a range of outcomes, one of which is waste minimisation and resource recovery.

Clause 13.06-1S – Air quality management – has the objective to *“assist the protection and improvement of air quality”*.

Clause 13.07-1S: Land use compatibility – has the objective to *“To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.”*

Clause 15.01-1S: Urban Design – seeks to *“create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity”*.

Clause 15.01-2S: Building Design – seeks to *“achieve building design outcomes that contribute positively to the local context and enhance the public realm”*.

Clause 15.02-1S: Energy & Resource Efficiency seeks to *“encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions”*.

Clause 17.02-1S – Business – seeks to *“encourage development that meets the community’s needs for retail, entertainment, office and other commercial services”*.

Clause 17.03-1L – Industrial land supply includes a strategy to *“Support the growth, development and expansion of industrial enterprises in significant industrial land, as shown on the Strategic Framework Plan in Clause 02.04”*.

Clause 17.03-2S – Industrial development siting has the objective to *“facilitate the sustainable development and operation of industry”*.

Clause 18.01S – Land use and transport integration seeks to *“facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport”*.

The LPPF and PPF provide strong support for the use industrial zoned land for employment related purposes (Clause 17.02-1S and Clause 17.03-1L). The proposed use of the site for a paint recovery facility is consistent with these provisions.

Given the proximity of residential land to the south and west, potential amenity impacts have been carefully considered and addressed in supporting reports submitted with the application. The reports demonstrate that an outcome consistent with the expectations of policy (Clause 13.06, Clause 13.07).

The proposed use of the site is also consistent with broad objectives focused on waste minimisation and resource recovery (Clause 11), and energy and resource efficiency (Clause 15.01-2S). In establishing a paint recovery facility on the site, a range of benefits to the wider community will be achieved.

The proposed buildings and works component of the application does not raise any issues in relation to urban design and built form policy expectations. The proposed buildings and works are minor and will integrate with other buildings on the site. This is consistent with policy at Clause 15.01-S, and Clause 15.01-2S.

From a parking and transport perspective, the proposed use is consistent with policy expectations. Vehicle movements and volumes can be accommodated and are consistent with reasonable expectations for an industrial area.

The proposed use of the site will therefore achieve an outcome consistent with the LPPF and PPF.

7. Conclusion

The proposed use and development of the site is supported by the applicable provisions of the Maribyrnong Planning Scheme. It will achieve a range of positive outcomes on the site, without having adverse impacts on the amenity of the surrounding area.

We therefore submit that the application warrants Council support for approval.

Appendix 1
Proposed Waste
Management
Arrangements

2.0 Waste Management

The proposed facility is consistent with the guidelines as set out in the Environment Protection Act 2017 and commits to addressing waste in accordance with the order of preference outlined in the waste hierarchy so far as reasonably practicable. Paintback aims to avoid, reuse, recycle, recover energy, contain and then dispose of any wastes produced in the process where it is recycling end of use paint in plastic and metal containers to produce scrap metal, plastic pellets and additives that can be used in construction to aid the hardening of concrete.

As highlighted earlier the objective of the facility is to convert community and trade waste paint into end products which can be re-used, therefore it is expected the facility will produce very little waste as the process is simply the mechanical separation of the feed material into its individual components, which will be sold (and where required, subject to regulatory exemptions currently being sought with the EPA Ref:APP018324).

The feed material when picked up in stillages from council transfer stations is mixed by nature. That is cans of solvent-based paint may be mixed with cans of water-based paint. It is likely that unexpected materials may be found in the feed. These materials are classified as by-catch and will be safely disposed of in line with the waste hierarchy.

As discussed in Annexure H Process Flow, the water used in the process will be pumped to a wastewater treatment plant and re-used through the process. The sludge from this plant will need to be disposed of and will be done so through appropriate methods. Annexure H details the quantity of sludge expected and characteristics for appropriate disposal.

In the medium term, Paintback will invest in research to see if there are environmentally sound uses for this sludge, to avoid disposal and move it up the waste hierarchy.

2.1 Solid Waste

The facility is expected to dispose of approximately 1400 Tonnes per annum. The vast majority of this will result from items incorrectly collected in the feedstock. Only a very small amount is expected to be produced through the process. This would consist of...

- Wastes from site personnel
- Non-paint waste received via council collection centres
- Wastes from the water treatment facility
- Waste found in the material preparation and sorting.

There are no solid process wastes that will need to be disposed of. However, because of the nature of the process foreign items may be removed at various stages of processing and washing. Any material that is not directly considered a product will be disposed of appropriately.

2.1.1 Wastes from site personnel

Waste from site personnel, which will be sorted into recyclables, FOGO and general wastes into skips, (on -site) and emptied by a contractor weekly. It is estimated there will be 1x 3m³ skip for recyclables and 1 x 3m³ skip for general waste.

2.1.2 Non-paint waste received via council collection centres

Paintback collection sites are required to inspect and sort the feed material as much as possible prior to it being transported to PaCE HQ. However, it is still possible that a few foreign items will be missed in this process and not removed until the initial sorting phase in the process. These items may include but are not limited to:

- Metals such as nails, bolts, staples, and cans.
- Dense items such as glass and plaster
- Wooden objects like brush handles
- Other tinned liquids such as chlorine and oil.
- Used aerosols and other non-eligible paint products, such as textured paints.

Most of these wastes are not considered toxic or hazardous and as much of this material as possible will be recycled. There will be some wastes from the disposal of liners that are no longer leakproof as well as other debris that are washed from the IBC. This component is expected to account for approximately 250 tonnes of the 1700 tonnes per year. Therefore, the quantity of waste will largely depend on the feedstock suppliers, their contractual agreements and their effectiveness in screening and sorting incoming stillages of feedstock.

In order to support this Paintback will put a number of measures in place.

- Engage a logistics partner who has expertise and facilities to meet Paintback sorting and consolidation requirements.
- Tracking system of where materials were collected and when they were delivered to each centre
- Spot check and inspection of received feedstock through the sorting process with collection centre performance evaluation and feedback.

2.1.3 Water Treatment Plant Waste

Wastes from the water treatment plant will include solids recovered from the plant. This will be dried and disposed of in a general waste bin (on-site). It is estimated that there will be 1x4.5m³ skip bin per week for this waste.

It is expected that finding higher value uses for these solids and diverting them from landfill will be addressed by Paintback's R&D team via the company's stage gate process.

2.2 Liquid Waste

The proposed Paintback facility will use water sourced from Thompson river and Yarra river catchments as the major water source but will maximise efficiency by treating process water on site and re-using it through the cleaning process. Water use is discussed further in Annexure H

The facility will produce up to 1M Litres of wastewater per annum, part of this water will be removed through the sludge removal process and will be lost through evaporation during the drying out of the sludge. Other wastewater losses will occur at the RUNI where 8L per hour is required for lubrication during the crushing process. This water will end up in the finished paint product.

2.3 Types of Wastes at proposed facility.

Table 2.1 Details the types of wastes at the new Paintback facility.

Type of Waste	Waste Code	Descriptive Title	Amount (per week)	Classification	Recover/ Disposal code
Waste from site personnel	W3	Industrial waste (commercial and Industrial) – Waste from commercial and industrial sources that includes putrescible wastes	4.5m3	Industrial Waste (non - Priority)	D22 – Landfill Disposal R19 – Recycling Reclamation of cardboards and plastics.
Solids rejected from recycled material during sorting	B100 F100 T170 Z100, 300, 310, 410, 400	Industrial waste (non- Priority)	3.5 tonnes/week	RPW Industrial Waste (non priority)	R4 D22 R19 R6
Sludge waste from wastewater treatment plant	L200-NH	Industrial wastewaters (excluding sewage) which meets conditions in table in schedule 1 of regulations	Volume unknown	Priority waste (non – reportable)	D5 – Landfill disposal of Category B waste

2.4 Waste Management Measures

Waste Management at the proposed facility will include a range of control measures which are summarised in Table 2.2 below.

Table 2.2 Environmental Management Measures – Waste

Waste Types	Environmental Management Measures
<ul style="list-style-type: none"> • Metal and Plastic Waste • Excess Waste Water • WWTP Sludge • Foreign chemicals and objects in collection • Wastes from site personnel 	<ul style="list-style-type: none"> • The Paintback plant is part of establishing a circular economy for plastic and metal. The metal will be recycled. The shredding and drying line will enable the plastic containers to be recycled as well. • Maximising the cleaning duty of all water used on site through the directional flow of wash water cycling through tanks and treating water on site and re-using it. • Process does not produce any solid waste that needs to be disposed of . The sludge will become a material for Paintback's R&D capability to assess for further re-use in environmentally sound and value adding applications.

Waste Types	Environmental Management Measures
	<ul style="list-style-type: none"> • Consistent inspection of feedstock to ensure that it is collected within specification • Waste from site personnel will be subject to minimisation programs, consistent with the IMS environmental standards, to eliminate or treat it in accordance with the waste hierarchy. • Paintback's IMS and enterprise risk management framework identifies the risks of harm to human health and the environment, which may arise from the activities at the facility (refer Annexure J). • Further, the Environmental Emergency Management Plan for the facility considers waste management in clean-up and recovery activities. Refer Annexure Q.

As discussed, waste management will be completed in a manner consistent with the waste hierarchy. The use of best management practices for the sector and the management measures included in this section will support the management of environmental risks associated with waste generation and minimise the potential environmental impacts.