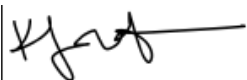


Annual Environmental Management Report - Banksmeadow Transfer Terminal 2025 - 2026

Name of operation	Banksmeadow Transfer Terminal
Name of operator	Veolia Environmental Services (Australia) Pty Ltd
Development consent / project approval #	SSD 5585
Name of holder of development consent / project approval	Veolia Environmental Services (Australia) Pty Ltd
Mining lease #	N/A
Name of holder of mining lease	N/A
Water licence #	N/A
Name of holder of the water licence	N/A
MOP/RMP start date	N/A
MOP/RMP end date	N/A
Annual Review start date	29th of April 2025
Annual Review end date	28th of April 2026
I, Kelly Gee, certify that this audit report is a true and accurate record of the compliance status of Banksmeadow Transfer Terminal for the period 2025-2026 and that I am authorised to make this statement on behalf of Veolia. <i>Note:</i> a) The Annual Review is an 'environmental audit' for the purposes of section 122B(2) of the Environmental Planning and Assessment Act 1979. Section 122E provides that a person must not include false or misleading information (or provide information for inclusion in) an audit report produced to the Minister in connection with an environmental audit if the person knows that the information is false or misleading in a material respect. The maximum penalty is, in the case of a corporation, \$1 million and for an individual, \$250,000. b) The Crimes Act 1900 contains other offences relating to false and misleading information: section 192G (Intention to defraud by false or misleading statement—maximum penalty 5 years imprisonment); sections 307A, 307B and 307C (False or misleading applications/information/documents—maximum penalty 2 years imprisonment or \$22,000, or both).	
Name of authorised reporting officer	Kelly Gee
Title of authorised reporting officer	Environmental Manager NSW/ACT
Signature of authorised reporting officer	
Date	08/08/2026

Quality Information

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Document Revision and Distribution Register

Rev	Revision Details	Issued to	Date
0.1	First draft for internal review	- NSW/ACT Environment Team - Banksmeadow Facility Manager	July 2026
0.2	Final	NSW Department of Planning Housing & Industry	21 August 2026

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Executive Summary

This Annual Environmental Management Report (AEMR) 2025 - 2026 is prepared to detail the environmental performance of the Banksmeadow Transfer Terminal (**the Terminal**), owned and operated by Veolia Australia and New Zealand (**Veolia**). This AEMR covers the period of 29 April 2025 to 28 April 2026 ('2025 - 2026 reporting period').

Veolia has prepared this AEMR in accordance with Schedule 4, Condition 8 of the State Significant Development Consent (SSD) 5585 (the Consent) for the Terminal, as well as relevant legislative requirements and industry best practices.

This AEMR provides a summary of environmental monitoring conducted at the Terminal, if any non-compliances or other findings have been identified against the Conditions of Consent (Consent) during the 2025-2026 reporting period, and the corrective actions assigned.

Two non-compliances were identified against the Consent during this reporting period.

- **Schedule 2, Condition 5A:** BTT received more than 12,000 tonnes per annum of food organics garden organic (FOGO) waste from Inner West Council to be transported via road to the Topsoil Organics Facility at Forbes. During the reporting period the facility received 13,005.76 tonnes of FOGO waste under this approval. On 12 March 2026, MOD 3 was determined, increasing FOGO tons to 20,000tpa, going forward rectifying the non compliance. It is noted that on 2/3/2026 the site ceased receiving FOGO from Inner West Council for transport by road to Topsoil at Forbes. This waste stream is being received at an alternate facility.
- **Schedule 3, Condition 21:** Pest control was undertaken by an external contractor (Expert Judgement Pest Management Pty Ltd). It is noted during this reporting period the contractor undertaking pest control services dissolved, resulting in only two (2) of the required four (4) pest control services being completed during the reporting period.

Section 1 - Introduction

1.1 Site Background

The Terminal is located at 14 Beauchamp Road (weighbridge entry for waste transport vehicles) and 34-36 McPherson Street (for light vehicles and visitors), Banksmeadow and is identified as Lots: A & B, DP 366725 and Lot 1, DP 435497 owned by Keith Engineering (34-36 McPherson Street); and part of Lot 2, DP 100686 (14 Beauchamp Road) owned by Asciano (Pacific National). A site layout and location plan is provided in **Appendix A**.

The Terminal was granted approval under Section 89E of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on 28 April 2015 as a SSD, and is approved under the Consent to receive up to 400,000 tonnes for the reporting period, and 500,000 tonnes from 12 March 2026, per annum (TPA) of waste from the Sydney Metropolitan Area.

The Terminal commenced operations in September 2016, accepting putrescible and non-putrescible waste from the Sydney Metropolitan Area, which is containerised and loaded onto rail wagons for transportation to the Woodlawn Eco Precinct (owned and operated by Veolia) in the Southern Tablelands (approximately 250 kilometres southwest of Sydney) for disposal, resource recovery and energy recovery.

In November 2023, the Terminal was granted approval (MOD 2 of Consent) to receive up to 12,000 tonnes per annum of food organic garden organic (FOGO) waste from Inner West Council to be transported via road to the Topsoil Organics Facility at Forbes, until 21 June 2024; after which additional approval is required to be obtained. Extension of this approval was granted until 16 July 2025. And on 4 June 2025, a new request to extend the approval for another 12 months was submitted to The Department. MOD 3 was determined on 12 March 2026 updating Schedule 2 Condition 5A to identify "Within the putrescible waste limit specified in Condition 5(a), the Applicant must not receive more than 20,000 tonnes per annum of food organics and garden organics (FOGO) waste which is to be transported via road to an appropriately licenced resource recovery facility".

During this reporting period the site operated under two development consent versions following determination of MOD 3 on 12 March 2026. For the period 29 April 2025 to 11 March 2026 the Terminal received 387,459.75 tons, with the remainder of the reporting period under MOD 3 from 12 March 2026 to 28 April 2026, receiving a total of 448,420.96 tonnes of General Solid Waste (Putrescible) and General Solid Waste (Non Putrescible) as classified in the *Waste*

Classification Guidelines Part 1: Classifying Waste (NSW Environment Protection Authority, November 2014).

1.2 Legislative Requirements

The key legislative tools governing the environmental performance and activities undertaken at the Terminal include the *Environmental Planning and Assessment Act 1979*, enforced by the NSW Department of Planning, Housing and Infrastructure (DPHI), and the *Protection of the Environment Operations Act 1997* (POEO Act) enforced by the NSW Environment Protection Authority (EPA), as well as their respective associated regulations.

Consent Conditions stipulate the requirements that need to be addressed to maintain compliance at the Terminal. This AEMR has been prepared in accordance with the requirements of Schedule 4, Condition 8, as shown in Table 1.1.

In addition to the Consent, the Terminal also operates under the requirements of Environment Protection Licence (EPL) 20581, issued by the EPA under the POEO Act.

Table 1.1 - Consent Conditions relevant to the preparation of the AEMR

Relevant Condition	Requirement
SCHEDULE 4 - ENVIRONMENTAL MANAGEMENT, REPORTING AND AUDITING	
8	Annual Review Within one (1) year of the date of this consent, and every year thereafter, the Applicant must review the environmental performance of the development to the satisfaction of the Planning Secretary. This review must: (a) Describe the development that was carried out in the previous calendar year, and the development that is proposed to be carried out over the current calendar year; (b) Include a comprehensive review of the monitoring results and complaints records of the development over the previous calendar year, which includes a comparison of these results against; • The relevant statutory requirements, limits or performance measures/criteria • The monitoring results of previous years; and • The relevant predictions in the EIS; (c) Identify any non-compliance over the last year, and describe what actions were (or are being) taken to ensure compliance; (d) Identify any trends in the monitoring data over the life of the development (e) Identify any discrepancies between predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and

	(f) Describe what measures will be implemented over the current calendar year to improve the environmental performance of the development.
9	Within 3 months of the submission of an: (a) annual review under Condition D8 of this schedule; (b) incident report under Condition D4 of this schedule; (c) audit report under Condition D6 of this schedule; and (d) any modifications to this consent, the Applicant must review, and if necessary revise, the strategies, plans, and programs required under this consent to the satisfaction of the Planning Secretary. Note: This is to ensure the strategies, plans and programs are updated on a regular basis, and incorporate any recommended measures to improve the environmental performance of the development.

1.3 Responsibilities

- Environmental monitoring during the operational stage of the Terminal was undertaken and/or supervised by Sydney Resource Recovery Facilities personnel ; Nicole Boukarim, Environmental Advisor and Dean McIlvenie, Environmental Advisor.
- General environmental compliance was managed by Nicole Boukarim, Environmental Advisor for 9 months (April 2025 to November 2025) and Dean McIlvenie, Environmental Advisor for 3 months (January 2026 to April 2026) inclusive.
- Analysis of samples was performed at NATA accredited laboratory; Australian Laboratory Services PTY LTD (ALS);
- Todoroski Air Science were appointed to conduct independent odour audits for the Terminal.

Section 2 - Environmental Monitoring & Management

2.1 Terminal Monitoring Requirements

The following sections detail the monitoring undertaken throughout the reporting period in accordance with the Environmental Monitoring Program as detailed within the site *Operational Environmental Management Plan* (OEMP) for the Terminal.

The Environmental Monitoring Program provides details on all monitoring requirements of the Consent and other applicable regulations to measure and assess the continuing suitability, adequacy and effectiveness of on-site environmental management measures.

Table 2.1 summarises the environmental monitoring conducted at the Terminal as per the Environmental Monitoring Program.

Table 2.1 - Operational Monitoring Requirements

Reference	Type of Monitoring	Frequency	Commentary
Air Quality Management Plan (AQMP)	Meteorological Monitoring - Wind	Continuous / as required	Undertaken on an ongoing basis
Schedule 3 Condition 36 and as amended (37)	Visual Dust Monitoring	Daily or as required	Undertaken on an ongoing basis
OEMP	Noise level checks on equipment	As required	Not triggered in this reporting period.
AQMP	Odour - Site Inspections	Daily or as required	Ongoing basis
Schedule 3 Condition 34	Independent Odour Audits	Six monthly	Audits completed in: July 2023 & February 2024
EPL.20581 Soil, Water and Leachate Management Plan (SWLMP)	Stormwater Discharge Monitoring	Daily during discharge	Ongoing

Schedule 3 Condition 10	Groundwater Monitoring	As required	Not triggered in this reporting period.
Schedule 3 Condition 10	Leachate Monitoring	As required	Not triggered in this reporting period.
Schedule 3 Condition 27	Waste Volume Monitoring	Continuous	Undertaken on an ongoing basis
Schedule 3 Condition 27	Traffic Monitoring (Traffic flow and congestions)	As required	Undertaken on an ongoing basis
Schedule 3 Condition 27	Traffic Spot Monitoring (On-site truck routes and driver management)	Weekly	Undertaken on an ongoing basis
Schedule 3 Condition 38	Visual Site Inspection and Housekeeping	Weekly	Undertaken on an ongoing basis
Schedule 3 Condition 21	Pest and Vermin Inspections and Placement of bait stations	Quarterly	Undertaken on an ongoing basis

2.1.1 Meteorology

Monitoring meteorological data during this reporting period provided an understanding of the ambient air (such as dust and odour) and rainfall conditions at the Terminal, and was utilised to manage environmental performance, as well as investigate potential impact to nearby sensitive receivers.

Meteorological data is downloaded from the public weather station situated at the Bureau of Meteorology (BoM) Sydney Airport site (Station ID:066037), provided in 30-minute intervals. During this reporting period, meteorological conditions such as wind speed, wind direction and rainfall were monitored on an ongoing basis as required, for example during any works that have the potential to generate dust and/or when any odour complaints were received.

During this reporting period, wind speed and wind direction data was used to investigate and respond to odour complaints received within this reporting period (refer to **Section 2.8**) by

determining the source and spread of potential odours travelling off-site, if generated from the Terminal.

Ongoing rainfall data was monitored to supplement stormwater system operation and collection of samples from the site's EPL discharge point, as well as for general housekeeping management such as inspection and maintenance for stormwater pits. This is diligently managed to ensure the operation of the Terminal is not causing any off-site impacts.

A summary of total monthly rainfall data for Sydney Airport site (Station ID:066037) during the reporting period is presented in **Figure 2.3**. The highest monthly rainfall occurred in August 2025, with the driest month being June 2025. It is noted that in March 2025 the site received 120.2mm which coincides with the receipt of 1 odour complaint received on 19 March 2025.

The Terminal received 1282mm during this reporting period. A comparison to previous years , 2023-2024, the site received a total of 964mm, while 2024-2025 the total rainfall received was 1349, showing a reduction in rainfall than the year prior.

Overall, the average rainfall during the 2025-2026 reporting period was approximately 106mm per month, only 6mm per month less than the 2024-2025 period compared to 80mm per month in 2023-2024 and 136mm in 2022-2023 reporting periods.

Rainfall Totals

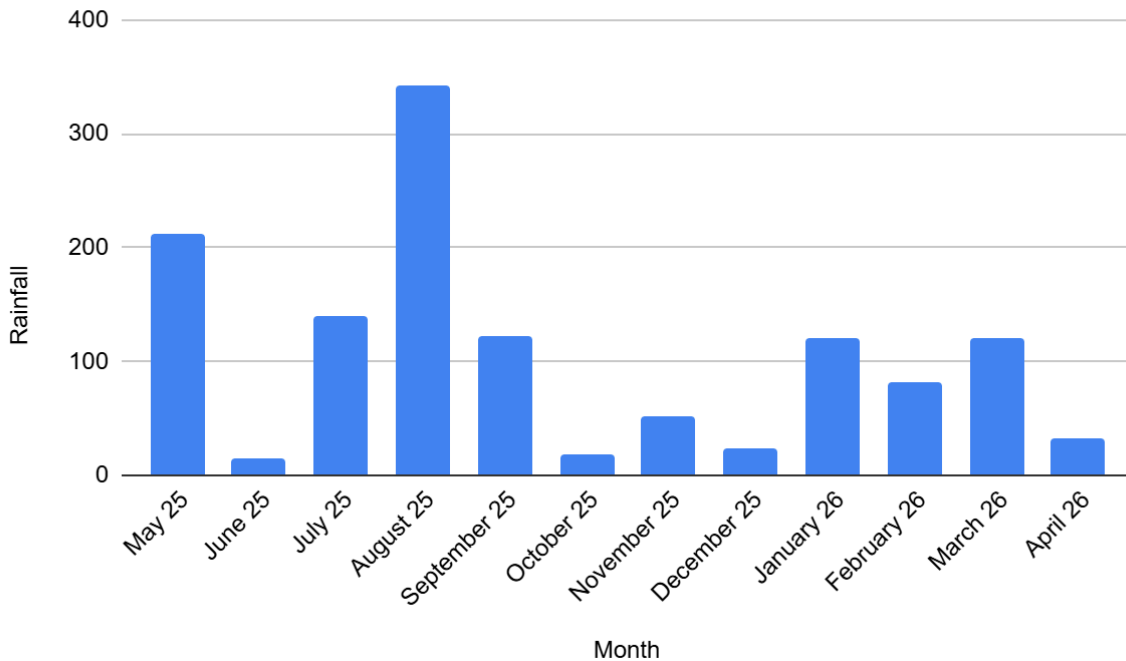


Figure 2.3 - Total monthly rainfall data for the 2025-2026 reporting period.

2.2 Air Quality

In accordance with the Consent, the Terminal has adopted performance criteria pertaining to dust and odour emissions which are summarised in Section 2.2.1 and Section 2.2.2 respectively.

Air quality monitoring is carried out as required to determine whether activities conducted at the Terminal have impacted ambient air quality. Ongoing management practices are undertaken to ensure all measures are taken to prevent the emission of dust and odour.

2.2.1 Dust

Potential dust impacts arising from operations at the Terminal were assessed against the EPA air quality dust emissions criteria which were identified in the *Banksmeadow Transfer Terminal Environmental Impact Statement* (EIS) prepared by Hyder Consulting Environmental (Hyder, 2014).

The EIS concluded that the key potential impact from dust associated with operations at the Terminal would likely be due to the emissions of small diameter particulate matter (PM10). Despite this, the EIS found that there would be negligible impact of PM10 particulates (i.e. dust) at any off-site receivers, provided that reasonable dust controls are implemented.

To facilitate this, the Terminal has implemented several site design and operational controls such as a dust suppression system within the transfer building to minimise the emissions of dust, minimal unsealed surfaces on the site, and regular use of a street sweeper on hardstand areas around the site. In addition, visual inspections of dust generating activities at the Terminal are also carried out on a regular basis, supplemented by monitoring of weather conditions.

There were no dust related issues or incidents in this reporting period.

No dust complaints were received in this reporting period.

Long Term Trends (Dust)

- The EIS identified potential impact from dust to be negligible at any off-site receivers if reasonable dust controls are implemented. This has remained consistent with actual impacts of operations, with no identified impacts since the commencement of operations in 2016.
- Environmental performance in relation to dust impacts continues to be high and is consistent with findings in previous years
- No dust complaints have ever been received
- Dust emissions continue to be effectively managed both on-site and off-site. No impacts have been identified since the commencement of operations in 2016.

2.2.2 Odour

The potential for odour emissions from the Terminal were assessed in the EIS (Hyder, 2014). Results of the EIS indicated that when the implemented odour mitigation and management measures were in operation, odour emissions from the Terminal's operation would be below the odour emission criteria presented in Table 2.2. It was also found that odour impacts would likely not exceed these levels at any residential receptor.

Table 2.2 - Odour Emission Criteria

Pollutant	Receptor	Criterion
Odour	Residential Receptors	2 Odour Units

To achieve continued compliance with the odour emission criteria, the Terminal operates an air extraction system within the terminal building which was designed to both ventilate the building, and capture and disperse odour emissions from within the building. In addition, containers used for the transportation of waste are fitted with activated carbon filtration systems on air exhaust vents.

Routine odour monitoring is carried out in the form of weekly odour assessments along the Terminal's site boundaries which are conducted by on-site personnel, the results of which are recorded on weekly housekeeping checklists.

During this reporting period, two (2) odour audits were completed in relation to the Terminal by Todoroski Air Science refer to **Appendix C** for odour reports:

1. Banksmeadow Waste Transfer Terminal Facility Odour Audit - August 2025
2. Banksmeadow Waste Transfer Terminal Facility Odour Audit - January 2026

Independent Odour Audit Findings

The Odour audit was completed on 15 August 2025 and the Odour audit report was issued to Veolia on 26 August 2025.

A summary of the findings of the 15 August 2025 Audit are as summarised below:

The field odour survey indicates that while the garbage odour character was observed offsite during the survey, these were typically attributed to passing waste trucks and not solely originating from the Project site itself.

In addition, these odours were generally of a weak intensity, too infrequent and relatively short lived to be considered offensive. Per the VDI methodology, no offensive odours associated with the Project were identified in the surrounding industrial area. Notably, the surveys were completed at times likely to lead to the highest odour impacts.

Overall, given the nature of the air emissions sources and the existing air quality control measures, the results indicate that the site was operating without undue air quality impact in the surrounding environment at the times the surveys were completed. The current odour mitigation measures are considered to be effective, and no additional measures are recommended.

The Odour audit was completed on 5 February 2026 and the Odour audit report was issued to Veolia in February 2026.

The next odour Audit is scheduled for 5 August 2026.

The February 2026 Odour report investigated the potential for odour impacts associated with the Veolia Transfer Terminal at Banksmeadow.

The field odour survey indicates that while the garbage odour character, likely related to the Project, was observed offsite during the survey, these were generally of a weak intensity, too infrequent and relatively short lived to be considered offensive. Per the VDI methodology, no offensive odours associated with the Project were identified in the surrounding industrial area. Notably, the surveys were completed at times likely to lead to the highest odour impacts.

Overall, given the nature of the air emissions sources and the existing air quality control measures, the results indicate that the site was operating without undue air quality impact in the surrounding environment at the times the surveys were completed. The current odour mitigation measures are considered to be effective, and no additional measures are recommended.

Long Term Trends (odour)

The odour performance of the Terminal was mostly consistent with the previous reporting period or improved:

- Results of odour sampling collected during this reporting period indicate the odour performance of the roof discharge stack remains consistent with original design performance documented in the *Air Quality Impact Assessment* (Wilkinson Murray, 2014).
- Smoke testing results conducted throughout this reporting period have consistently indicated that there are no other potential fugitive emission release pathways from the waste shed area, apart from the entrance doorway.
- The Terminal received a decrease in odour complaints compared to the previous reporting period and is consistent with the current long-term trend of decreased odour complaints since commencement of operations. See **Section 2.8** for further details.

2.3 Water Monitoring

2.3.1 Groundwater Monitoring

Upon the commencement of the Terminal's operations, the groundwater quality was tested in April 2017. These results are referred to as the Terminal's groundwater baseline levels which are provided in Table 2.3 below.

Table 2.3 - Groundwater Monitoring Program

Monitoring Locations	Parameters	Range of Baseline levels	Frequency	Sampling Method
GW1, GW2, GW3	Electrical Conductivity (EC)	578 - 1150 μ S/cm	As required	Grab sample
	pH	7.27 - 7.31pH		
	Total Dissolved Solids (TDS)	424 - 800 mg/L		
	Nitrogen (Ammonia)	0.33 - 1.37 mg/L		
	Biochemical Oxygen Demand (BOD)	<2 - 8 mg/L		
	Water Levels (Depth to Water & Depth to Base)	Metres (m)		

Previous groundwater monitoring shows that groundwater chemical results for the site are consistent with the expected regional background concentrations associated with the Orica plume as the site is located in zone 1 of the Botany Groundwater Management Zone. The Botany Bay aquifer and receiving environments are disturbed and highly modified in nature.

The validation report prepared by DLA Environmental for the remediation works undertaken during construction of the facility concluded that groundwater is not considered to represent a significant risk of exposure to receptors for the following reasons:

- The risk of the interaction between on-site receptors and the groundwater is greatly reduced under the non-sensitive commercial/industrial land use of the site
- Current and future access to groundwater at the site is limited due to the restriction placed on abstraction of groundwater for any use
- The site has been capped by the development, including raising site levels

Based on the above considerations, ongoing scheduled monitoring of the groundwater is not required on site.

In previous years, groundwater monitoring has been undertaken in an abundance of caution, and to provide additional information on general conditions and fluctuations. A summary of these monitoring results and the trends are depicted in Figures 2.4-2.9.

As there has been no spike in groundwater contamination as a result of operations, and no development construction works have been undertaken or planned for the future, Groundwater monitoring will be undertaken every two years for due diligence monitoring trend reporting.

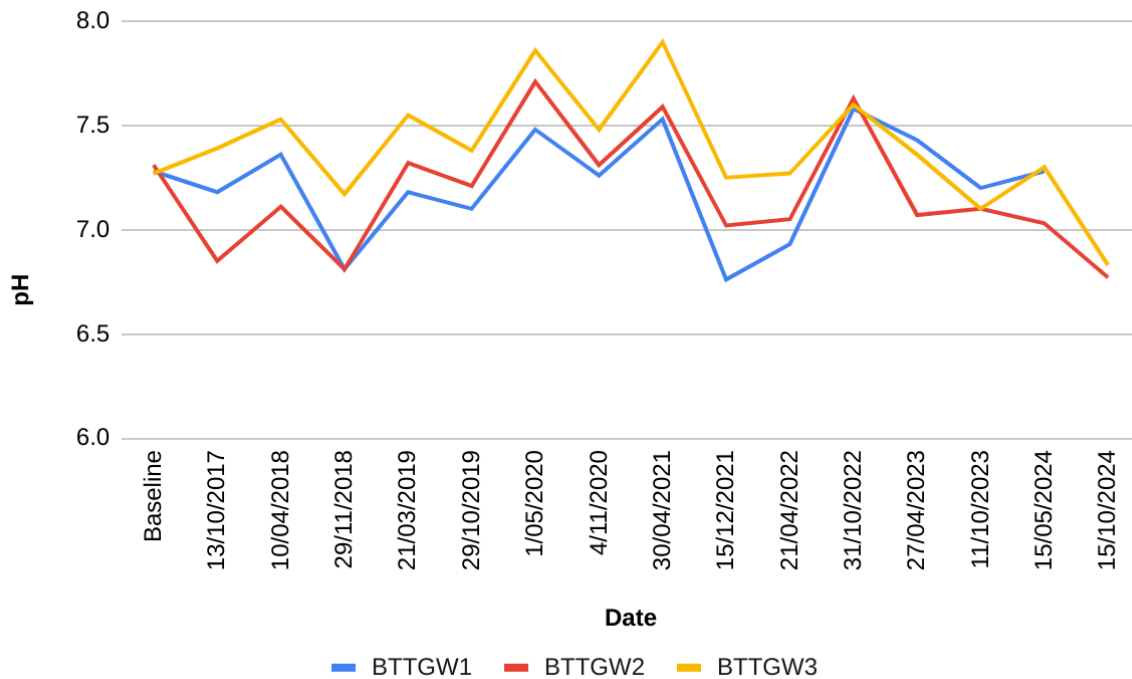


Figure 2.4 - pH trends in groundwater

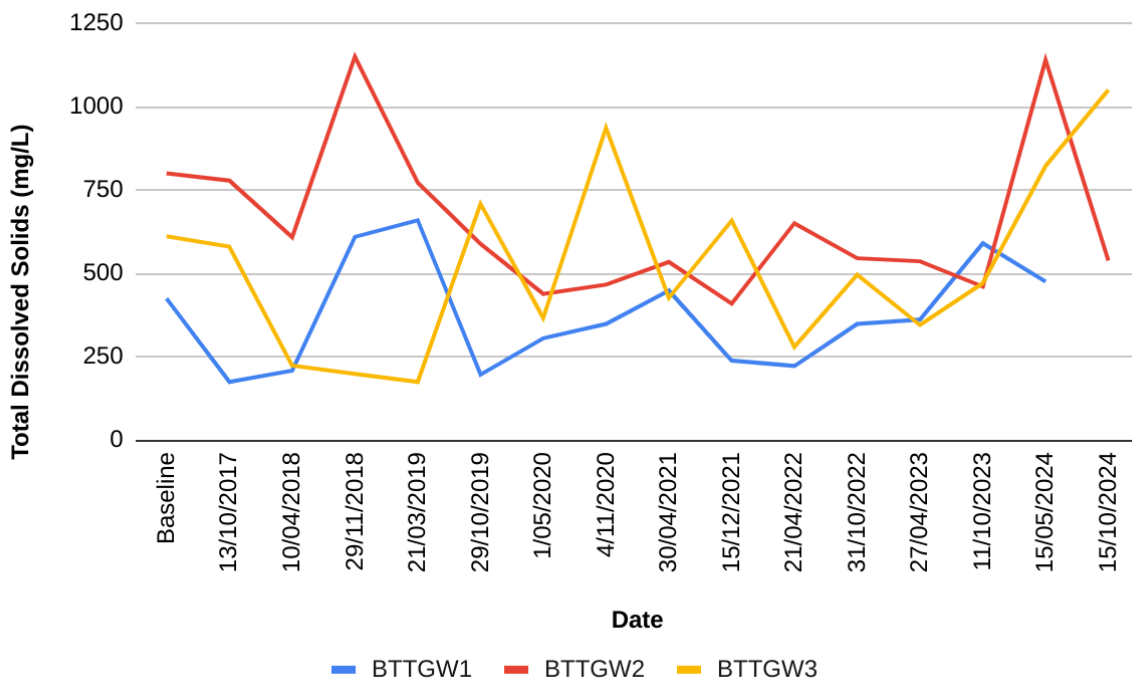


Figure 2.5 - Total Dissolved Solids trends in groundwater

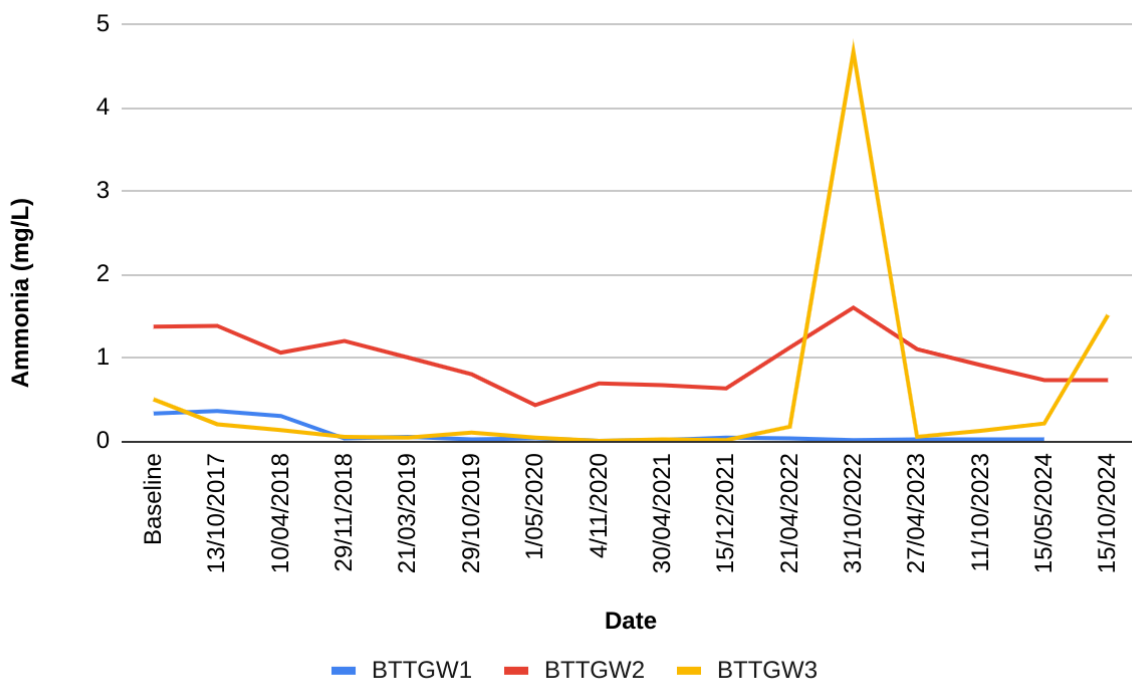


Figure 2.6 - Ammonia trends in groundwater

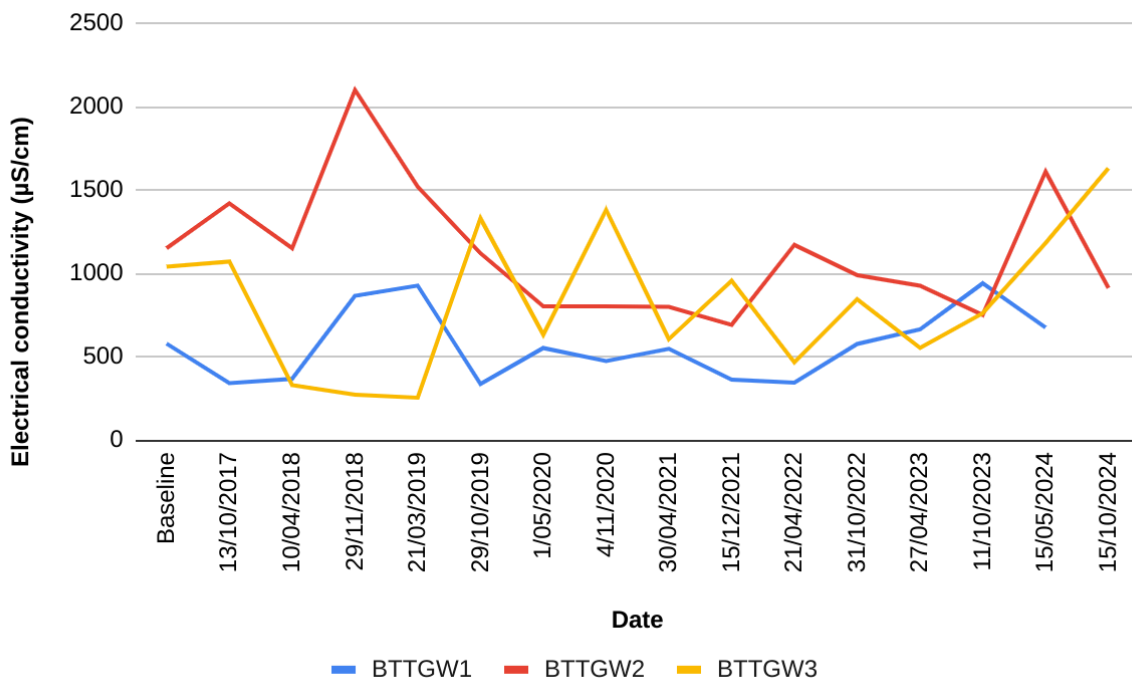


Figure 2.7 - Electrical Conductivity trends in groundwater

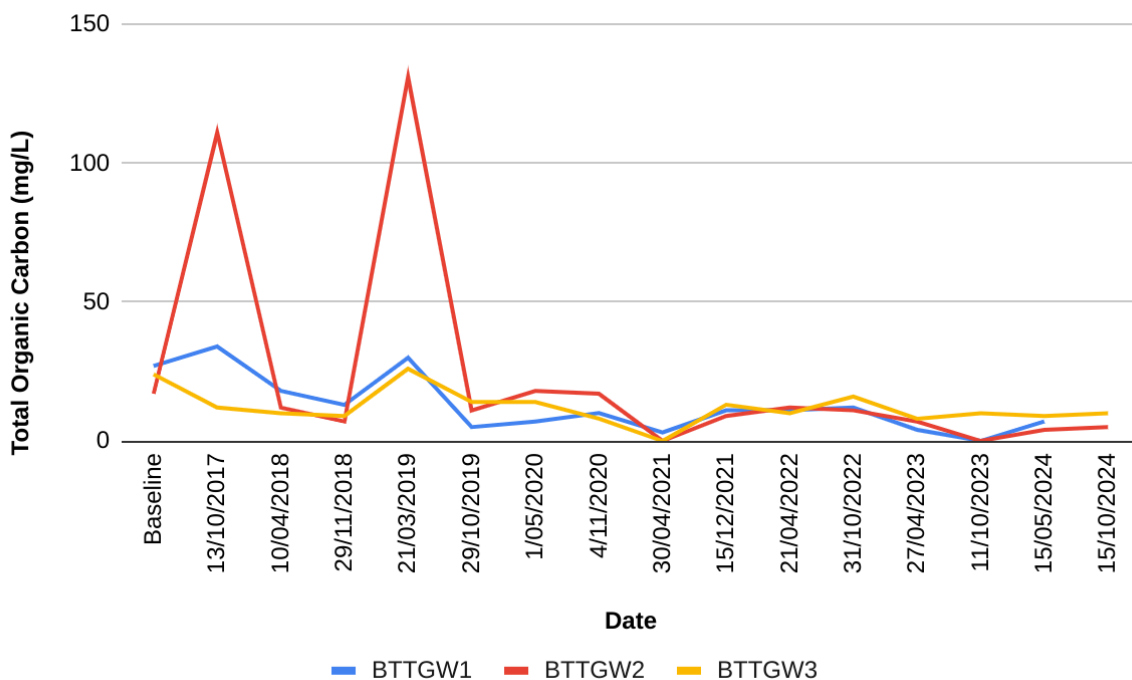


Figure 2.8 -Total Organic Carbon trends in groundwater

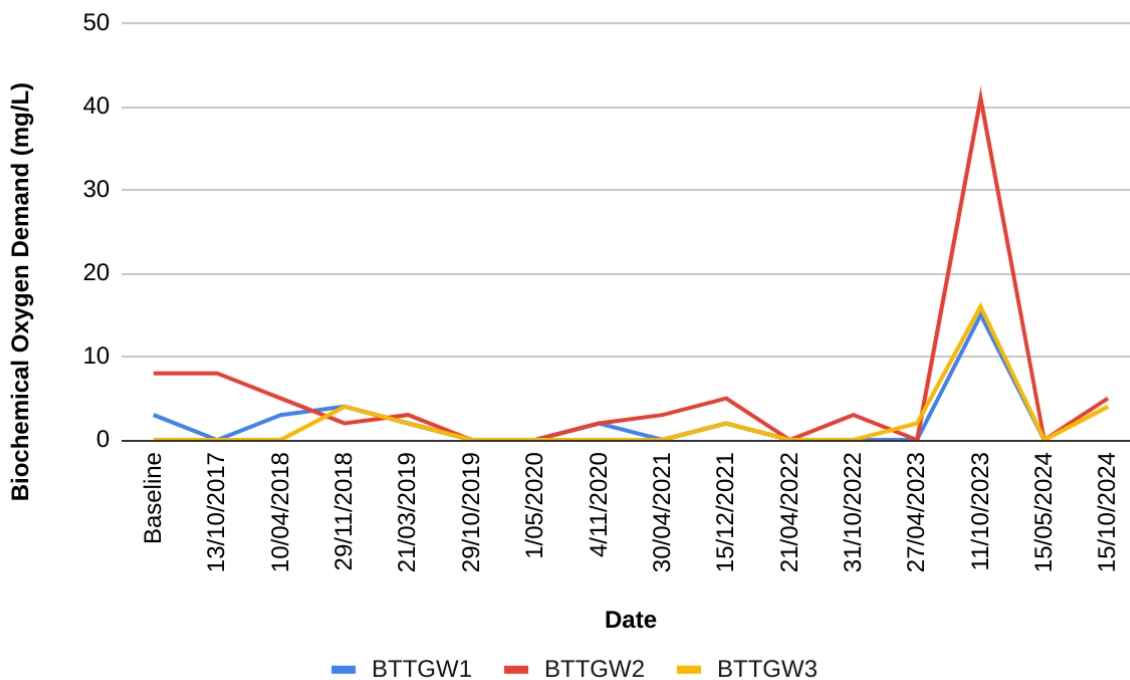


Figure 2.9 - Biochemical Oxygen Demand trends in groundwater

Based on these groundwater analysis results, there is no evidence to suggest that there have been negative off-site impacts as a result of site operations. There are no identified pathways to sensitive receptors, and use of groundwater for domestic purposes within Matraville is banned under the Temporary Water Restriction (Botany Sands Groundwater Source) Order 2018.

Groundwater monitoring results (particularly for ammonia) indicate ongoing housekeeping and maintenance of the Terminal are effective and there are unlikely to be off-site impacts from site operations.

Long Term Trends (groundwater)

- Groundwater quality in GW1, GW2 and GW3 wells remain relatively consistent with historical trends and baseline levels, with the exception of outlying elevated results for GW3 for pH, EC, TDS, and ammonia compared to baseline values.
- Improved BOD results in comparison to previous reporting period, with results at all three wells, well below baseline levels.

Groundwater results are made publicly available and can be accessed via Veolia's Banksmeadow Transfer Terminal website.

2.3.2 Surface Water Monitoring

Stormwater discharge monitoring is conducted at the Terminal to monitor the effectiveness of all environmental measures to manage stormwater quality and infrastructure on-site. Stormwater monitoring is also undertaken to assess the performance of the on-site stormwater treatment system and whether stormwater flowing off-site could be contaminated as a result of operations at the Terminal.

The results of stormwater monitoring are assessed against discharge limits stipulated within the EPL20581 tabulated below.

Table 2.4 - Stormwater EPL Discharge Limits

Parameter	Concentration Limit (100 percentile limit)	Frequency	Sampling method
pH	6 - 8.5	Daily, during any discharge event	Grab sample
TSS (Total Suspended Solids)	50 mg/L		
Ammonia as N	1 mg/L		
BOD (Biochemical Oxygen Demand)	10 mg/L		
Oil & Grease	10 mg/L		

Within this reporting period, six stormwater discharge samples were collected. There was one exceedance of EPL concentration limits of the parameters listed in Table 2.4, for BOD. The sample collected on 24 November 2025 returned an analysis result of 22mg/L for BOD which exceeds the EPL limit of 10mg/L for BOD.

The cause was unable to be established, however since Veolia Network Services were engaged to clear out all stormwater drains and infrastructure on site following the non compliance in the previous reporting period, a scheduled cleaning regime has been implemented at the site.

Figures 2.10-2.14 graph the results from this reporting period as well as the historical stormwater results from previous reporting periods. Despite the single exceedance for one of the analytical parameters for a single sample, the graphed results for this reporting period demonstrate the continued positive trend of improved surface water quality. Marked improvement in this reporting period for all parameters is evident, as well as the continued trend of decreased incidence of exceedances of EPL limits.

Results also remained relatively consistent between each sample event for each test analyte.

During sampling, observations were recorded, such as: water colour and appearance, presence of nuisance organisms such as macrophytes, phytoplankton scums, algal mats, or presence of odours, floating debris or oily film.

There were no notable observations for any of the samples collected in this reporting period.

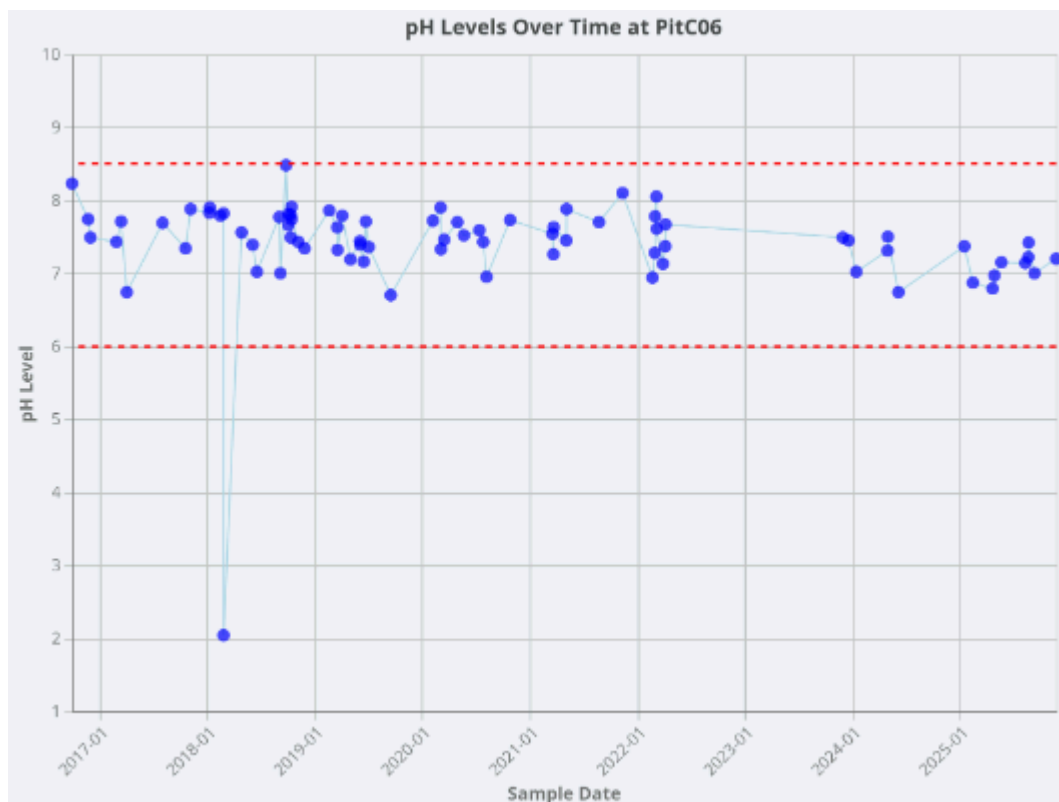


Figure 2.10 - pH trends in stormwater discharge

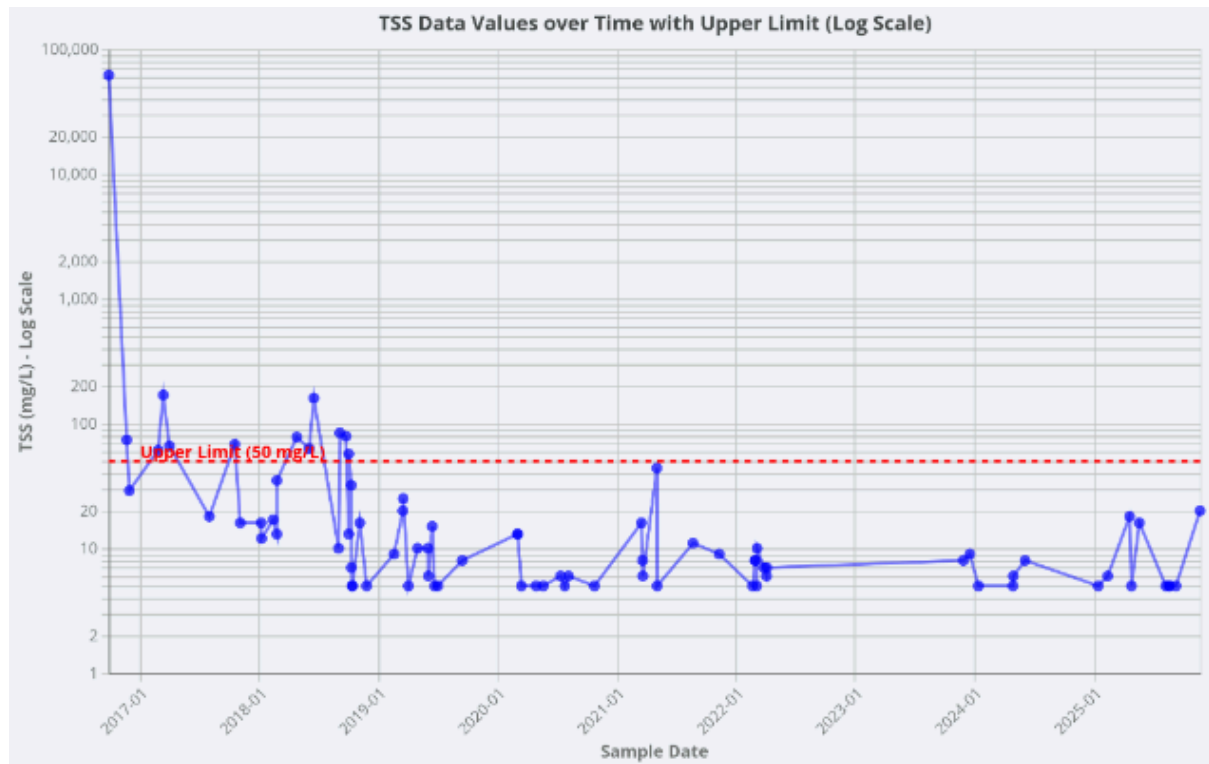


Figure 2.11 - TSS trends in stormwater discharge

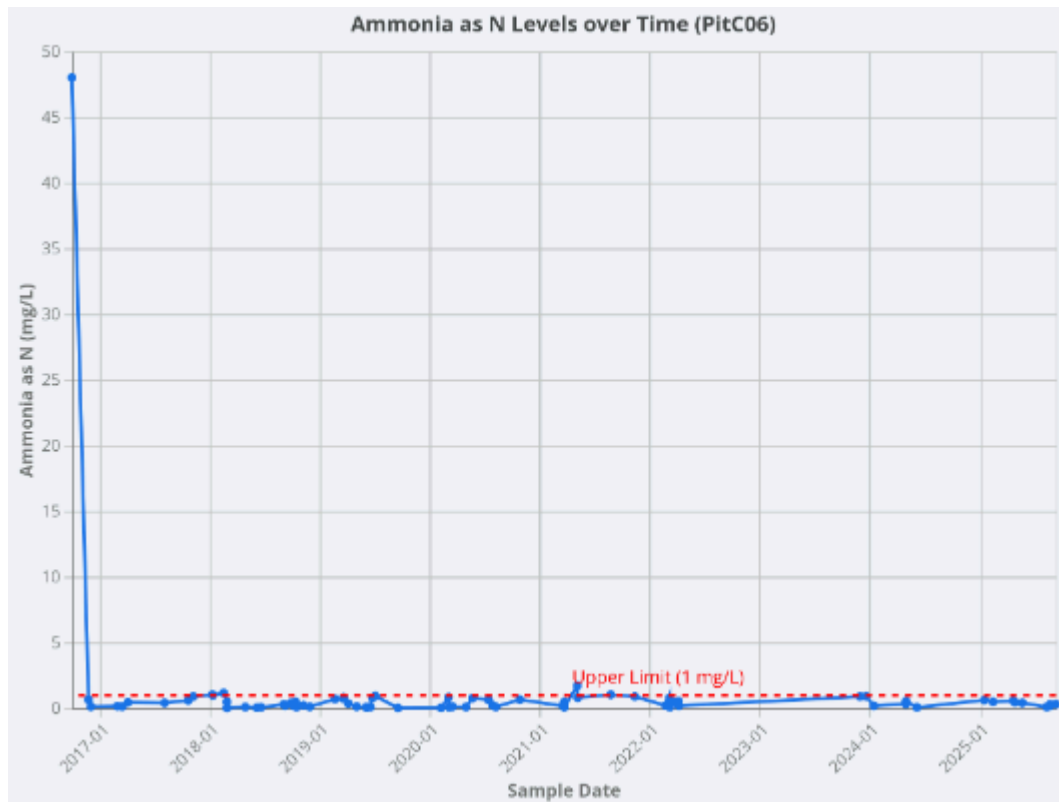


Figure 2.12 - Ammonia trends in stormwater discharge

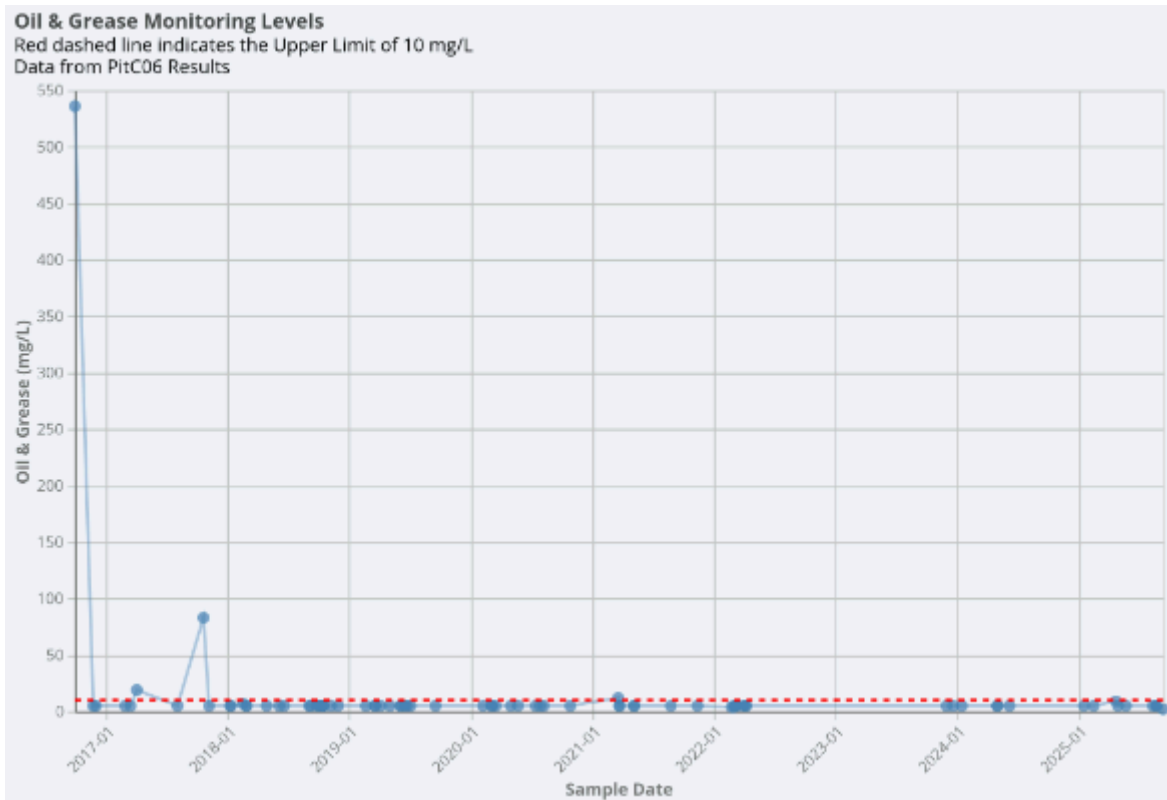


Figure 2.14 - Oils & Grease trends in stormwater discharge

Long Term Trends (surface water)

- Six stormwater discharge samples were collected in this reporting period, which is a decrease from the seven (7) samples collected in the previous reporting period. This can be attributed to the decrease in rainfall compared to the previous reporting period, and the empty and clean out of the onsite detention pond
- In 2018, following the recommencement of sampling from EPL Monitoring Point 1 after rectification works were completed in the discharge pit, stormwater quality results have significantly improved in all parameters (pH, BOD, ammonia, oils and grease and TSS).

Surface water results are made publicly available and can be accessed via Veolia's Banksmeadow Transfer Terminal website.

2.3.3 Leachate Monitoring

Leachate is defined as any water which comes into contact with waste or waste processing areas. Through the management of waste, leachate is produced and contained within the waste shed

when waste is delivered to the Terminal. All leachate from the tipping floor and compactor areas, as well as wash down water are collected into two 32 kilolitre (kL) leachate storage tanks for off-site disposal at a licensed facility. Any testing or monitoring required by the disposal facility is undertaken to ensure the leachate will meet the requirements of the treatment and disposal facility.

Leachate levels within the storage tanks are regularly monitored on a weekly basis, or more often if required due to significant rainfall, by using a reference point on the tanks, to determine when it is required to be pumped out for offsite treatment and disposal.

As a part of the weekly site inspection checklist, as well as monitoring of leachate tank levels, the areas of the site where leachate is generated or stored are inspected. Further, the waste containers are inspected at each use to ensure seals are in good working order and that any full containers remain closed and intact. Any containers identified as potentially being compromised (i.e. potential to leak leachate or odour) will be cleaned & isolated for further inspection, until maintenance and re-inspection is completed as required.

2.4 Noise and Vibration

2.4.1 Noise and Vibration Monitoring

Operational activities such as truck operations, plant and equipment at the Terminal act as potential sources of noise emissions which may impact nearby receivers. Noise modelling was undertaken as part of the EIS (Hyder, 2014) which predicted that the operational noise emissions from the Terminal would not generate noise emissions which would impact local amenities.

Despite this, a number of noise and vibration mitigation controls were (and continue to be) implemented at the Terminal to manage potential impacts, such as: low speed limits on-site, scheduling of trains, minimising container movements, use of quiet/minimal noise plant and equipment, and driver induction programs. These controls are detailed in the Noise and Vibration Management Plan (NVMP).

Based on the noise modelling by the EIS, the following operational noise goals were adopted for the Terminal, provided in Table 2.5.

Table 2.5 Operational Amenity Noise Goals

Receptor Location	Amenity Criterion (LAeq, 15 min, dB(A))
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	Day	Evening	Night
Residential Receivers	50	40	37
Industrial Receivers	65	65	65
Commercial Receivers	70	70	70

An ambient noise assessment was conducted in August 2017 which indicated off-site noise emissions comply with the noise criteria and site operations have remained consistent since this time.

In the event a noise complaint is received at the Terminal, the site will carry out noise monitoring where appropriate, and liaise with the complainant until the matter has been adequately resolved. As no noise complaints were received in this reporting period, the Consent Condition for monitoring was not triggered, and no monitoring was required to be undertaken.

Long Term Trends (Noise)

Noise modelling was undertaken as part of the EIS (Hyder, 2014) which predicted that the operational noise emissions from the Terminal would not generate noise emissions which would impact local amenities.

- Noise impacts of the Terminal were assessed in the EIS to be negligible and would cause no negative impact on local amenities. These predictions have remained consistent with current site operations.
- Noise emissions have not caused off-site impacts, this has remained consistent since the commencement of operations in 2016. This is evidenced by no verified noise complaints being received since the commencement of operations in 2016.
- Noise emissions continue to be effectively managed on-site through the implementation of mitigation controls outlined in the NVMP.

2.4.2 Vibration Monitoring

Vibration impacts during operation of the Terminal were assessed in the EIS to be negligible and to pose no potential impact on sensitive receivers, buildings or the environment.

A vibration assessment was conducted in August 2017 which indicated vibration levels at residential receivers comply with the vibration criteria.

Noise and vibration mitigation measures have been discussed in Section 2.4.1. No vibration complaints were received for the Terminal during this reporting period therefore not triggering the requirement for additional vibration monitoring.

Long Term Trends (Vibration)

- Vibration impacts during operation of the Terminal were assessed in the EIS to be negligible and to pose no potential impact on sensitive receivers, buildings or the environment. These predictions have remained consistent with current site operations.
- Vibration emissions have not been identified as causing offsite impacts as no complaints have been received since the commencement of operations in 2016.
- Similarly to noise emissions, vibration emissions continue to be adequately managed on-site through the implementation of mitigation controls outlined in the Terminal NVMP.

2.5 Traffic

A Traffic Impact Assessment (TIA) was undertaken as part of the EIS (Hyder, 2014) to assess the potential impact of the Terminal on traffic and transport during its operation. Additional TIA's have been undertaken to model operational impacts to support applications to DPHI for MOD 2 and MOD 3.

The potential impacts of increased heavy vehicle movements associated with the increase in the amount of FOGO transported by road was assessed quantitatively through a detailed traffic impact assessment, undertaken in accordance with TfNSW's new Guide to Transport Impact Assessments (2024).

A number of mitigation measures were implemented at the Terminal to manage these potential impacts as detailed in the Traffic Management Plan and are provided below in Table 2.6.

Table 2.6 Traffic Control Measures

Traffic issue	Control	Monitoring	Effective
Traffic Congestion	-Site has adequate room for queuing on-site - If the above control fails then vehicles will be directed away from the site. Facility Manager will then advise to cease further deliveries to the site until problem has been resolved	Traffic Spot Monitoring (Onsite truck routes and Driver management)	Yes, no complaints have been made of trucks obstructing traffic movements of neighbouring businesses

On-site Truck routes	-Abide to speed limit onsite -No turns to/from Perry street at any time -No right turn from Beauchamp Rd between 6AM-8PM	Traffic Monitoring (Traffic flow and Congestions)	Yes, no complaints from surrounding businesses or residents
Driver management	- The induction informs customers of the site rules, weighbridge usage and site transport management procedures. Furthermore, clients must adhere to Veolia's standards of: professional conduct, workplace safety, drivers licence requirements, drug and alcohol policy.	Traffic Spot Monitoring (Onsite truck routes and Driver management)	Yes, there have not been any major incidents since the program has been implemented

Monitoring activities conducted at the Terminal assist in measuring the effectiveness of these traffic control measures. No vehicles were observed using any unauthorised roads as stipulated within Schedule 3, Condition 29 of the Consent.

A total of 68,567 truck movements occurred during this reporting period which is equivalent to approximately 188 trucks per day. This 376 truck movements shows a slight increase in the predicted truck movements of 355 trucks per day as described in the EIS, however minimal given the approved increase in annual ton throughput. A breakdown of truck movements per month is provided in Table 2.7.

Table 2.7 Total truck movements during the 2023/2024 and 2024/2025 reporting periods

Monitoring Period	Truck Movements Apr 2024 - Apr 2025	Truck Movements Apr 2025 - Apr 2026
29 to 30 April	436	436
May	5576	5576

June	4988	5445
July	5464	5802
August	5325	5667
September	5294	6085
October	6011	6805
November	5460	6239
December	6082	6977
January	5977	6702
February	5278	6091
March	5246	6491
1 to 28 April	4871	6263
Total	59,556	68,567

Long Term Trends (Traffic)

- Truck movements have not been found to have resulted in off-site or on-site impacts since the commencement of operations in 2016.
- Truck movements have continued to slightly increase in the past few years, comparing the predicted EIS daily truck rate of 355 trucks to actual 376 truck movements.
- Potential traffic impacts have continued to be effectively managed on-site through the implementation of traffic control measures outlined in Table 2.6 and Traffic Management Plan.

2.6 Waste

A Waste Management Plan (WMP) was prepared which details the control strategies and mechanisms for the effective monitoring and recording of waste at the Terminal as shown in Table 2.8.

Table 2.8 - Waste Monitoring Schedule

Waste Monitoring	Type of Monitoring	Frequency
Waste volume processing Storage on site	Waste on floor	Daily
Waste volume processing Annual limit	Tonnage data review	Ongoing
Waste Recording	Incoming Waste Processing	Ongoing

2.6.1 Waste Monitoring

All waste received at the Terminal was recorded in the Paperless Weighbridge System (PWS) and the Systems, Applications and Products in Data Processing (SAP) software. SAP records vehicle registrations, the date and time of delivery, the gross and tare weight of the vehicle, as well as the nature and origin of the waste delivered by each contractor.

Visual assessments of incoming waste are conducted by weighbridge operators and assisted by close circuit television. These visual assessments were conducted to identify, reject and/or separate non-conforming waste upon its arrival to the Terminal. Waste is also inspected as it is tipped/unloaded onto the tipping floor.

Schedule 2, Condition 5 of the Consent stipulates that the Terminal must not receive or process more than 400,000 tonnes per annum (TPA) of putrescible waste and 100,000 TPA of non-putrescible waste. One month of the reporting period falls under the increased limits approved under MOD 3 on 12 March 2026, 500,000 tonnes per annum (TPA) of putrescible waste and 100,000 TPA of non-putrescible waste. Veolia utilises the data provided by SAP to track and monitor the amount of incoming waste in accordance with the limits of the Consent. Refer to Table 2.9 for a breakdown of the classification of waste material received and processed at the Terminal during this reporting period and the previous reporting period.

Table 2.9 - Received and processed waste for 2025 and 2026 calendar years

Consent Cond.	Waste Type	Approved Limits (tonnes per annum)	Waste received in 2025 (tonnes)	Waste received in 2026 (tonnes)
5	General Solid Waste (Putrescible) General Solid Waste (Non Putrescible) (to be transported via rail to the VeoliaWoodlawn Eco Precinct and per Condition 5A)	400,000 to 500,000	378,041 (including FOGO and Green Waste)	448,420.96 (including FOGO and Green Waste)
5A	General Solid Waste (Putrescible) FOGO waste from Inner West Council to be transported via road to the Topsoil Organics Facility.	12,000 (within the putrescible waste limit)	2,968	13,005.76

As shown in Table 2.9, The Terminal did not exceed the limit receiving more than 400,000 tonnes per annum (TPA) of putrescible waste. No incoming non-conforming waste was recorded during this period.

The exceedance of the FOGO tonnage approval granted in November 2023 (MOD 2) allowing for no more than 12,000 tonnes per annum of food and organic (FOGO) waste from Inner West Council to be transported via road to the Topsoil Organics Facility at Forbes has been recorded. During the reporting period up until MOD 3 determination on 12 March 2026, the Terminal received 12,742.54 tonnes of FOGO waste.

Long Term Trends (waste)

- Since the commencement of operations the Terminal has forecast to operate within annual waste limits. There has been two exceedances of the FOGO limits allowing for no more than 12,000 tonnes per annum of food and organic (FOGO) waste from Inner West Council to be transported via road to the Topsoil Organics Facility at Forbes. This non compliance was rectified through MOD 3 determined in March 2026, increasing FOGO limits to 20,000tpa.

2.7 Pests and Vermin

The management of pest and vermin at the Terminal was maintained through preventative and responsive mitigation measures as per the Landscape and Vegetation Management Plan appended to the Terminal's OEMP. Such measures include:

- Routine inspections of site by a registered pest controller
- Weekly Site Inspection Checklist completed to record site conditions such as evidence of vermin and pests
- Placement of rodent bait stations at various locations around the site

Pest control was undertaken by an external contractor (Expert Judgement Pest Management Pty Ltd). It is noted during this reporting period the contractor undertaking pest control services dissolved, resulting in only two (2) pest control services being completed during the reporting period. The service reports are attached in the submission. Routine pest control service usually involves an initial inspection of the Terminal buildings (site office, weighbridge office, compactors, external areas and waste shed), followed by any necessary treatment for rodents, cockroaches and spiders.

No pest and/or vermin complaints or management issues were reported during the operation of the Terminal during this reporting period.

Long Term Trends (Pests and Vermin)

- No pest and/or vermin complaints or management issues were reported during the operation of the Terminal during this reporting period. This is consistent with findings in previous years, as well as the predicted impacts of operations.
- Vermin and pests continue to be effectively managed on site since the commencement of operations in 2016.

2.8 Complaints

A total of 1 complaint (as shown in **Figure 2.15**) was received by the Terminal during this reporting period. This complaint was received directly from neighbouring site IXOM; who are located north-east of the Terminal. While the three complaints were received in the previous reporting period, this number is consistent with the overall long-term trend of decreasing odour complaints received by the site, depicted in Figure 2.15 below. Additionally, the complaint received was not verified as Veolia being the source, and identified by the EPA during a site visit

on 1 April 2026, and DPHI site inspection on 16 April 2026 was found to be likely attributed to waste-water clean out works from a neighbouring site.

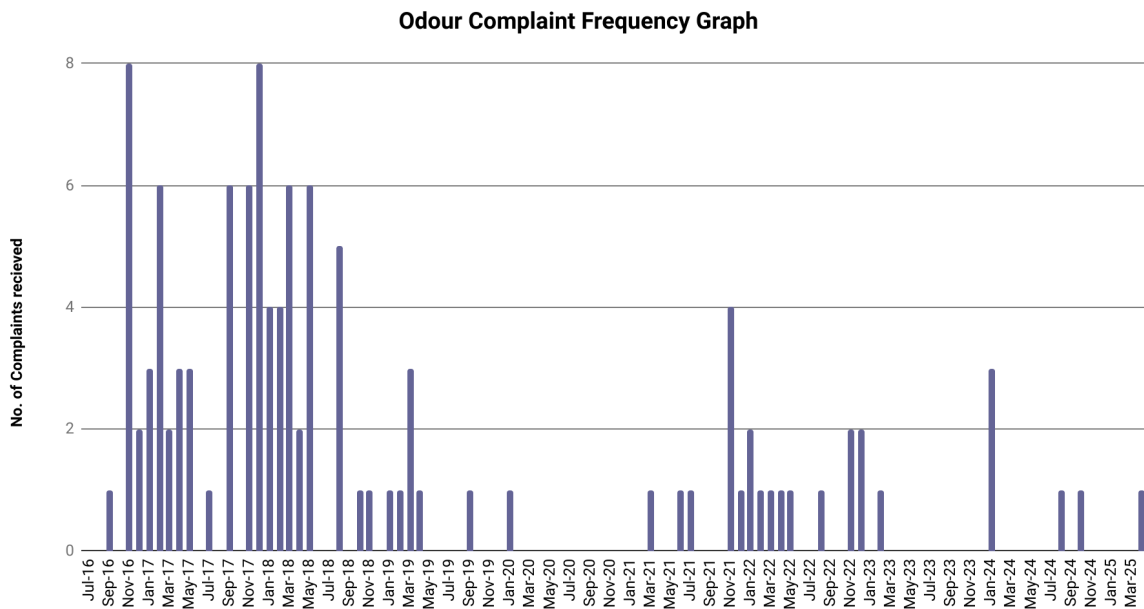


Figure 2.15 - Number of odour complaints received each month at the Terminal

The exact cause of the odour complaint received on 19 March 2026 was unable to be determined, as site operations and odour controls were checked and no issues could be identified. It is noted that the weather conditions during March were wet following consecutive wet months during January and February as identified in Section 2.1.1 of this report. Weather conditions affecting odour dispersion and perceived intensity, respective wind direction data for the date of the complaint received are consistent with odours from the Terminal, relative to IXOM which is located north-east of the Terminal.

Nevertheless, following the receipt of any odour complaint received:

1. The Terminal investigates potential causes of odour emission and implements corrective actions if necessary, to reduce odour emissions such as adjustment of fan extraction system speed setting;
2. Any findings and corrective actions taken on the site are communicated to the complainant in a timely manner. Any information (or action to be undertaken) requested by the EPA is also communicated;
3. Meteorological wind data is downloaded from the BoM website for verification;
4. Details of the complaint and wind data are logged in the BTT Complaints Register (**Appendix E**).

Long Term Trends (Complaints)

- Odour complaints continue to follow the long-term trend of steadily decreasing throughout the operation of the Terminal; indicating that efforts to continually improve, monitor and mitigate odour have been effective.

Section 3 - Environmental Performance

The environmental performance of the Terminal is assessed through the results of environmental monitoring, inspections and both internal and external audits. Corrective actions are assigned for any non-compliances or other findings identified against the Consent Conditions in this reporting period to improve environmental performance of the Terminal.

In June 2025, an Independent Environmental Audit was undertaken by JEP Environment ; Planning in accordance with the Independent Audit – Post Approval Requirements (DPE, 2020) and as required under Conditions 6 and 7 (Schedule 4) of Development Consent SSD 5855. The audit scope covered the period since the previous audit and included an assessment against conditions of SSD 5855 (including SSD 5855 Mod 2), relevant management plans, and the Environmental Protection Licence (EPL 20581), as required under Condition 6(c).

The 2025 IEA concluded that the Terminal was well maintained and operating in accordance with the approved Operational Environmental Management Plan and subplans.

Overall, the audit concluded that Veolia has demonstrated a high level of compliance with both the SSD 5855 development consent and EPL 20581.

Overall Environmental Performance of the Terminal for this reporting period is summarised as follows:

- Stormwater monitoring results indicate overall good water quality, relatively consistent between each sample event for each parameter, as well long-term analysis trends. In this reporting period there was one exceedance of EPL concentration limits for only one parameter; of the seven (7) samples collected in this reporting period, one sample returned a result of 15mg/L for Biological Oxygen Demand (BOD) which exceeds the EPL limit of 10mg/L for BOD. However, overall these results continue to follow the long-term trend of significantly decreased incidence of exceedances over the past few years.
- General Solid Waste (Putrescible and Non-Putrescible) volumes have exceeded annual waste tonnage limits, with FOGO tonnage exceedance: in 2025/2026 reporting period, the Terminal exceeded the new annual limit of 12,000 tonnes of FOGO waste from Inner West Council
- Air quality, with regards to dust continues to be well-managed with no onsite or offsite impacts or dust-related complaints received by the Terminal.

- Air quality, with regards to odour continues to be well-managed overall, with odour complaints continuing to follow the long-term trend of steadily decreasing throughout the operation of the Terminal; indicating that efforts to continually improve, monitor and mitigate odour have been effective.
- Groundwater quality has remained relatively consistent and within respective limits, which corresponds to EIS predictions of operational impact on groundwater.
- No complaints have been made in relation to noise, vibrations and traffic which indicates implemented mitigation controls are effective. This has remained consistent since operation commencement in 2016.
- Pests and vermin are adequately controlled, consistently no major issues have been identified since the commencement of operations in 2016.

3.1 Previous Non-Compliances

No non-compliances were identified against the Consent Conditions in the previous reporting period (2024-2025). The most recent IEA undertaken in June 2025 included an assessment of actions arising from the 2022 Independent Environmental Audit which confirmed that all recommended actions have been completed.

3.2 Current Non-Compliances

One non-compliance was identified against the Consent Conditions during this reporting period. This is detailed below in Table 3.1 along with the status of corrective actions to resolve and manage the non-compliance.

Table 3.1 Non-compliances against the Consent in the 2025-2026 reporting period

Consent Condition	Non-Compliance	Corrective Action and Evidence	Status	Person/Team Responsible
Schedule 2, Condition 5A	BTT received more than 12,000 tonnes per annum of food and organic (FOGO) waste from Inner West Council to be transported via	Application submitted for MOD 3 to increase the approved volume of FOGO from Inner West Council to accurately reflect actual volumes received.	MOD 3 determined on 12/03/2026 increasing FOGO tons to 20,000 tp	Facility Manager - NSW Resource Recovery

	road to the Topsoil Organics Facility at Forbes. Volume received was 13,005.76			
Schedule 3, Condition 21	Pest & Vermin mitigation measures not undertaken as per the Landscape and Vegetation Management Plan	Quarterly services were reinstated in May 2026. Pest service reports available for May, June and July 2026.	Completed	Facility Manager - NSW Resource Recovery

One (1) non-compliance was identified against the EPL during this reporting period, detailed below in Table 3.2 along with the status of corrective actions to resolve and manage the non-compliance.

Table 3.2 Non-compliances against the EPL in the 2025-2026 reporting period

Consent Condition	Non-Compliance	Corrective Action and Evidence	Status	Person/Team Responsible
L2.1 / L2.4	One (1) exceedances of water quality concentrations limits: Sample analysis of discharge storm-water sampled on 24/11/2025 returned a result of 22mg/L for Biological Oxygen Demand (BOD) which exceeds the EPL limit of 10mg/L for BOD.	Engage an external contractor to clean out site stormwater drains and humeceptor. To be reported to the EPA in the upcoming 2025-2026 final Annual Return following the EPA's license reform removing the requirement to submit annual returns.	Completed on 05/05/2025. All discharge results following this exceedance have been below applicable limits. Annual Return for 2025-2026 is due 5 August 2026.	Facility Manager - NSW Resource Recovery BTT Environmental Advisor

In addition to the above, continual improvement is important to Veolia to ensure its business is operating effectively and efficiently, this includes addressing any complaints received by the site and any EPL non-compliances identified in the upcoming final Annual Return.

3.5 Conclusion

During the current reporting period, environmental monitoring outcomes and independent audits demonstrated that the implemented mitigation controls were generally effective in managing potential environmental impacts related to air quality, noise and vibration, water quality, traffic, and pest and vermin management.

The Independent Environmental Audit executed in June 2025 confirmed that the Terminal is maintained in an exemplary manner and operates in strict accordance with the approved Operational Environmental Management Plan and its associated subplans. The audit concluded that Veolia has demonstrated a high level of compliance with both the SSD 5855 development consent, including subsequent modifications, and EPL 20581.

Furthermore, quality monitoring results indicate that Veolia consistently implements, maintains, and assesses environmental initiatives at the Terminal to continuously enhance its environmental performance.

A commitment to continual improvement remains integral to Veolia's operations, ensuring maximum efficacy and efficiency while proactively managing potential environmental risks. Veolia remains dedicated to rectifying identified non-compliances and executing recommendations formulated by auditors regarding opportunities for improvement, with a particular focus on odour management and water quality variations.

Terms and Definitions

Term	Definition
AEMR	Annual Environmental Management Report
AQMP	Air Quality Management Plan
BTT	Banksmeadow Transfer Terminal
Consent	Development Consent SSD 5585
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979 (and associated Regulations)
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence
IEA	Independent Environmental Audit
NVMP	Noise and Vibration Management Plan
OEMP	Operational Environmental Management Plan
POEA Act	Protection of the Environment Act 1997 (and associated Regulations)
SAP	Systems, Applications and Products in Data Processing
SWLMP	Soil, Water and Leachate Management Plan
TMP	Traffic Management Plan
TPA	Tonnes per annum
Veolia	Veolia Australia and New Zealand
WMP	Waste Management Plan

References

1. EPA (2014), Waste Classification Guidelines Part 1: Classifying waste, NSW Environment Protection Agency, November 2015.
2. Hyder (2014), Banksmeadow Transfer Terminal Environmental Impact Statement, Hyder Consulting, July 2016.
3. Todoroski Air Science Odour Audit January 2026
4. SLR Consulting (2017), Noise and Vibration Assessment, August 2017.
5. Jackson (2019), Independent Environmental Audit Veolia Environmental Services Australia, Banksmeadow Transfer Terminal, May 2019.
6. Jackson (2022), Independent Environmental Audit Veolia Environmental Services Australia, Banksmeadow Transfer Terminal, June 2022.
7. Jackson Environmental & Planning (2025), Independent Environmental Audit Veolia Environmental Services Australia, Banksmeadow Transfer Terminal, June 2025.
8. Wilkinson Murray (2014), Air Quality Impact Assessment, Wilkinson Murray Pty Ltd, April 2014

Appendices

Appendix A - Site Plan

Uploaded to MP as attachment:

- Site Plan June 2015 Revision C1

Appendix B - Odour Audit Reports

Uploaded to MP as attachment:

- Odour Audit 15 August 2025
- Odour Audit 5 February 2026

Appendix C - Pest and Vermin Control Reports

Uploaded to MP as attachment:

- Pest service report dated 27/05/2025
- Pest service report dated 27/8/2025

Appendix D - Complaints register

Uploaded to MP as attachment:

- Complaints Register Operational Period