MASTER PLAN

BRINKLEY WASTE & RECYCLING FACILITY

PREPARED FOR THE ADELAIDE HILLS REGION WASTE MANAGEMENT AUTHORITY



AHRWMA
ADELAIDE HILLS REGION WASTE MANAGEMENT AUTHORITY

15 MAY 2026

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PREPARED FOR THE ADELAIDE HILLS REGION WASTE MANAGEMENT AUTHORITY



PREPARED BY MASTERPLAN — WASTE & MANAGEMENT SERVICES — FORUM

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AHRWMA
ADELAIDE HILLS REGION WASTE MANAGEMENT AUTHORITY

15 MAY 2026

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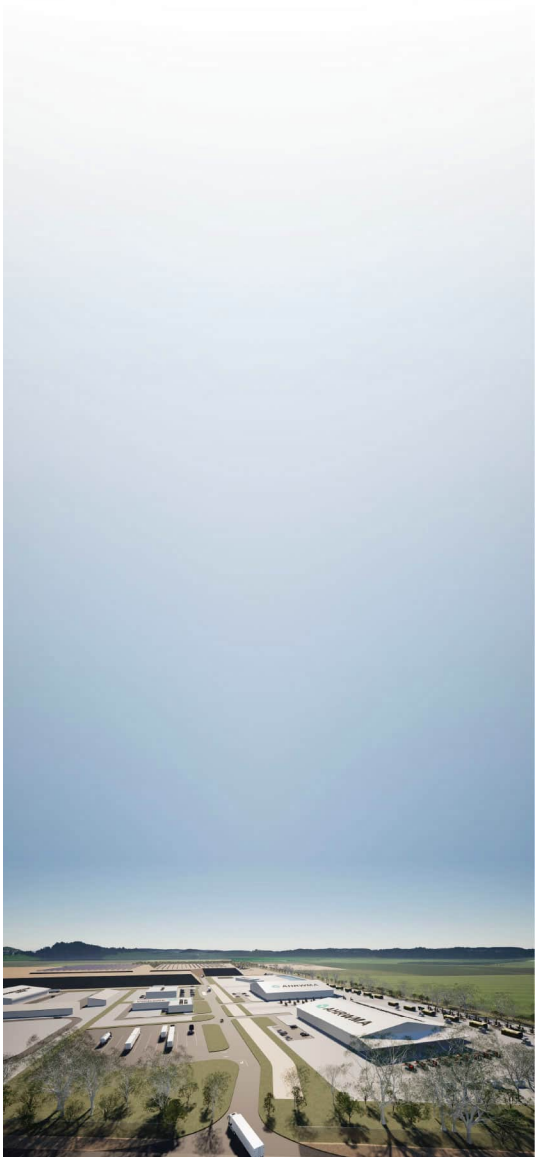
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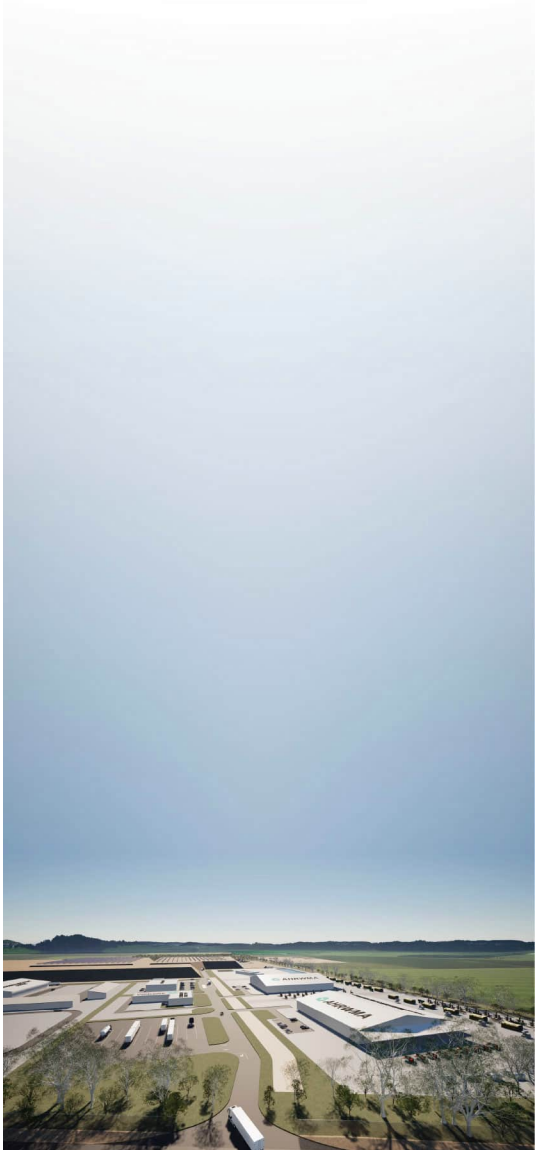


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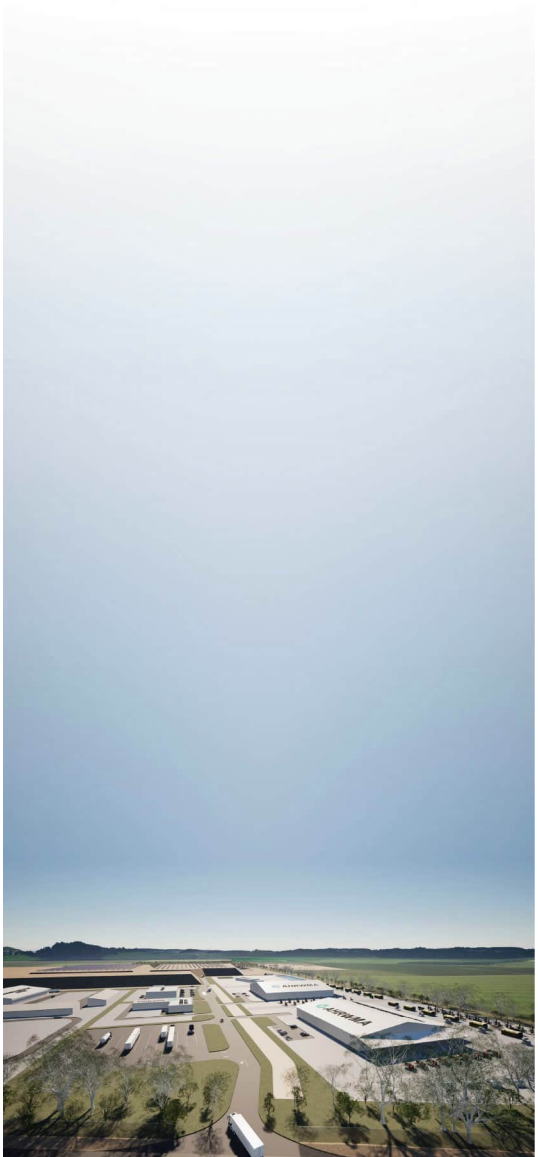
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Executive Summary

The Brinkley landfill and resource recovery facility is a strategically important regional asset with the potential to evolve from a landfill-led operation into a State-significant circular economy hub serving the Adelaide Hills, Murraylands, Mallee, South East and broader South Australian waste and resource recovery market.

The site is operated by the Adelaide Hills Region Waste Management Authority('AHRWMA') on land owned by the Rural City of Murray Bridge ('RCMB').

It currently provides essential landfill, transfer station, salvage and resource recovery services to the four AHRWMA member councils—Adelaide Hills Council, Rural City of Murray Bridge, Mount Barker District Council and Alexandrina Council—as well as client councils beyond the AHRWMA membership.

The facility manages approximately 80,000 tonnes of material each year, with around 56,000 tonnes currently disposed to landfill. This confirms Brinkley's present role as a critical waste infrastructure asset and revenue base, while also highlighting the significant opportunity to recover more material, create more value and reduce long-term reliance on landfill disposal.

The need for a long-term Master Plan is compelling. The region is forecast to experience substantial growth, particularly from Mount Barker, surrounding areas and the major Gifford Hill development near Murray Bridge. These growth fronts will increase demand for waste, recycling and recovery services over coming decades. At the same time, the waste sector is undergoing structural change as government, industry, and communities move away from a linear 'take, make, use, dispose' model and toward a circular economy. Brinkley must therefore continue to provide secure long-term landfill capacity while positioning itself to capture emerging commercial, environmental and community opportunities in resource recovery.

In October 2025, AHRWMA engaged a project team consisting of MasterPlan, Waste and Management Services and Forum Studio to assist them to set out a long-term vision and prepare a Master Plan to guide the future of the site.

This Master Plan establishes a flexible 50-year vision for the site.

Its priority is protecting future landfill capacity. Based on identified future cell areas and existing airspace, the plan indicates a landfill life close to the 50-year planning target, with further optimisation potentially extending capacity by 10 to 25 percent. This is fundamental: landfill will remain an essential public health, environmental management and emergency resilience service for the foreseeable future. Securing future airspace, tenure and approvals well in advance is critical because landfill development has long lead times and few alternative locations offer the same strategic advantages.

At the same time, this Master Plan deliberately shifts Brinkley's future identity toward resource recovery, value creation and commercial diversification. A new Resource Recovery Centre is proposed as an early core investment, designed to improve the separation of green waste, construction and demolition materials, tyres, recyclable goods and residual waste. The facility would support higher diversion from landfill, improved customer experience, better traffic management, more efficient sorting, and greater recovery of valuable materials before residuals are disposed. Importantly, the Resource Recovery Centre is not simply an environmental initiative; it is a future-facing commercial service that can protect and grow market share as community expectations and regulatory settings continue to change.

The plan also identifies an enhanced community drop-off and reuse precinct located before the weighbridge. This will make it easier for residents to separate household recyclable and reusable items without entering the controlled operational area. Co-location with the existing community and reuse functions can strengthen community connection, support repair and resale activity, and demonstrate visible leadership in waste avoidance. These facilities are important because they translate the circular economy into everyday public experience, provide opportunities for community input and wellbeing enhancement and build community support for the broader site.

A major benefit of the Master Plan is its capacity to support the attraction of third-party investment. Dedicated advanced recovery areas could support businesses using recovered feedstocks, manufacturing new products, or undertaking specialised processing aligned with the facility's operations. The plan also identifies opportunities in renewable infrastructure recovery, including end-of-life renewable energy components, and in higher-order construction and demolition waste processing. These uses could be delivered by AHRWMA, tenants, partners or joint ventures, creating new income streams and reducing exposure to long-term decline in landfill-derived revenues.

Brinkley's strategic location strengthens the investment case. The site has access to major transport networks, proximity to growth areas, a large landholding, relatively low numbers of sensitive receivers nearby, established waste infrastructure and long-standing land use legitimacy. Few sites combine these attributes. The Master Plan also recognises the need to manage interface risks, particularly with Gifford Hill, through ongoing engagement, landscape screening, monitoring of nearby sensitive receivers and advocacy to protect the facility from encroachment.

The site already draws material from a broad regional catchment spanning the Murraylands, Mallee and South East of South Australia; the delivery of enhanced receival and aggregation infrastructure will firmly establish it as a State-significant waste and resource recovery hub, underpinning long-term regional resilience while unlocking further growth opportunities and market expansion.

Continued investment is also necessary to modernise ageing infrastructure. Existing drop-off facilities are reaching the end of their economic life and do not represent contemporary best practice. Future investment in access, internal roads, weighbridges, administration, operations and maintenance areas, leachate and stormwater systems, landfill gas management, power, water and emergency egress will improve safety, efficiency, compliance and customer experience. These upgrades will allow the site to support a broader mix of public, commercial and industrial activities without compromising core landfill operations.

The Master Plan is deliberately staged and practical. Early priorities include securing long-term tenure, undertaking an engineering survey, confirming and optimising landfill capacity, resolving access and internal road arrangements, together with the preparation of a business case for advancements to the site and a detailed design of the Resource Recovery Centre. These steps will protect optionality while enabling investment decisions to be made progressively and with confidence.

Brinkley can be so much more than a landfill. It is a long-term regional infrastructure platform capable of supporting growth, resilience, circular economy outcomes, commercial diversification and improved environmental performance. Continued support and investment will safeguard essential disposal capacity while unlocking higher-value recovery industries, stronger community services and new revenue opportunities underpinning the future financial framework / integrity of the AHRWMA.

The Master Plan provides the pathway to reposition Brinkley as a modern, adaptable and State significant circular economy hub for the next generation.

1



1 Introduction

The Adelaide Hills Region Waste Management Authority ('AHRWMA') is made up of four Constituent Councils, being the Adelaide Hills Council, the Rural City of Murray Bridge ('RCMB'), Mount Barker District Council and Alexandrina Council.

AHRWMA coordinates and manages waste services for these Councils, with other Councils outside of the Constituent Councils being clients of the facilities and services offered. The Brinkley site is owned by the RCMB and is leased to AHRWMA from where AHRWMA operates the landfill and other resource recovery operations.

The location of the Brinkley Site is shown on the Site Location Plan in **Figure 1**.

The current Constituent Councils and Client Councils are shown on the AHRWMA Constituents and Clients Plan in **Figure 2**.

Due to planned significant growth within the catchment area of the AHRWMA operations (particularly from Mount Barker and surrounding areas and the future Gifford Hill development to the northwest of the Brinkley site) and to give guidance on the future development of the Brinkley facility, AHRWMA has identified the need to develop a Master Plan that will ensure site operations can develop and progress in an efficient and effective manner for the next 50 years.

The Master Plan for the site documents existing operations and identifies future circular economy opportunities. It is presented through a series of concept plans, supported by clearly defined strategies and an implementation plan to guide the staged delivery of the Master Plan over its lifecycle.

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Site Location

Major Road

FIGURE 1

SITE LOCATION

0 50KM

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Site Location

Major Road

Client Councils

Constituent Councils

FIGURE 2

AHRWMA CONSTITUENTS AND CLIENTS

0 50KM

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1.1 Project Scope

AHRWMA engaged a project team consisting of MasterPlan, Waste and Management Services (WAM) and Forum Studio to undertake the development of the Master Plan, working closely with AHRWMA staff to deliver the project via a methodology to prepare a Master Plan fit for purpose.

The implementation of the project has followed a methodology summarised as follows:

1.1.1 Project Inception and Preliminary Investigations

- Online inception meeting with AHRWMA project team and consultant team.
- Review of background documents provided and publicly available information.
- Preparation of base plans, including planning Zones, Overlays and relevant environmental and contextual information.

1.1.2 Workshop with AHRWMA Staff

- A detailed discovery and design workshop with AHRWMA staff.
- Site and locality inspection.

1.1.3 Concept Development and Rapid Revision Process

- An internal team workshop reviewed key options.
- Master Plan concepts were developed, identifying site opportunities and constraints.
- A series of rapidly evolving plan revisions were prepared, allowing AHRWMA multiple opportunities for input and feedback.
- A concept for the RRC was developed.
- A presentation deck of the concepts was prepared.

1.1.4 Second Workshop

- The honed concepts and findings were presented and discussed at second workshop with AHRWMA staff, the AHRWMA Board and RCMB staff.
- A tour of the Gifford Hill site and other growth areas in the Rural City of Murray Bridge was undertaken.

1.1.5 MasterPlan Refinement

- Based on feedback from the second workshop, the MasterPlan was further refined and developed.
- 3D renders of the Master Plan concepts were prepared.

1.1.6 *Third Workshop*

- Presentation of draft Master Plan to AHRWMA's annual Mayor's and CEO's Forum to source feedback on the Master Plan.

1.1.7 *Design and Reporting*

- Prepare final Master Plan plans and graphics.
- Prepare Master Plan report.
- Issue final Master Plan report to AHRWMA.

1.2 Document Hierarchy

The Master Plan is intended to provide a high-level concept for the future development of the site, having considered a broad range of information and undertaken analysis to consider what the ultimate development of the site, over a 50-year lifespan, could entail.

The Master Plan considers what uses could ultimately be developed on the site, how those uses relate to each other, and how site access and infrastructure would be provided, as well as how the site would be managed and administered. The plan also considers how the site relates to the surrounding locality and what mitigation and management measures are required to avoid adverse impacts on the site or encroachment by surrounding uses constraining the development.

The Master Plan is a broad overarching document, and for the implementation of its elements, more detailed technical investigations will be required. As these occur, they will result in outcomes which are different from the concepts expressed in the Master Plan. This is both expected and normal; the Master Plan should be seen as a living document that should be reviewed and updated periodically in the context of projects implemented. A typical cycle for review and update of the Master Plan could be in the order of 8-12 years.

1.3 Previous Investigations

The list of previous investigations associated with the site were reviewed and considered in the development of the Master Plan.

- Site's EPA licence (No 2104).
- RAWTEC - Brinkley Waste & Recycling Facility – Site and Materials Opportunities – 2025.
- Tonkin - Capping and Closure Plan – 2021.
- WSP – Recovered Products Plan – 2025.
- Tonkin - Landfill Gas Management Plan and Monitoring Plan – March 2012.
- BlueSphere - Landfill Gas Management Plan – January 2021.

These investigations will remain relevant contextual information as implementation of the Master Plan proceeds through various projects proceeding on the site. Further technical investigations and detailed designs may partially or completely supersede these documents.

1.4 Establishment of Facility

The Brinkley Landfill was developed in the early 1990s as a response to the progressive closure of a small regional Council-operated landfills in the area. Landfill operations on site commenced in 1992 following receipt of a development approval, noting that a copy of this approval has not formed part of the materials available in the preparation of this Master Plan.

The site operates under EPA Licence 2104 for landfill and waste transfer station activities (approved with an estimated lifespan of 100 years).

Prior to the landfill activities, the site operated as a commercial calcrete quarry. The landfill operations to date have utilised the airspace generated by the quarry activities, with the excavated areas progressively backfilled with waste. Historically this used landfilling techniques which were consistent with standard regulatory requirements at the time. More recent cells have been designed and constructed to contemporary regulatory requirements and have included excavation and engineered liners.

Since commencement of operations, the site has been used continuously for landfill and resource recovery operations.

2



2 Subject Site

The facility is located in a strategic position less than five kilometres to the south of centre of Murray Bridge.

The location of the site has a series of positive strategic attributes, including its proximity to the South Eastern Freeway providing access to the Adelaide Metropolitan Area, the Adelaide Hills and Fleurieu, the Murraylands and Southeast.

The site has strategic scale and suitable separation from large numbers of sensitive receivers. The site also provided opportunity for expansion and intensification within the existing boundaries, and opportunities for long-term expansion onto adjacent land to the south.

These attributes which supported the original selection of the site for resource recovery operations will similarly support its future growth and expansion as a State significant resource recovery infrastructure asset.

2.1 Site Description

The facility is located in a site formally described as Allotment 5 in Deposited Plan 45542, Hundred of Mobilong, being the whole of the land described in Certificate of Title Volume 5402 Folio 233.

A Certificate of Title Register Search for the allotment containing the facility is contained in **Appendix A**.

The land title includes one easement along the site's southern boundary in favour of ETSA Corporation. This easement doesn't significantly constrain the operation of the site.

The site comprises approximately 63 hectares with its extent shown in the Site Plan in **Figure 3**.

The site is owned by the RCMB and is leased to AHRWMA.

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Site Boundary

FIGURE 3

SITE

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0 80

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2.2 Current Site Development

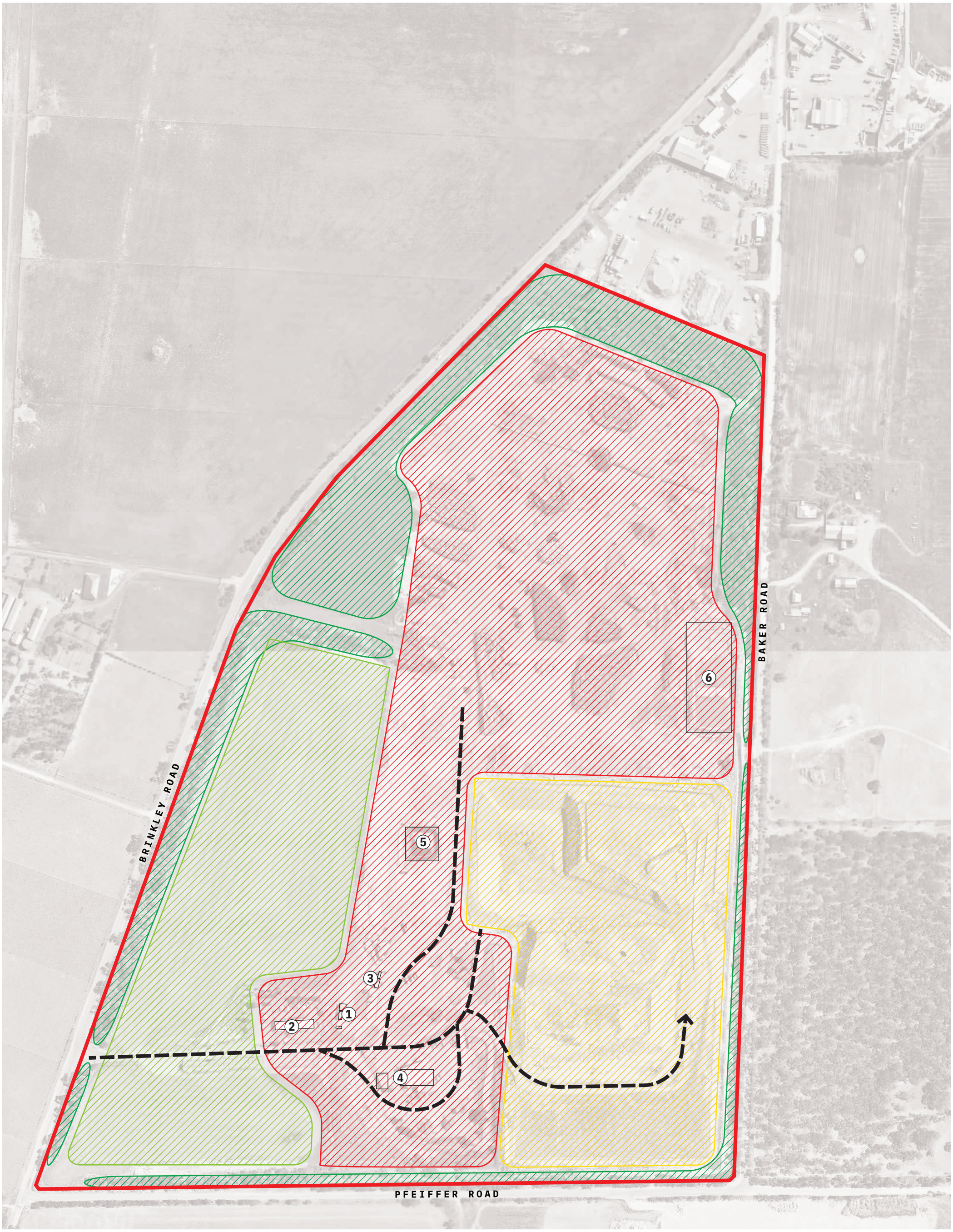
The site is currently developed as a landfill and resource recovery facility, with a majority of the allotment containing the facility having been put to use. Western portions of the site, adjacent Brinkley Road, are undeveloped and still used for primary production purposes through broadacre cropping. Much of the perimeter of the allotment has mature screening vegetation of various widths.

The current configuration of the site in terms of usage shown on the Current Site Use Plan in **Figure 4**.

The current usage and configuration with recent aerial photography is shown on the Current Site Use (Aerial) Plan in **Figure 5**.

The site maintains frontage to three public roads, being Brinkley Road, Baker Road and Pfeiffer Road. The main access to the site is gained from Brinkley Road, towards the southern extent of the site.

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Site Boundary
Vegetation - Screening & Remnant
Unused -> Cropped
Landfill Cell - Previous & Current
Existing Operations

Key Access
Buildings and Structures
1 Administration
2 Reuse Centre
3 Staff Facilities

4 Resource Recovery Centre
5 Leachate Pond
6 Stormwater Basin

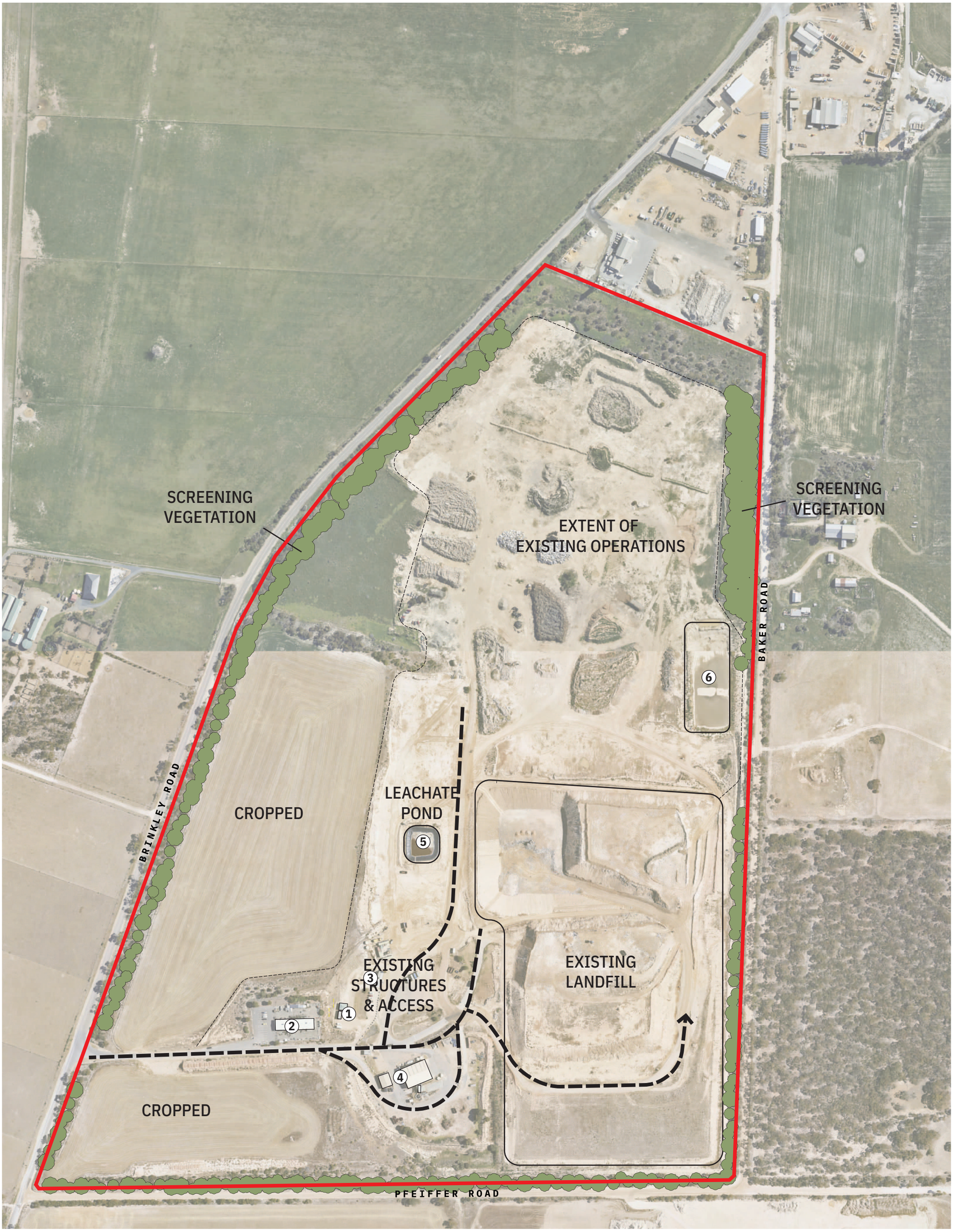
FIGURE 4

CURRENT SITE USE

1:4000 @ A3
0 80

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Site Boundary
Key Access
Buildings and Structures
1 Administration
2 Reuse Hub
3 Operations
4 Resource Recovery
5 Leachate Pond
6 Stormwater Basin

1:4000 @ A3
0 80

FIGURE 5

CURRENT SITE USE (AERIAL)

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2.2.1 Landfill

The landfill cells are located in the south eastern extent of the site. Filling commenced adjacent the southern boundary and has progressively moved northwards over time.

RCMB managed the operation of the landfill from its inception in 1992 through until 2007, overseeing the filling of Cells, 1-5, excavation of cell 6 and commencement of filling. As a result of the fire in 2007, landfilling activities ceased and recommenced in March 2013 with AHRWMA managing the site. Since 2013 AHRWMA has had full control of landfilling activities.

The work undertaken by RAWTEC and Tonkin has identified that 80,000 tonnes of material is managed at the Brinkley site each year with the site currently dominated by the landfill operation with approximately 70 percent of the incoming material (56,000 tonnes per year) being disposed of to landfill.

AHRWMA's financial model is heavily dependent on landfill, with approximately 75 cents out of every incoming dollar generated from this material stream.

Landfill operations commenced in Cell 1 in 1992 and systematically progressed through to Cell 5, which was capped and closed in 2004. Cell 6A commenced operation in early 2013. Cells 6B and 7 were approved by the EPA in 2006 and were constructed during 2007 with a 1-metre-thick compacted clay liner.

Cells 6B and 7 were active until the site temporarily ceased landfilling on 23 September 2007 due to the outbreak of fire within these cells. Subsequently, approval was granted by the EPA for the continued use of the fire impacted cells to be filled with inert materials. In early 2018, the EPA also permitted the disposal of hard waste. Cell 8 was built in 2018 and 2020, with Cell 9 following and used as the operational cell for waste disposal.

Future cells 10-12 are planned to be located north of cell 8-9.

The arrangement of the numbered cells is shown on Current Site Use (Landfill) Plan in **Figure 6**.

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Site Boundary
Key Access
Buildings and Structures

1 Cell
2 Cell
3 Cell
4 Cell
5 Cell
6A Cell
6B Cell
7 Cell
8 Cell
9 Cell

1:2000 @ A3
0 40

FIGURE 6

CURRENT SITE USE (LANDFILL)

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2.2.2 Drop-Off Facilities

The site has a waste transfer station as well as a separately operated salvage and reuse facility in the southwest of the site, which has been operational since 2005.

The waste transfer station facilities are reaching the end of their economic life, and do not represent best practice in terms of community and commercial facing drop-off facilities.

2.2.3 Processing Activities

The 2025 Recovered Products Plan prepared by WSP outlines the number of waste streams permitted to be received onsite, including various construction and demolition waste (concrete, bricks, tiles, floor tiles, stobie power poles), inert waste (rock, gravel/cobbles) and waste asphalt.

These materials are stockpiled and aggregated on the site, predominantly in the areas north of the landfill cells, and are processed periodically when sufficient volumes have been collected. Processed materials are either sent offsite for further processing or reuse, or landfilled where no recovery is possible.

2.2.4 Administration

A small cluster of transportable structures are located north of the weighing bridge and used by existing staff for office and amenities. Further, a building used as a reuse and repair centre as well as supporting some community uses is located directly west of the administration facilities.

2.2.5 Access

The site's main access is from Brinkley Road along the southern portion of the site's western boundary. This access point travels directly towards the site's weighbridge, community salvage and administration buildings, noting that the weighbridge was installed on site in December 2006.

Brinkley Road is bitumen, whilst other roads bordering the site are made of compacted rubble. It was observed during the site visit that the existing access point is located in what is considered to be close to the optimum position as the northern portion of Brinkley Road rises around a turn which constrains vehicle site lines. The only challenge with the current location of the access point is that its proximity to the southern boundary of the site limits the utility of the entrance road and the space between the entrance road and the southern boundary.

2.2.6 Infrastructure

The site maintains overheads power lines in the northern portion of the site, running from west to east. Power supply to the site is limited and is a constraint on future operations which have significant power requirements.

SA Water mains run along Baker Road and Pfeiffer Road, however, the 20-millimetre residential type SA water connection to the site which is shared with the ReUse centre and community nursery has insufficient flow and pressure to be useful for the operations of the facility, which primarily operates off water collected on site. No sewer or CWMS services are available to the site, and an on-site wastewater system manages kitchen and ablution wastewater.

A leachate pond is currently located central to the site. The nature of landfill operations and the relatively low rainfall climate have meant that leachate generation is low in consideration of the landfill scale.

The scale of the site allows for the management of stormwater on site via site grading and swales.

Landfill gas is currently unmanaged with a collection system currently being designed and planned for implementation in the near future.

3



3 Surrounding Development

3.1 Locality

Having regard to the nature of the use, the locality of the site extends in all directions from the subject site. The locality is influenced by the extent to which the site can impact the surrounding area. The impacts include visual impacts, impacts on the surrounding road network and environmental and amenity impacts such as noise, dust and odour.

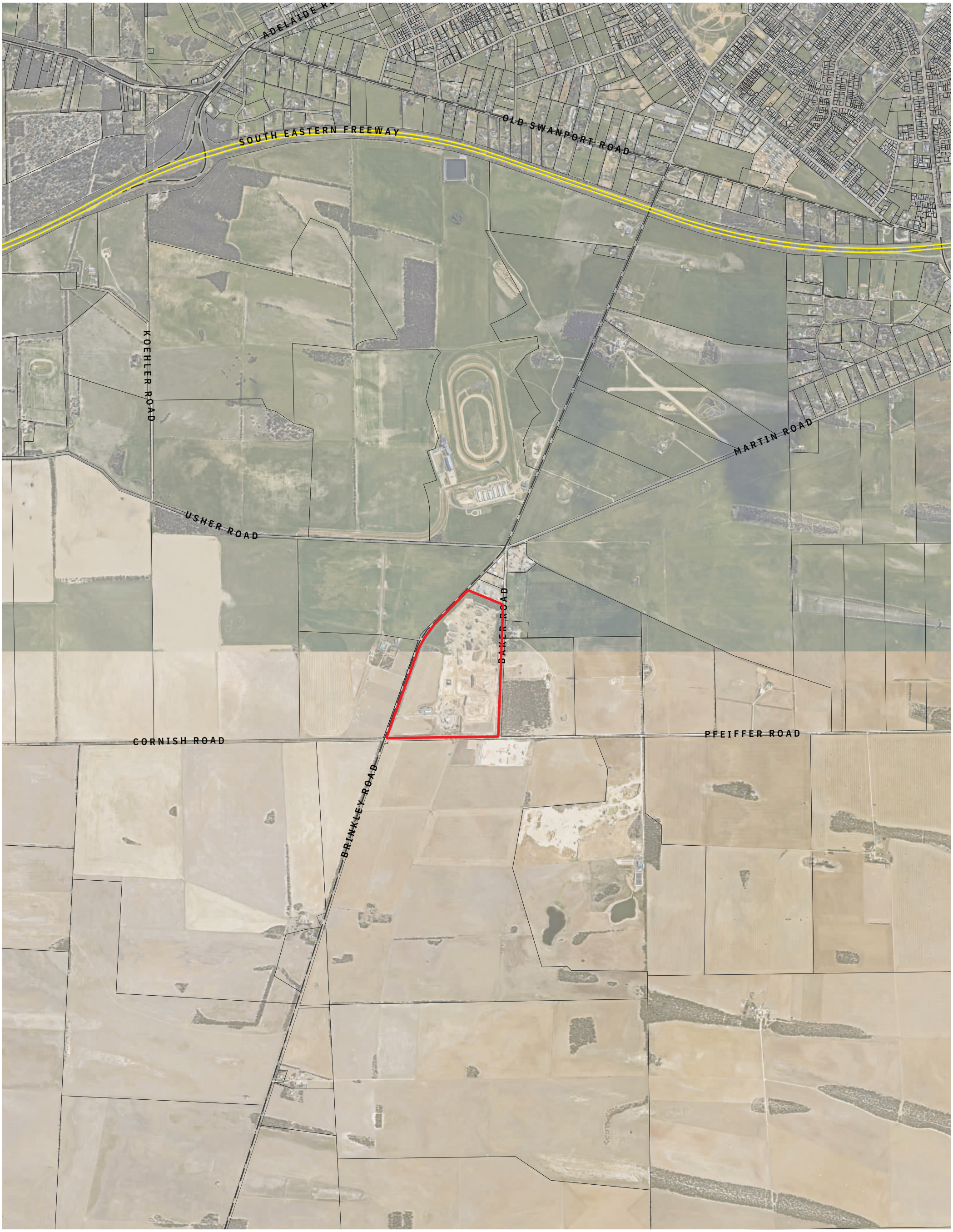
Intense waste uses can have frequent impacts on areas between 300 metres and 500 metres from the activity boundary and infrequent impacts up to 1 – 3 kilometres from the boundary. Visual impacts are variable based on the available viewshed in various directions around the site.

The extent of the locality is shown on the Locality Plan in **Figure 7**.

The locality surrounding the site largely comprises of rural activities to the south, east and west. A small number of these uses have ancillary dwellings with four dwellings being located within one kilometre of the site boundary and a further dwelling being located at around 1050 metres from the site boundary.

An operating quarry is located adjacent the southern eastern extent of the site on the southern side of Pfeiffer Road. Moderate scale industrial activities are located directly adjacent to the north of the subject site and the Murray Bridge Racing Club and Track further north and the western side of Brinkley Road.

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Site Boundary

FIGURE 7

LOCALITY

1:25000 @ A3

0 500

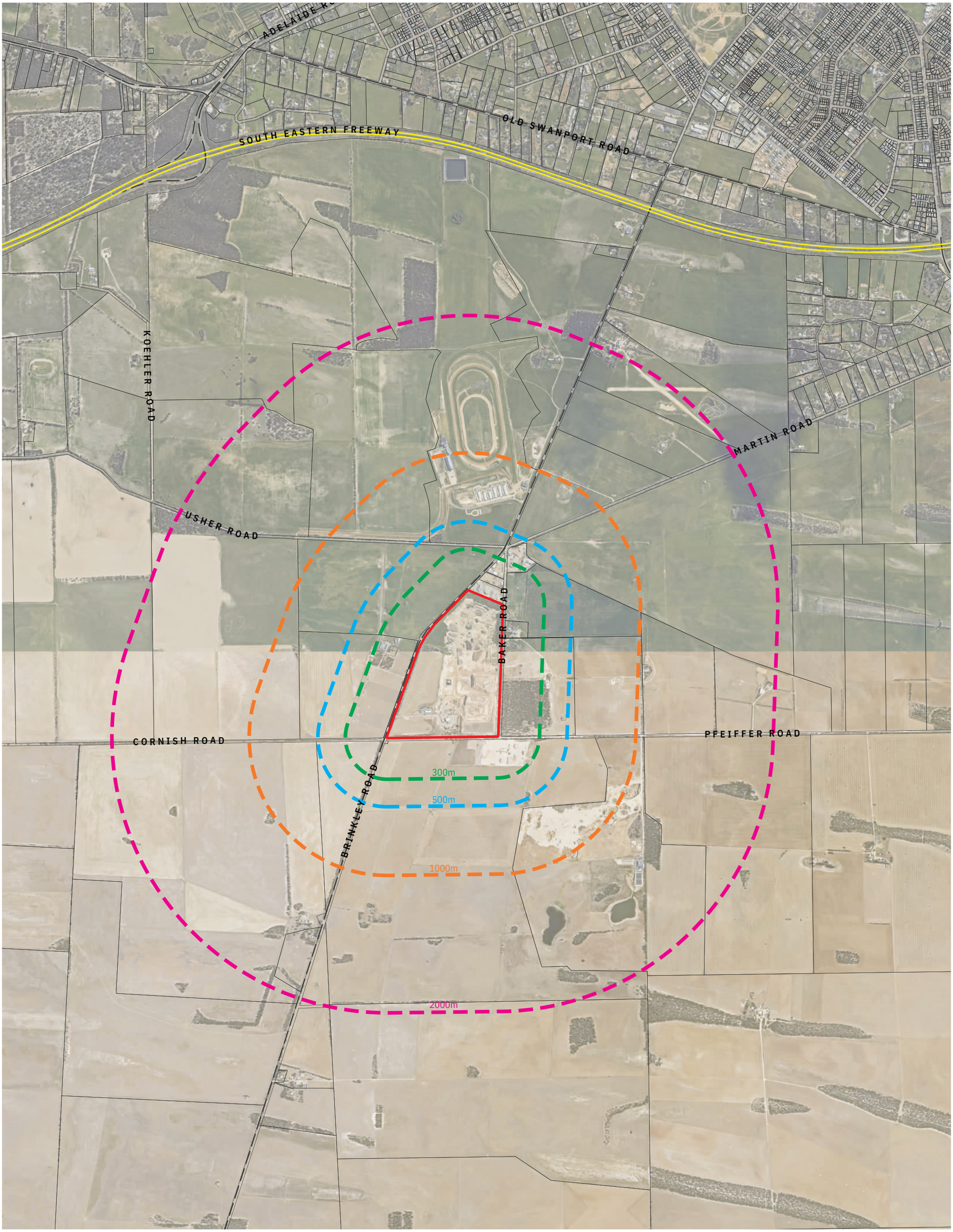
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3.2 Offsets

Offsets required to surrounding uses are derived in part from the EPA Guideline Evaluation distances for effective air quality and noise management as updated in January 2023. The relevance of particular separations is discussed in subsequent sections of this report, however we have investigated distances of 300 metres, 500 metres and 1000 metres from the existing site boundary.

The evaluation distances in the context of the Locality are shown on the Locality (Offsets) Plan in **Figure 8**.

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Site Boundary

300m Offset

500m Offset

1000m Offset

2000m Offset

FIGURE 8

LOCALITY (OFFSETS)

1:25000 @ A3

0 500

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3.3 Zoning

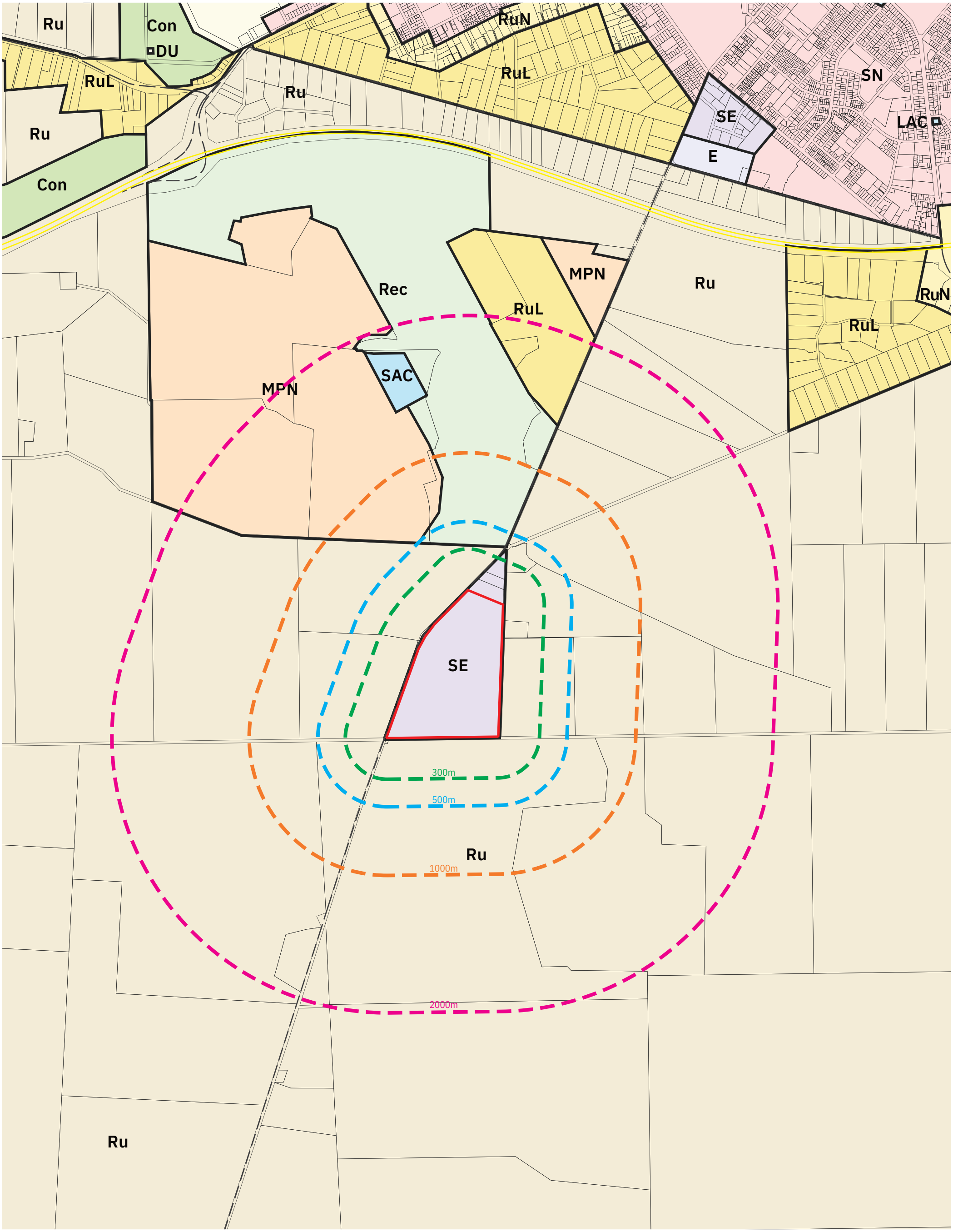
The site and industrial activities directly north are located in the Strategic Employment Zone.

All other abutting land parcels are located in the Rural Zone.

Land to the north on the western side of Brinkley Road, forming the future Gifford Hill development is located in the Master Planned Neighbourhood Zone, the Recreation Zone, the Suburban Activity Centre Zone and the Rural Living Zone. Other land identified as part of the Gifford Hill development currently remains in the Rural Living Zone and will require a further Code Amendment before development can proceed.

The current zoning of the subject site and surrounding land is shown on the Locality (Zoning) Plan **Figure 9**.

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Site Boundary	**Con**	Conservation	**RuL**	Rural Living
300m Offset	**E**	Employment	**RuN**	Rural Neighbourhood
500m Offset	**MPN**	Master Planned Neighbourhood	**SAC**	Suburban Activity Centre
1000m Offset	**Rec**	Recreation	**SE**	Strategic Employment
2000m Offset	**Ru**	Rural	**SN**	Suburban Neighbourhood

1:25000 @ A3

0 500

FIGURE 9

LOCALITY (ZONING)

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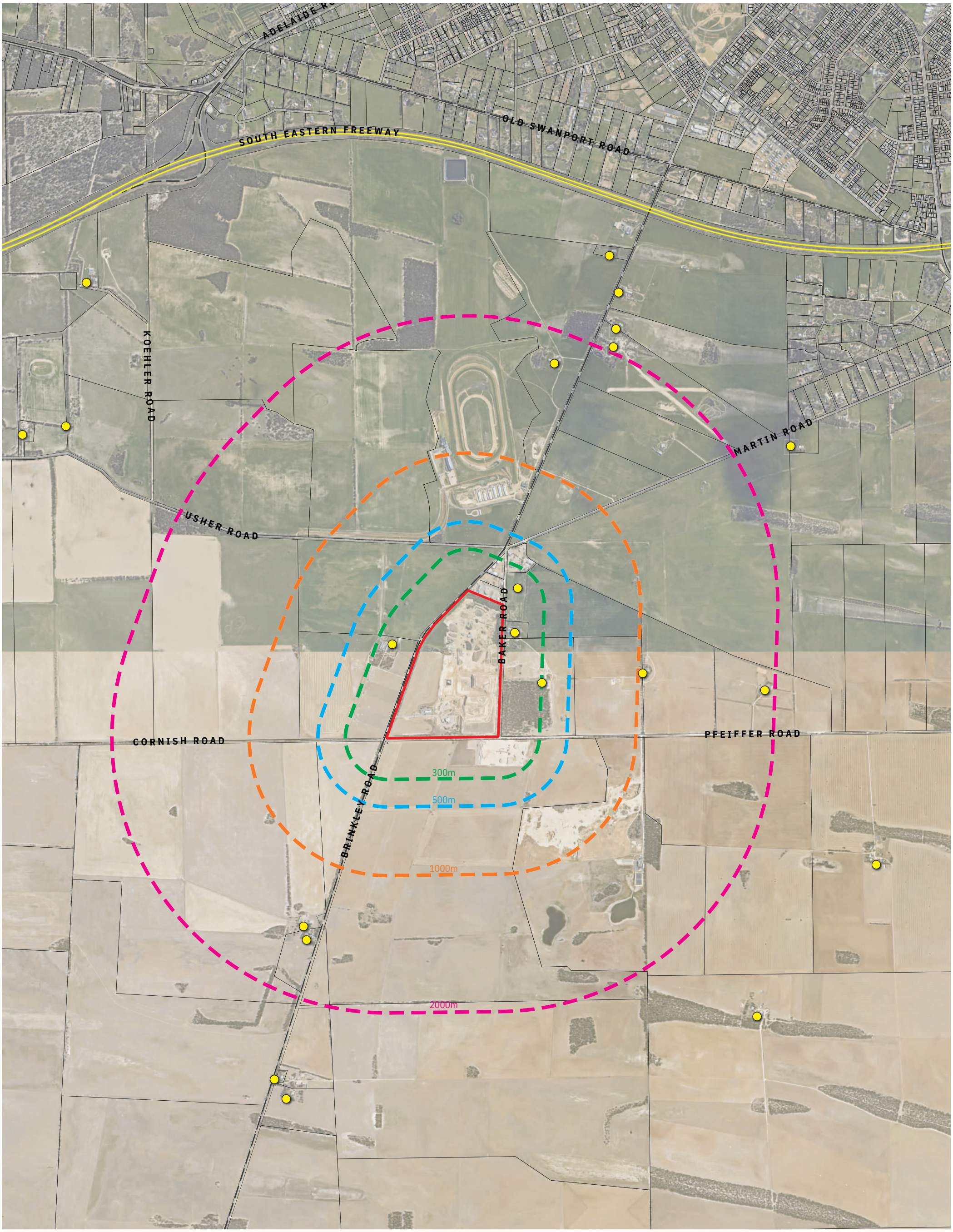
3.4 Interface

As noted above, the site sits in proximity of four sensitive receivers located within one kilometre.

The location of the sensitive receivers within one kilometre and those located further away is shown on the Locality (Sensitive Receivers) Plan in **Figure 10**.

The density of sensitive receivers in proximity to the site is very low, which reduces the potential for land use conflict and interface issues. When compared to similar scale resource recovery sites, the density of sensitive receivers is at the lower end of what is typical. Notwithstanding this, ongoing consideration of impacts on these sensitive receivers is required.

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Site Boundary

300m Offset

500m Offset

1000m Offset

2000m Offset

Sensitive Receiver

FIGURE 10

LOCALITY (SENSITIVE RECEIVERS)

1:25000 @ A3

0 500

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3.4.1 Gifford Hill

Gifford Hill is a large-scale residential and mixed-use project located within 500 metres of the site and is positioned to vastly increase the population of Murray Bridge over the coming decades. We note that the EPA separation Guidelines provide for 500 metre separation between sensitive receivers and landfills, which recent rezoning for Gifford Hill has accommodated.

Various strategic investigations and rezoning processes have been undertaken to facilitate this project.

Figure 11 provides an excerpt of the Murray Bridge Structure Plan prepared for the Rural City of Murray Bridge, with the land south of the Southern Eastern Freeway identified for large scale development of residential lands and associated activity centre, infrastructure and recreational uses.

The land in the Strategic Employment Zone adjacent the Brinkley Facility is just evident at the southern extent of this plan.

Figure 12 provides an excerpt of the Gifford Hill Master Plan, showing the conceptual structure of the development as it is currently set out.

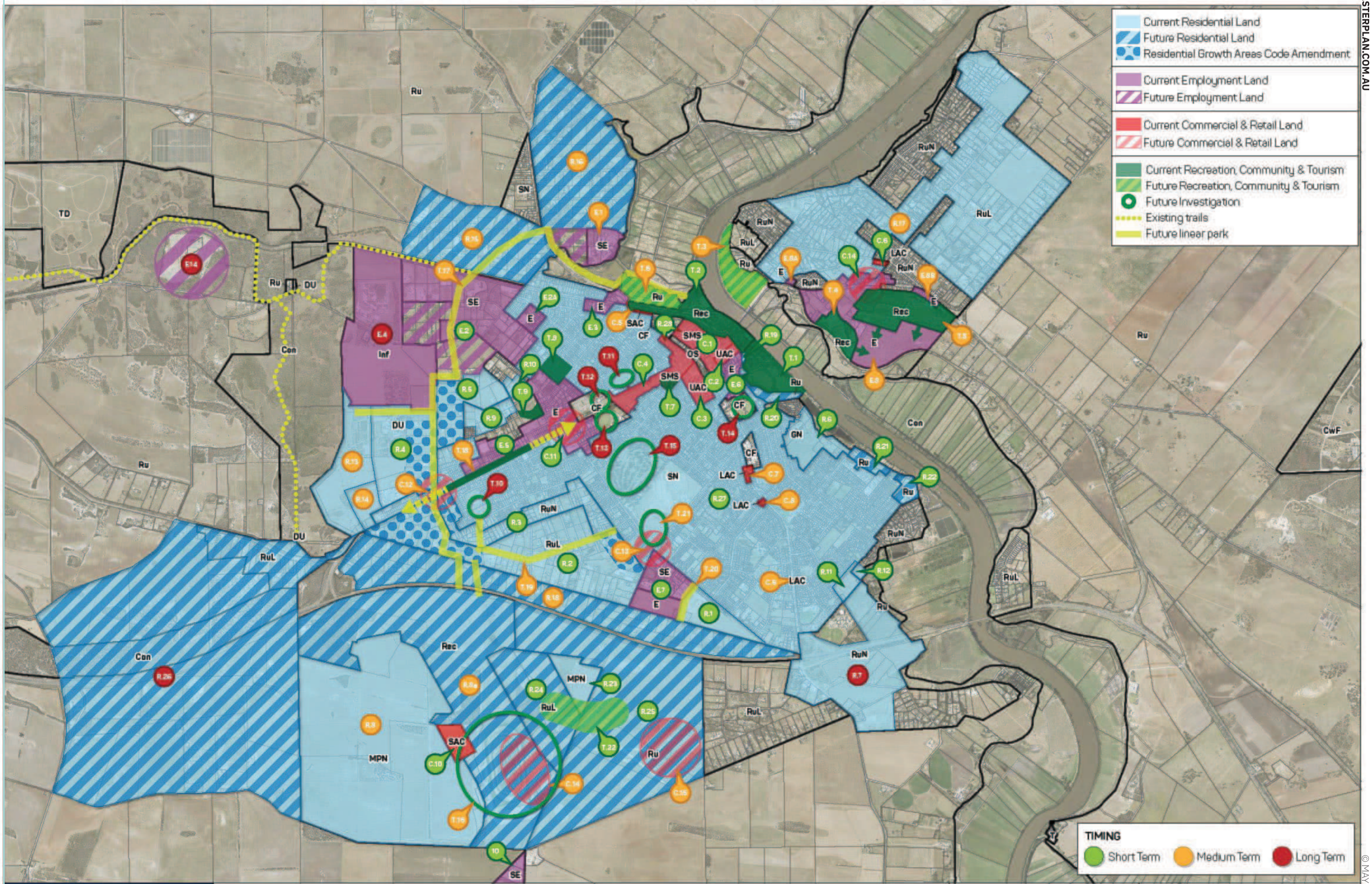
It is noted that not all of the land covered by the Master Plan is zoned for development at this time and further Code Amendments will be required to enable the full concept to be realised. Notwithstanding, the areas of the site closest to the Brinkley Facility have been rezoned for development and are located in the Masterplanned Neighbourhood Zone and the Recreation Zone.

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MURRAY BRIDGE STRUCTURE PLAN **FIGURE 11**

SOURCE: RCMB /HOLMES DYER

MASTERPLAN.COM.AU



STRUCTURE PLAN
Murray Bridge

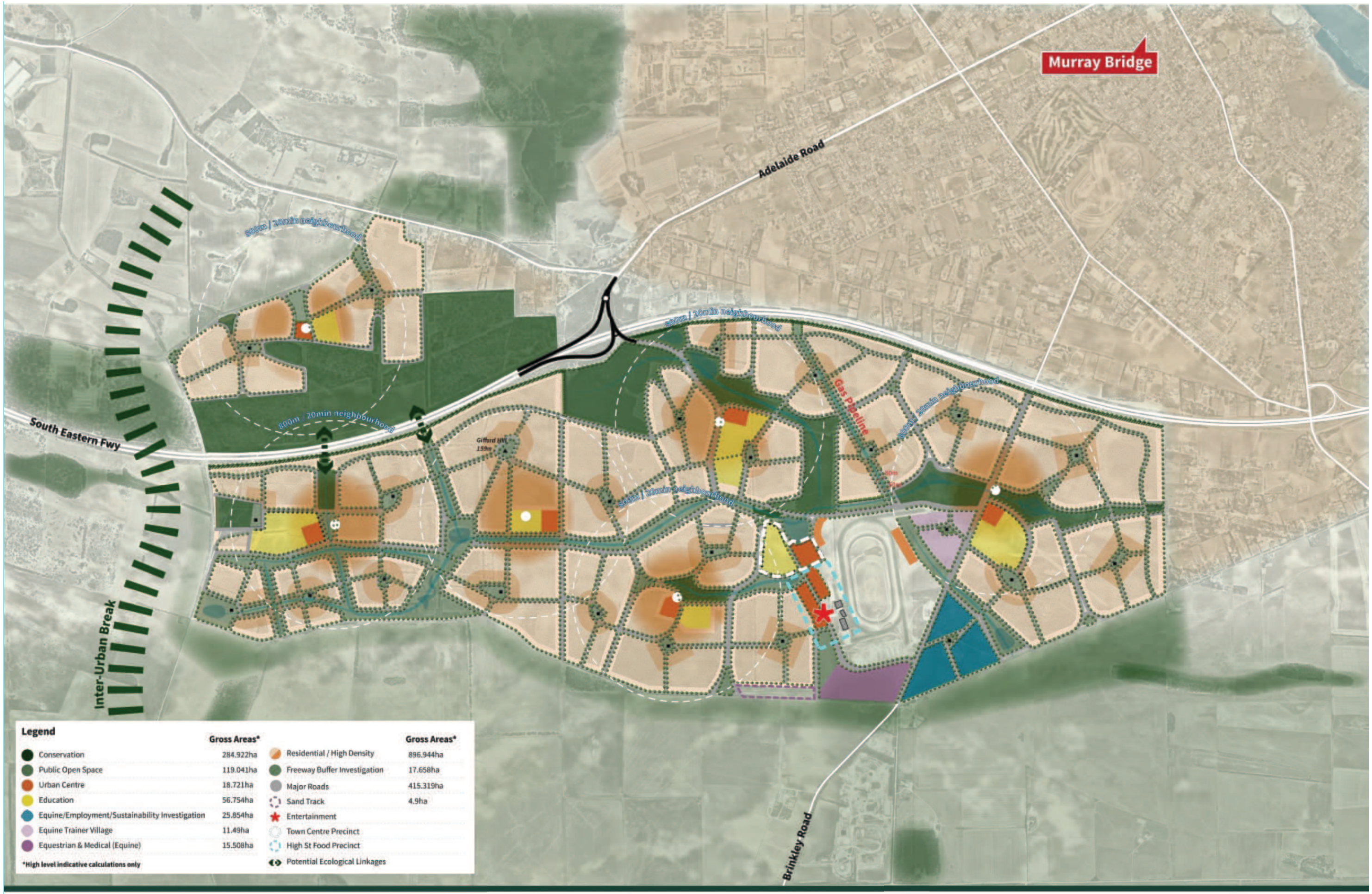
HOLMES DYER

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Concept Plan
Gifford Hill + Murray Bridge Growth Areas
Rural City of Murray Bridge

SOURCE: GRANGE DEVELOPMENT

GIFFORD HILL MASTER PLAN **FIGURE 12**

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4



4 Engagement

As outlined in the description of the methodology, the Master Plan has been developed through extensive engagement with AHRWMA staff, the AHRWMA Board, RCMB staff and via attendance of the project team at the Annual AHRWMA Mayor's and CEO's forum. These stakeholders are reasonably considered to be internal stakeholders given their direct ownership interest as Constituent Councils (and landowner in the case of RCMB).

The Master Plan project has not involved other external stakeholder or community engagement as part of the methodology. Notwithstanding, the final Master Plan document will be suitable for use in engagement activities to be determined by AHRWMA beyond the project scope.

The key themes emerging from the engagement with internal stakeholders and issues in respect of tenure of the facility are discussed in the following sub sections.

4.1 Key Themes

The commentary and feedback received on the draft Master Plan during this process has been embodied in the final Master Plan and is thematically summarised as follows:

- Give consideration to energy to waste site options.
- Size of resource recovery building may be modest, but needs to be able to expand in future.
- Ability to consolidate loads at the transfer station for bulk transport off site.
- Advanced manufacturing areas could be leased to resource recovery companies for other processing and recovery activities.
- Landfill does not need to be the primary commercial element of the site long term.
- The location of a future asbestos pit need not be shown on this type of plan.
- Better understanding of third-party storage and parking demands.
- EV truck recharging areas should be considered.
- Tap into the technological college space.
- Consider the community spaces to be modular designed to provide a variety of uses running concurrently and privately.
- An action and priority list is required.
- Review extending landfill to the adjoining southern allotment as a long-term reserve of available land.

4.2 Future Tenure Requirements

As noted above, the site is currently owned by the Rural City of Murray Bridge and leased to AHRWMA.

A pre-requisite to the implementation of many components of the Master Plan would be the provision of long-term tenure over the whole of the site to AHRWMA.

Negotiation of future tenure is a matter from the Rural City of Murray Bridge and AHRWMA, and is beyond the scope of this study. This Master Plan is one tool that can assist such negotiations by setting out a spatial future for the site for consideration by stakeholders.

5



5 Site Master Plan

The site Master Plan is expressed in the following structure:

- A succinct future vison for the development of the site;
- Description of the approach to the Development of the Overall Site Concept;
- The Overall Site Concept itself; and
- More detailed presentation of each element of the Overall Site Concept.

The Master Plan is outlined in the following sections and sub-sections.

The Master Plan seeks to utilise the entire site, broadening its function and allowing for partnerships with stakeholders and commercial operators.

A conceptual vision for the spatial future site is laid out as a modelled render in **Figure 13**.

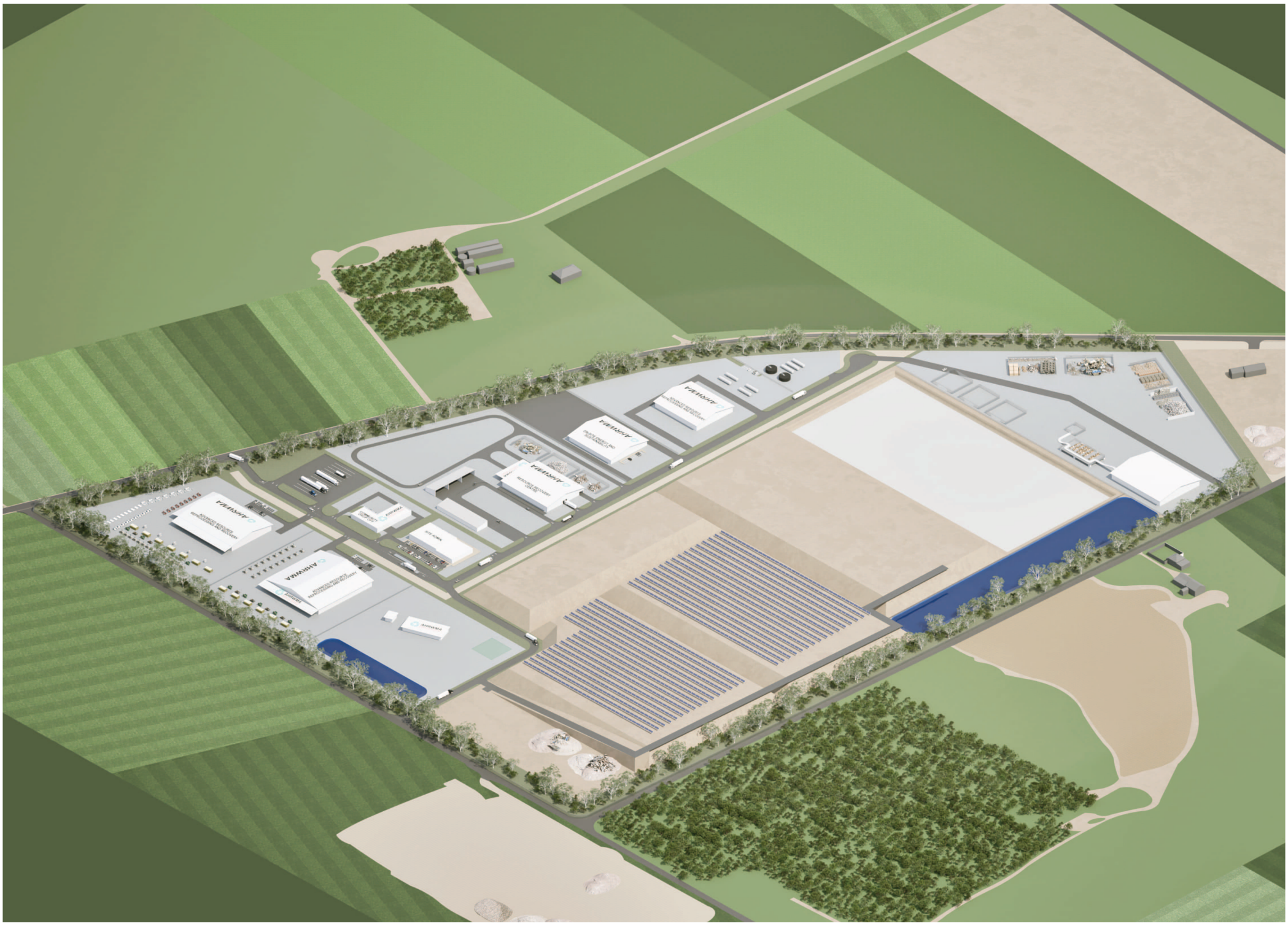


FIGURE 13

CONCEPTUAL VISION RENDER

5.1 Future Vision

The operation of the Brinkley Site, since its inception has been based on the landfilling operations on the site. This use of the site remains AHRWMA's prime revenue driver.

There is a clear need, however, for AHRWMA, its Constituent Councils and the community to adapt to a resource recovery landscape which has evolved significantly since the site was established and will continue to evolve further over time. The changes are both local and strategic and will drive ongoing changes in the material received, the nature of processing and recovery, the material going to landfill and the commercial basis and opportunities which present.

As society moves away from a linear approach to resource consumption and towards a circular economy, this will result in less waste to landfill, this poses risk to waste and landfill related revenue streams. At a local level, this will be offset by planned population growth, which will generate additional demand for recyclables processing and disposal of material to landfill.

Irrespective of the pace of a circular economy transition, landfill will remain a critical service and revenue base for the foreseeable future. Given the very long lifecycle of landfill developments, it is important that a sufficient supply of future landfill airspace be identified, and the suitable actions in respect of tenure and regulatory approvals be progressed in sufficient time to ensure that adequate airspace supply is assured. Typically, this should involve ongoing monitoring of airspace consumption, identification of a rolling 50-year supply, securing tenure within 20+ years of additional airspace being required and progressing approvals within 10+ years of airspace being required.

Beyond landfill, the remainder of the site is currently underutilised and provides significant opportunity for additional facilities to be developed, either by AHRWMA itself or through agreement with third party operators.

Opportunity exists for the site to transition into a State significant resource recovery hub which serves not just the Constituent Councils and existing clients, but a wider area of the state including the Adelaide Hills, Murraylands, Mallee and South East.

The site is strategically located in close proximity to major transport links and a large population centre while retaining suitable, manageable separation to existing and future sensitive receivers and urban development. Importantly, opportunities exist for long-term expansion beyond the existing boundaries of the site to further extend the life of the landfill and other opportunities available.

This Master Plan seeks to identify the key development opportunities, whilst preserving the long-standing landfill activity. The Master Plan is required to be flexible and able to adapt with changing social expectations, and critically, technological advancements.

The implementation plans seek to provide for a logical approach that moves the site towards implementation of the Master Plan, while allowing existing site activities to continue.

5.2 Development of Overall Site Concept

The concept for the site was developed based on a strategic approach that recognised the opportunities and constraints and sought to define the key elements which drive the operations of the site and set the basis around which other site opportunities can be realised.

Based on this, the order of the approach to developing the Master Plan was as follows:

1. Define spatial extent of future landfill;
2. Define northern extent of future landfill;
3. Landfill capability – optimisation;
4. Site access and internal movement – separation of public/commercial to the extent possible;
5. Access Control, Movement and Emergency Egress;
6. Infrastructure requirements;
7. Administration;
8. Community Facilities;
9. Resource Recovery Centre;
10. Operations and maintenance; and
11. Additional use opportunities.

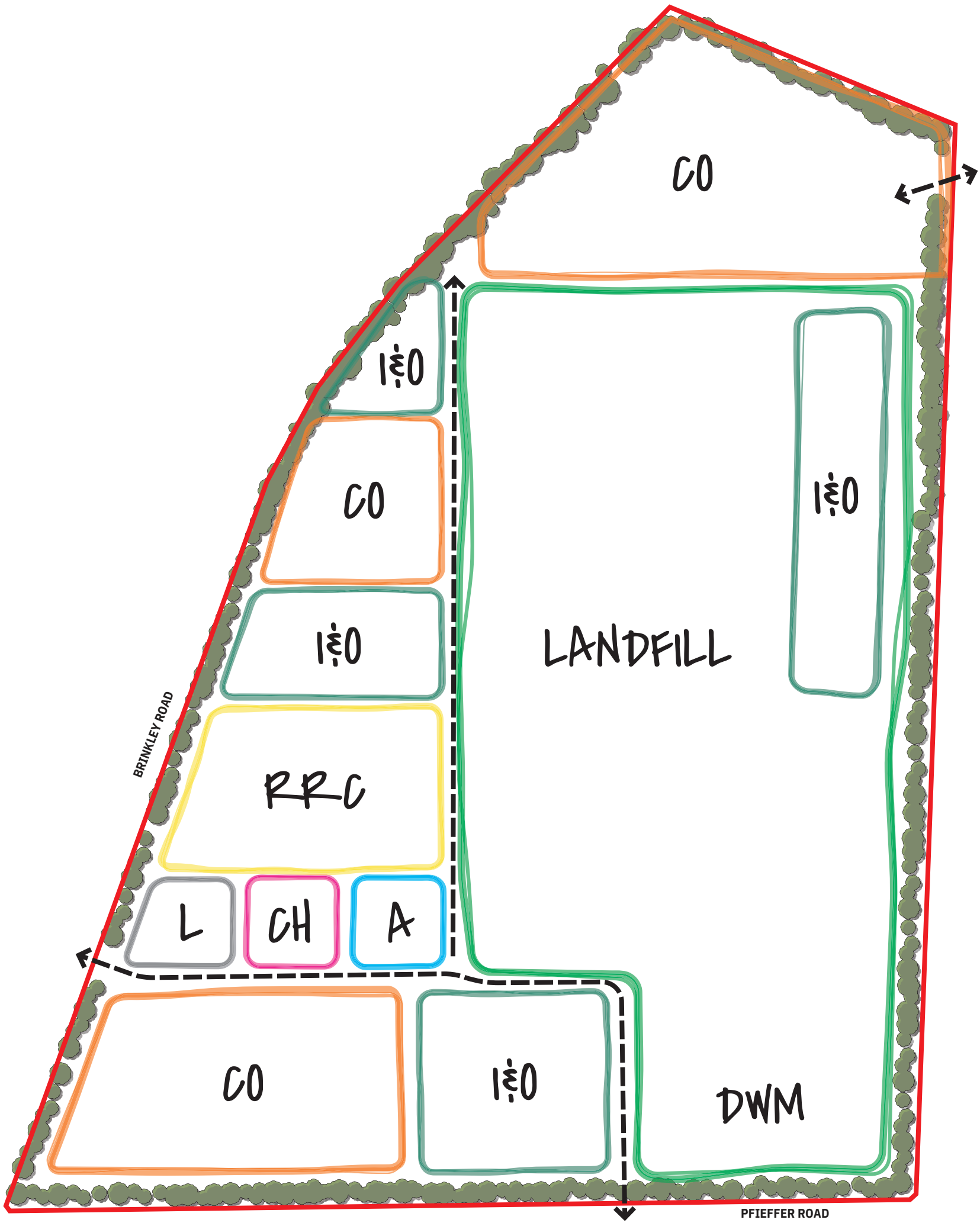
5.3 Overall Site Concept

A land use structure has been developed for the site which adopts the existing functions, most particularly the existing and planned future landfill areas, which are in fixed locations, and then develops around these to provide for a suitable separation and apportionment of future uses of the site.

The conceptual ultimate site land use arrangement is shown on the Conceptual Future Site Structure Plan in **Figure 14**.

The modelled render of the land use arrangement in plan from is shown in **Figure 15**.

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Major Connection

A Administration

CH Community Hub

CO Commercial Opportunities

DWM Disaster Waste Management

I&O Infrastructure & Operations

L Logistics

RRC Resource Recovery Centre

FIGURE 14

CONCEPTUAL FUTURE SITE STRUCTURE

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FIGURE 15

FUTURE SITE STRUCTURE PLAN RENDER

From the concept, the layout of the site was refined to a set of cadastral type boundaries within the overall site, defining sub-lots or 'pad sites' for each of the future uses. For the purposes of this process, these are developed at a high level, rather than a land division type level of accuracy, and as more detailed design is undertaken for the various elements, the exact boundaries and sizes of the sub-lots will be refined.

The allocation of the site to each future use, in the form of sub-lots, is shown on the Site Area Allocations in **Figure 16**.

For each of the sub-sites, consideration of the future use together with the spatial arrangements, built form and access requirements was then undertaken. Cumulatively, this process has led to the development of an overall concept for the ultimate development of the site.

This overall concept is detailed in the Overall Site Concept Plan in **Figure 17**.

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←—→	Major Connection	DWM	Disaster Waste Management
A	Administration	I&O	Infrastructure & Operations
CH	Community Hub	L	Logistics
CO	Commercial Opportunities	RRC	Resource Recovery Centre

FIGURE 16

SITE AREA ALLOCATIONS

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A1 - Logistics
B - Community Drop Off
- Men's Shed
- Reusable Hub
- Repair Cafe
- Community Nursery

C - Site Administration
- Office
- Education Facility

D - Resource Recovery Centre
E - Site Maintenance Facility
- Plant Storage
- Vehicle Storage
- Maintenance and Repairs
- Vehicle Storage

F - Advanced Resource Reprocessing and Recovery
G - On-site Energy and Sustainability
- Recycled Water Storage
- LFG Flare
- LFG Energy
- Common Fire Water Storage

H - C&D Processing
- Mixed C&D Receival and Sorting Shed
- Picking Station

I - Future Cell
J - Future Cell
K - Current Cell (Solar PV over when capped)
L - Future Cell
M - Finished Cell
N - Finished Cell - Disaster Waste Management
O - Existing Sheds Retained
P - Leachate Pond
Q - Advanced Resource Reprocessing and Recovery
R - Advanced Resource Reprocessing and Recovery
S - Stormwater Detention Basins
T - Emergency Egress
U - Upgraded Brinkley Road Access
V - Screening Vegetation
W - Weighbridge / Access Control
X - Infrastructure Corridor
- Power
- Communications
- Potable Water
- Recycled Water
- Fire Water
- Stormwater
- Leachate
- LFG

Site Boundary

FIGURE 17

OVERALL SITE CONCEPT

1:4000 @ A3

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Each element of the concept is discussed in further detail in the following sections.

5.3.1 Landfill Extent and Capacity

The long-term preservation of the site's existing landfill activity formed the starting point of the Master Plan spatial layout, and as such, the identification of 50 years landfill capacity was first documented.

The areas identified included available airspace, future cells to the north, and additional space directly west of the existing cells.

The extent of the future landfill cells is detailed on the Landfill Extent and Capacity Plan in **Figure 18**.

A calculation has been undertaken based on the existing landfill operations, which has determined that approximately 2.78 million cubic metres of airspace exists based on the areas identified in the Master Plan for future cells. When combined with current average annual volumes and airspace consumption rates, this provides a projected landfill life of 43 years. If we include the remaining airspace in the existing cell, this indicates an airspace lifespan close to the 50-year target.

Opportunities are available to increase available airspace within the identified footprint by undertaking early investigations to seek to optimise the design of the cells, improvements in airspace utilisation rates, and to investigate whether opportunities exist to increase either the depth of the cells or their finished height. This could potentially achieve a further life extension in the order of 10-25 percent.

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Enlarged future cells.

Optimise cell boundaries to increase airspace.

Infrastucture corridor.

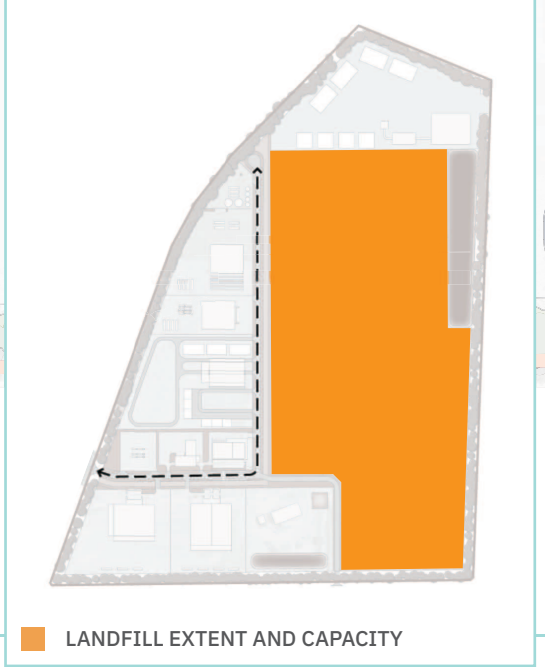
Future cell to use otherwise underutilised site area

Current cell potential for solar PV when capped.

Finished cell potential for solar PV when capped.

Access to top of cell from south.

Finished cell - Disaster Waste Management.



LANDFILL EXTENT AND CAPACITY

FIGURE 18

LANDFILL EXTENT AND CAPACITY

5.3.2 Site Access Points

As detailed above, the site's existing access point from Brinkley Road provides a suitable location for safe ingress and egress. Access from the northern end of Brinkley Road was explored, however poor sightlines and the site's limited allotment width at its northern extent created a number of logistical and spatial constraints.

Site access arrangements are shown in the Site Access Points Plan in **Figure 19**.

The existing access at the southern and wider portion of the site provided flexibility to accommodate an efficient access arrangement, and scope to reconfigure the facilities to better control internal vehicle movement and separate various public and commercial uses. In documenting the entrance roadway, it was identified that the crossover needed to be moved north to ensure sufficient areas along the southern boundary would be available for meaningful future uses.

In terms of other external access opportunities, a desire to retain a single main access point represents best practice for ensuring that all material entering and leaving the site can be adequately supervised and controlled. This being the case, the cul-de-sac area fronting Brinkley Road to the north is aimed as facilitating vehicle turning, whilst maintaining future opportunity for a direct second access and/or emergency egress point to Brinkley Road.

An emergency egress has been facilitated at the southern end of the site to Pfeiffer Road.

Additionally, a separate access to the north-eastern end of the site seeks to facilitate direct access to a future C&D processing facility, recognising that a future surge in C&D materials from developments such as Gifford Hill may warrant direct access to such facilities. This is discussed further in subsequent sections.

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Site Boundary

Access Point

FIGURE 19

SITE ACCESS POINTS

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0 80

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5.3.3 Internal Movement and Access Control

Arrangements for internal movement have been consolidated to provide efficient use of the available site, and safe and convenient movements of both commercial and passenger vehicles.

The proposed access arrangements are shown in the Internal Movement Plan in **Figure 20**.

Internal access through the site is based on two spines.

The east-west spine provides the site access from Brinkley Road to the site, with the weighbridge located centrally.

This approach provides for two weighbridges (an in and an out), each with bypass lanes. To the west of the weighbridge is substantial queuing space, suitable parking for de-tarping, and access to the range of 'front of weighbridge facilities', discussed further in subsequent sections.

The access control is detailed in the Access Control Plan in **Figure 21**.

The weighbridge is located proximate to the administration facilities, which in turn can be accessed from either in front of or behind the weighbridge.

After the 'in' weighbridge, the primary access roadway turns to the north, where the north-south spine provides suitable access to the remainder of the site located behind the weighbridge. The road corridor is 30 metres in width, providing adequate room for the roadway, drainage swales and access points to individual components of the facility.

A secondary access roadway extends from the intersection of the east-west and north south spines, with traffic moving in an easterly direct to provide access to the infrastructure area, disaster waste pad and the top of the cells. These components are discussed in detail in the following sections.

Vehicles exiting the facility will be required to generally go via the 'out' weighbridge, where they will be tracked (and weighed as necessary) to link their movements into the overall management activities for the site.

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Site Boundary

Traffic Movement

Emergency Egress

Future Access

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FIGURE 20

INTERNAL MOVEMENT

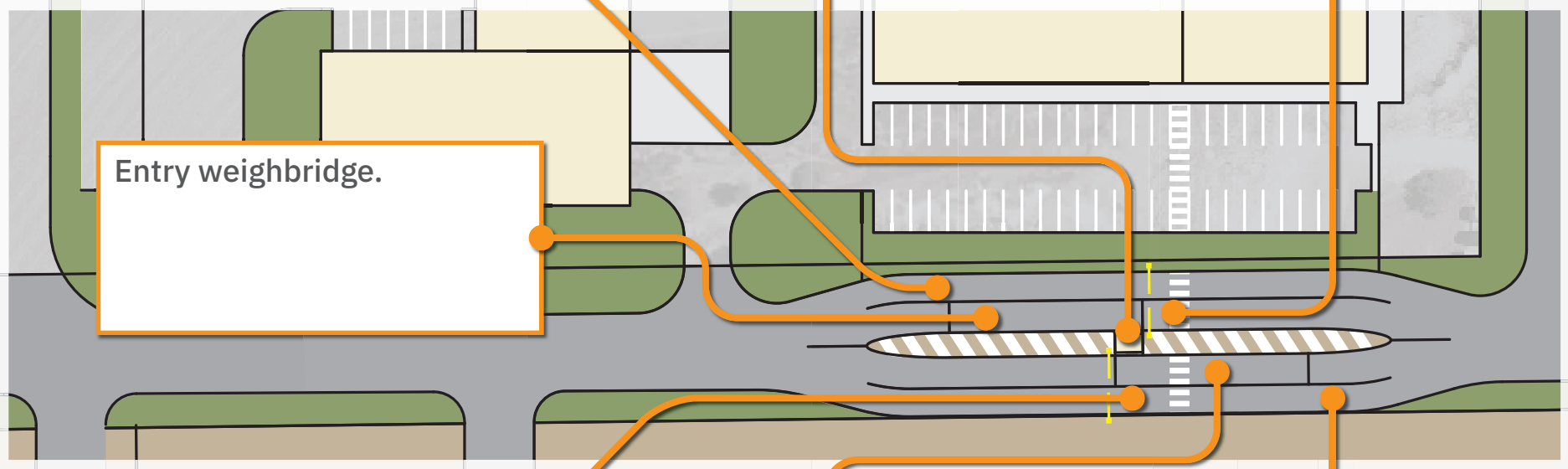
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Entry bypass lane.

Weighbridge office. Capable of staffed, remote or automated operations.

Pedestrian access from administration building.



Entry weighbridge.

Line of access control to site with physical barriers

Exit weighbridge.

Exit bypass lane.



ACCESS CONTROL

FIGURE 21

ACCESS CONTROL

5.3.4 Centralised Administration

The existing administration facilities on the site are no longer fit for purpose. A new demountable administration building is shortly to be delivered to site and commissioned and will represent a significant upgrade to functionality. By selecting a further demountable building for this upgrade, it can be repositioned on the site to support the progressive implementation of the Master Plan.

Based on the vision outlined in the Master Plan, this upgraded infrastructure will ultimately also be outgrown, and a permanent administration building on the site is envisaged to replace it. A centralised administration area will ensure coordination and enhanced onsite management procedures.

This area intentionally runs parallel with the weighbridge to minimise site user conflicts, increase oversite of incoming and outgoing movements, as well as offering dedicated entry and exit points between the administration area and north-south spine.

The site provides opportunity for a single shared use building footprint of 1,200 square metres, capable or further expansion to 1,600 square metres, and the potential for double storey to increase floor space to approximately 3,000 square metres. This would permit uses including administration, education and the potential for office space to be leased to third parties allied to the overall use of the facility.

The conceptual layout for the centralised administration is depicted in Administration Area Plan in **Figure 22**.

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Secure gate access separates front and rear of weighbridge area.

Staff parking area provides easy access to internal site operations.

Future expansion opportunities at ground level first then level up to 3,000m².

Multi-use building provides for administration, education and shared 3rd party office facilities.

Bus parking for education facilities.

Administration building up to 1200m²

Passenger vehicle access clear of weighbridge.

Visibility to weighbridge, safe pedestrian access route and ability for staffed and remote operations.

Landscaping opportunities.

Carpark can be constructed in stages.

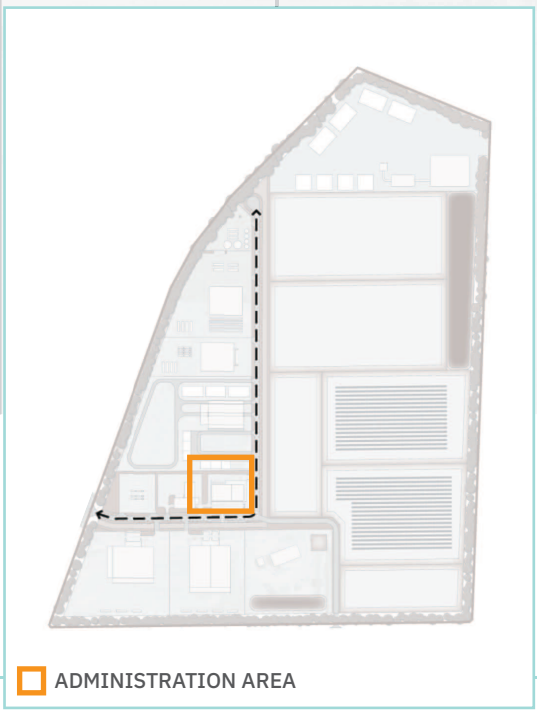


FIGURE 22

ADMINISTRATION AREA

5.3.5 Front of Weighbridge

As outlined above, the weighbridge has been positioned adjacent the centralised administration facility, allowing a number of elements of the site to be accessed without a need to pass over the weighbridge and undergo site access control processes. Whilst control is sought for all movements into the broader facility, this approach enables the empowerment of activities which divert materials from landfill through pricing incentives as well as minimising 'incidental' traffic movements that would be more of annoyance to site staff rather than servicing key operational activities.

Those elements placed in front of the weighbridge seek to leverage uses which do not require mass balance tracking or demonstrate a clear community benefit through easy accessibility.

Adjacent the access from Brinkley Road is located a logistics and storage area. This provides a flexible laydown space, for trucks, bins and other plant and equipment. The area provided opportunity for de-tarping and staging of trucks prior to entry to the site and a safer and less disruptive manner than it occurring on the access roadway or on the side public roads. The flexibility of the area can also support storage of bins and other plant on a short-term basis.

In addition to this, the enhanced entrance road provides suitable truck queuing areas along the road access necessary to facilitate smooth vehicle entry over the site weighbridge.

The conceptual layout of the front of weighbridge area is shown on the Front of Weighbridge Area Plan in **Figure 23**.

The advanced recovery sites located in front of the weighbridge to the south of the road and are discussed further in subsequent sub-sections below.

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Logistics area including truck layover, de-tarping and bin storage.

ReUse Centre / Mens Shed. Opportunity to support collections of difficult wastes.

Administration office and Education building.

Line of access control with physical barriers.

Advanced Recovery
Reprocessing
Manufacturing
Commercial Opportunities

Infrastructure Corridor

Double weighbridge with bypass lanes and office.

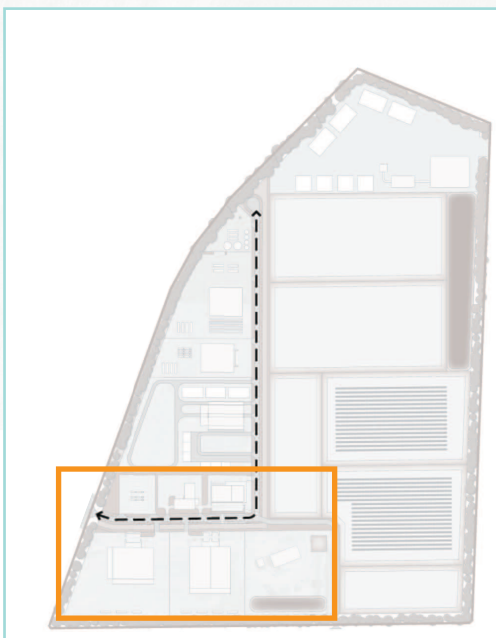


FIGURE 23

FRONT OF WEIGHBRIDGE AREA

5.3.6 Community Drop-off

The existing Brinkley ReUse centre is a component of the site which contributes to increased circularity and has developed considerable community capital. Reuse centres and cafes have the potential to bring together volunteers and the community to make a positive difference to both community wellbeing and outcomes which sit at the top of the waste management hierarchy.

The location of these facilities in front of the weighbridge, near the entrance to the site is critical to provide clear spatial guidance of the importance of identifying items which are suitable for donation and reuse, rather than progressing to lower value outcomes such as recycling and disposal. Having clear visibility and unencumbered access at the front of the site also reinforces the central role of facilities in the community and represents that they play a role beyond the management of materials.

Following the current arrangement, customers will be able to divert into the Community Drop Off facility. Additionally, this frees up the weighbridge for commercial movements, creating efficiencies for the balance of the site.

The physical infrastructure has been located in its current location, allowing the Master Plan to be implemented in a progressive manner without impacting on the existing facility. Over time, the Master Plan envisages that the existing infrastructure will be upgrades and expanded.

In addition, the area supporting these uses has been expanded to allow the co-location of other community facing campaigns, such as the collection of challenging materials such as chemicals/paints, drums and batteries, either via on-off or ongoing campaigns. The inclusion of these operations prior to the weighbridge can support simple incentive schemes (i.e. through pricing mechanisms) that encourage diversion of material from landfill.

The conceptual layout of the community drop-off and facilities is shown on the Community Drop-off Area & ReUse Centre Plan in **Figure 24**.

The community facilities offered in the area can evolve as needed and further conceptualised.

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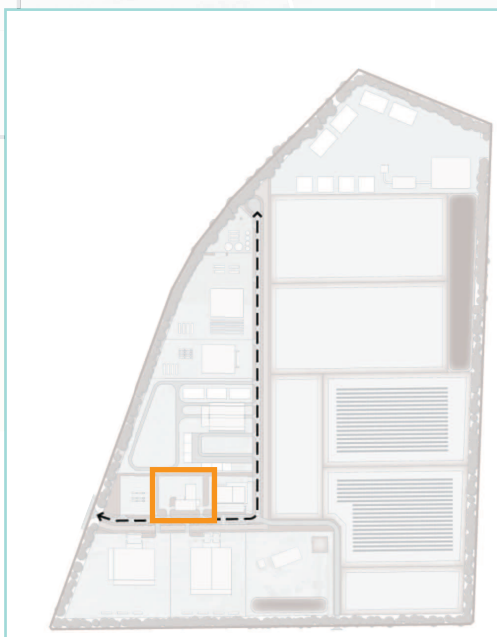
ReUse Centre / Mens Shed.

Staff parking area provides easy access to internal site operations.

Unrestricted access prior to weighbridge.

Drive through drop off facility.

Ancillary building to accomodate targeted recovery campaigns such as drum muster, paint and embeded batteries.



COMMUNITY DROP-OFF AREA

FIGURE 24

COMMUNITY DROP-OFF AREA & REUSE CENTRE

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5.3.7 Resource Recovery Centre

Located after the weighbridge, the Resource Recovery Centre is for both community and commercial customers to separate and drop off larger items which can be recycled, comprising green waste, street sweepings, construction and demolition waste and waste tyres. Split into northern and southern sections to minimise interactions between larger, commercial customers (to the north) and smaller, general public vehicles (to the south), traffic flows occur in a manner which best facilitates the recovery of these recyclable materials.

Once all recyclable materials have been removed, customers can then drop off residuals to the residual drop area prior to exiting the site. All customers will be required to exit via this area to encourage separation of non-recyclable items. Additional recycling stillages will be placed in this area for customers to recycle any items missed prior to this point. Residuals are dropped onto a large concrete floor where further material sorting can occur and remove any recyclables still within the waste mass. This area has the potential to be expanded in the future to the west.

The detail applied is that of a typical multi stream resource recovery facility, which is to be located beyond the weighbridge (for public separation and access control), whilst still adjoining the administration area (for effective oversight). This ensures a clustering of activities while maintaining sufficient separation to the site landfilling activity, as well as future large format uses further north. While conceptual, the layout of the resource recovery facility demonstrates a simple but effective method to manage and separate incoming and outgoing vehicles. The design is a concept to simply demonstrate the ease in which such an activity can operate in harmony with the balance of the site, both commercially and logistically.

The conceptual layout seeks to separate community/small commercial vehicles, which access the facilities to the south of the shed, from larger commercial vehicle movements, which access facilities to the north of the shed and the western side of the site.

The conceptual layout of the resource recovery centre is shown on the Resource Recovery Centre Plan in **Figure 25**.

The proposed buildings and sections across the site are shown on the Resource Recovery Buildings and Sections Plan in **Figure 26**.

Modelled renders of the conceptual layout of the Resource Recovery Centre are shown in **Figure 27**.

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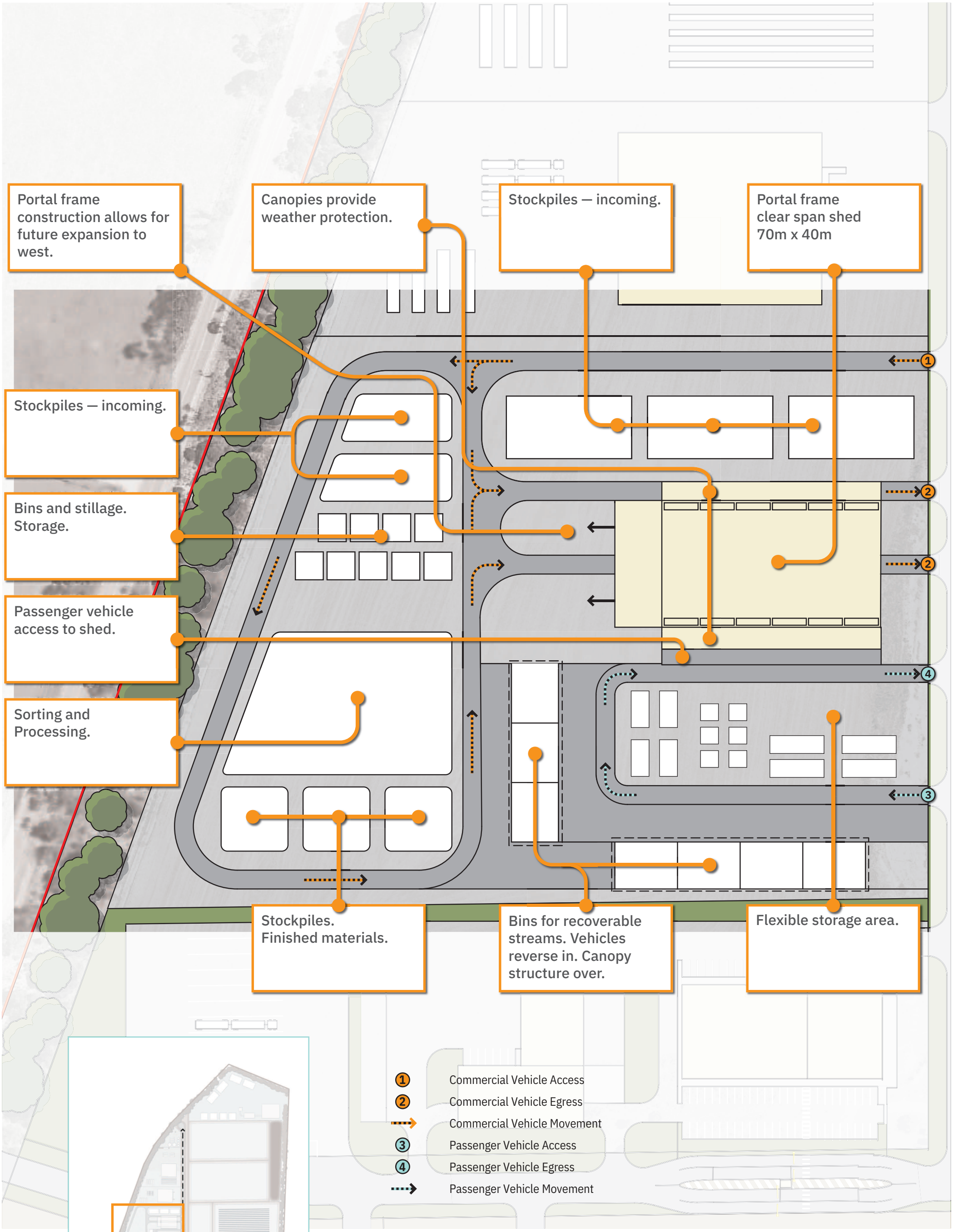


FIGURE 25

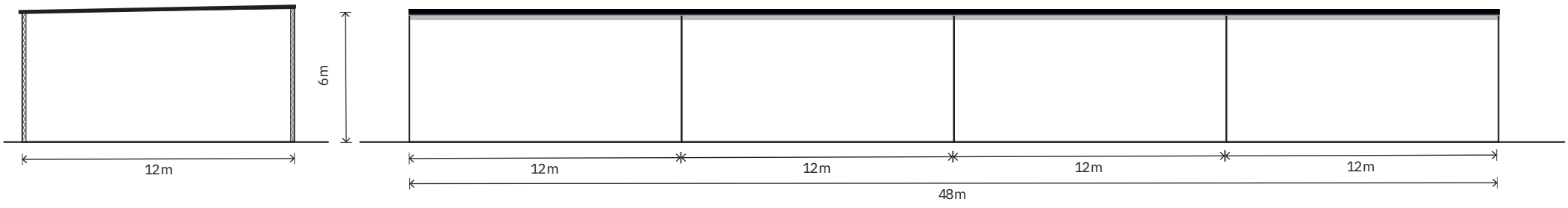
RESOURCE RECOVERY CENTRE

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Canopy Elevation

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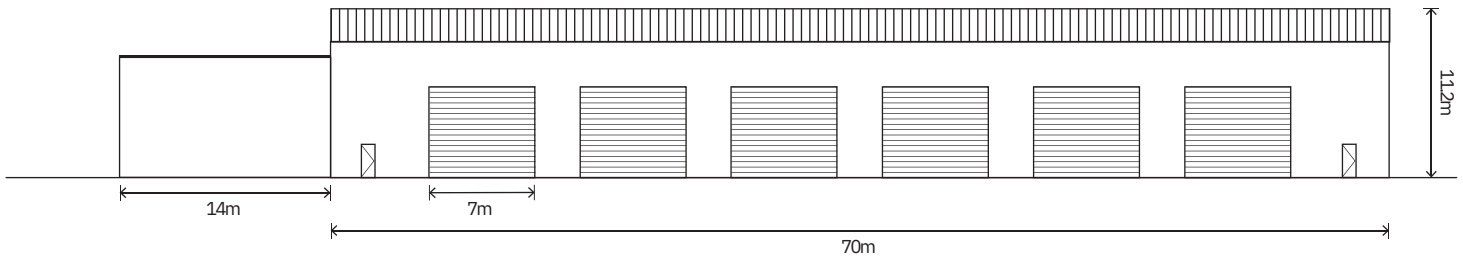
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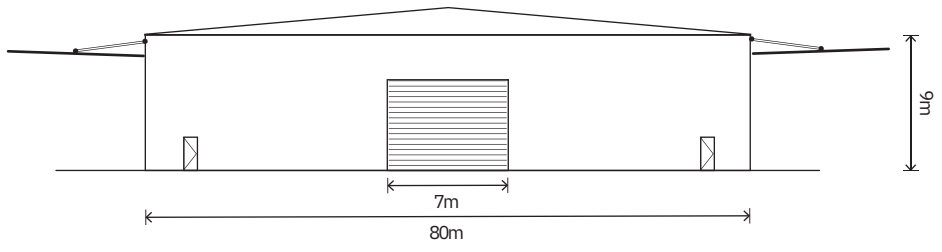


Shed Elevation

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Cross Section

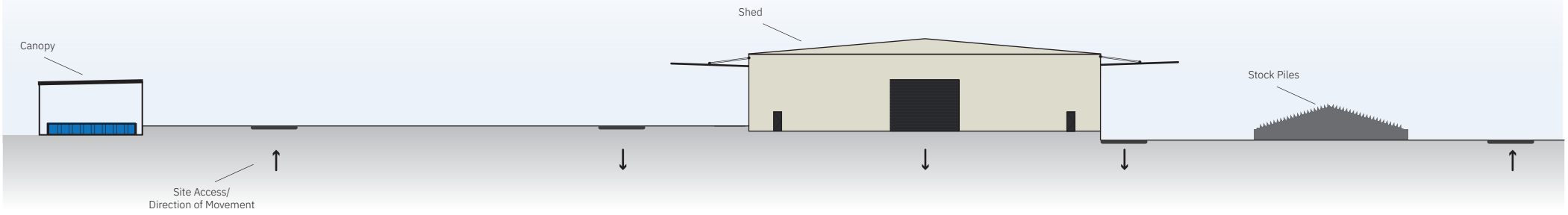


FIGURE 26

RESOURCE RECOVERY BUILDINGS AND SECTIONS

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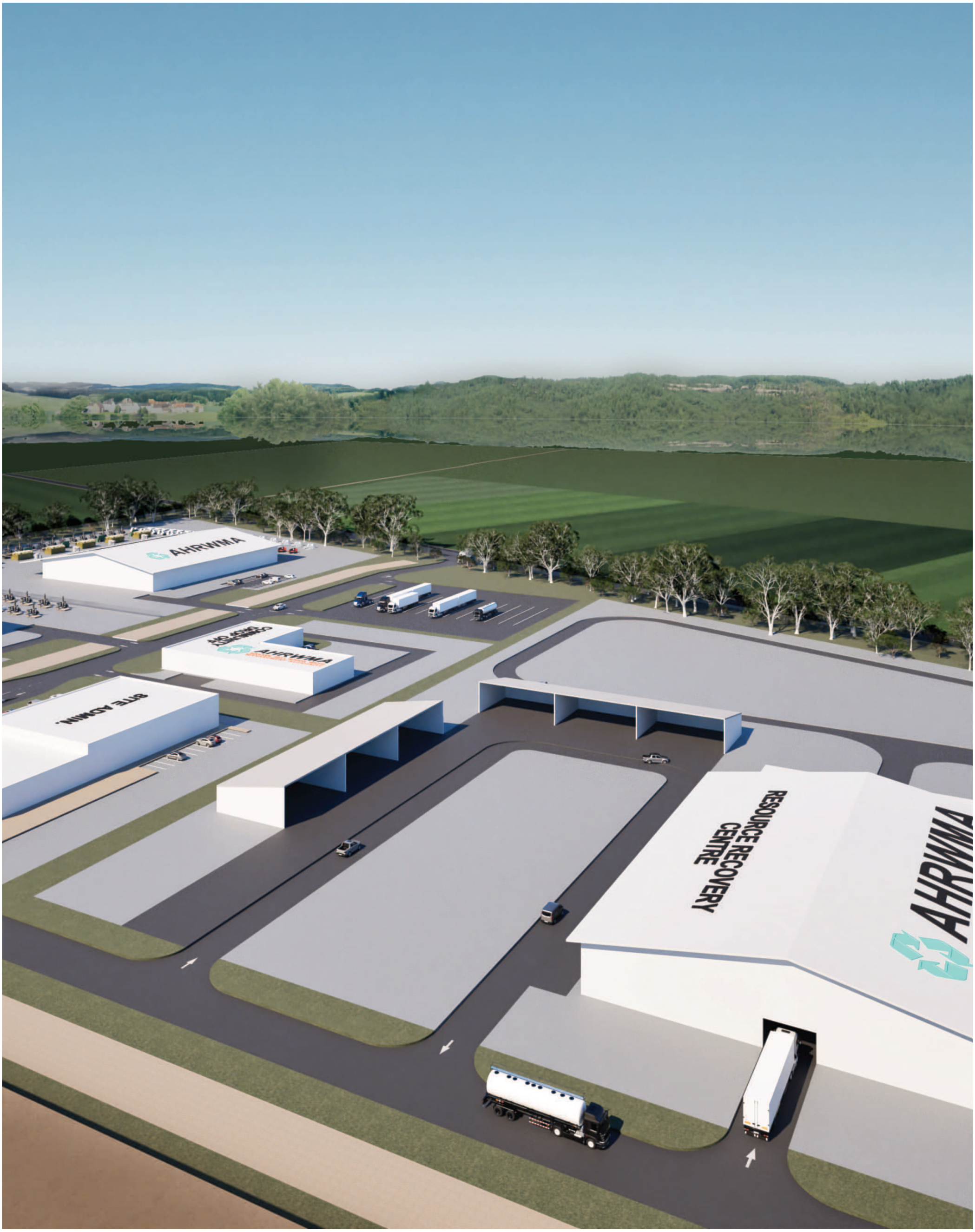


FIGURE 27

RESOURCE RECOVERY CENTRE RENDER

5.3.8 Operations and Maintenance

A facility of this nature, along with the increase in the number of activities envisioned for the site, needs for a dedicated operations and maintenance area for the storage and maintenance of the plant and equipment used across the facility.

An area has been chosen which is central to the whole of the site, with a particular focus on proximity to the core AHRWMA activities of the Resource Recovery Centre and the current and future landfill operations.

The site provides space for a large maintenance shed, with drive through capability for large plant and equipment. The shed will also have the capacity to security store spare parts and other equipment. Large hardstand areas will also provide for the secure storage of plant and equipment.

The conceptual layout of the operations and maintenance area is shown on the Operations and Maintenance Area Plan in **Figure 28**.

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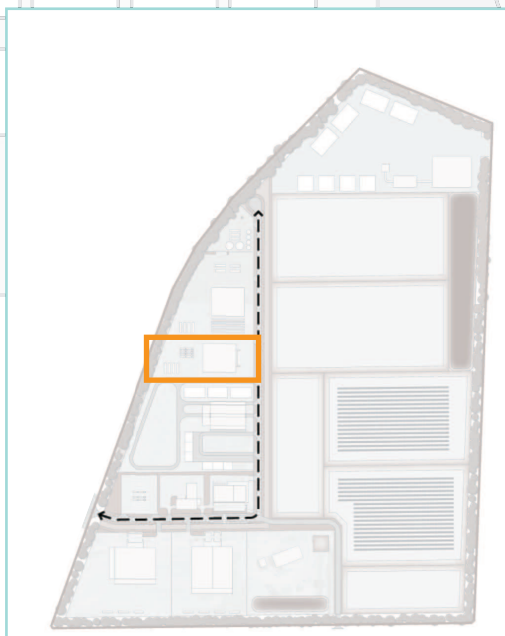
Capability for staff amenities, office facilities if required.

Staff and contractor parking.

1

Large hardstand area for plant, vehicle and equipment storage.

Maintenance shed for secure storage and vehicle service operations.



OPERATIONS & MAINTENANCE AREA

FIGURE 28

OPERATIONS AND MAINTENANCE AREA

5.3.9 Supporting Infrastructure

Operations of the site are to be supported by a series of infrastructure services across the site.

Key elements of the infrastructure include:

- An infrastructure corridor running adjacent the internal site roadway
- Stormwater basins in strategic locations to the eastern and southern extents of the facility
- A consolidated leachate storage
- Infrastructure services including electricity, water and landfill gas management consolidated at the northern extent of the site.

The location and relationship of the supporting infrastructure facilities is shown in the Supporting Infrastructure Plan in **Figure 29**.

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Infrastructure area consolidates water, electricity, landfill gas management.

Infrastructure corridor controls water, electricity, gas, leachate, stormwater.

Extended stormwater basin.

2

Leachate Basin.

Existing structures repurposed initially and replaced over time.

Stormwater basin.

SUPPORTING INFRASTRUCTURE

FIGURE 29

SUPPORTING INFRASTRUCTURE

5.3.10 Advanced Recovery

A key element of the diversification of the commercial profile of the facility is to attract additional commercial activities to the site. A key target is in allied advanced manufacturing which makes use of recovered feedstocks or is otherwise allied with operations of the facility as a whole.

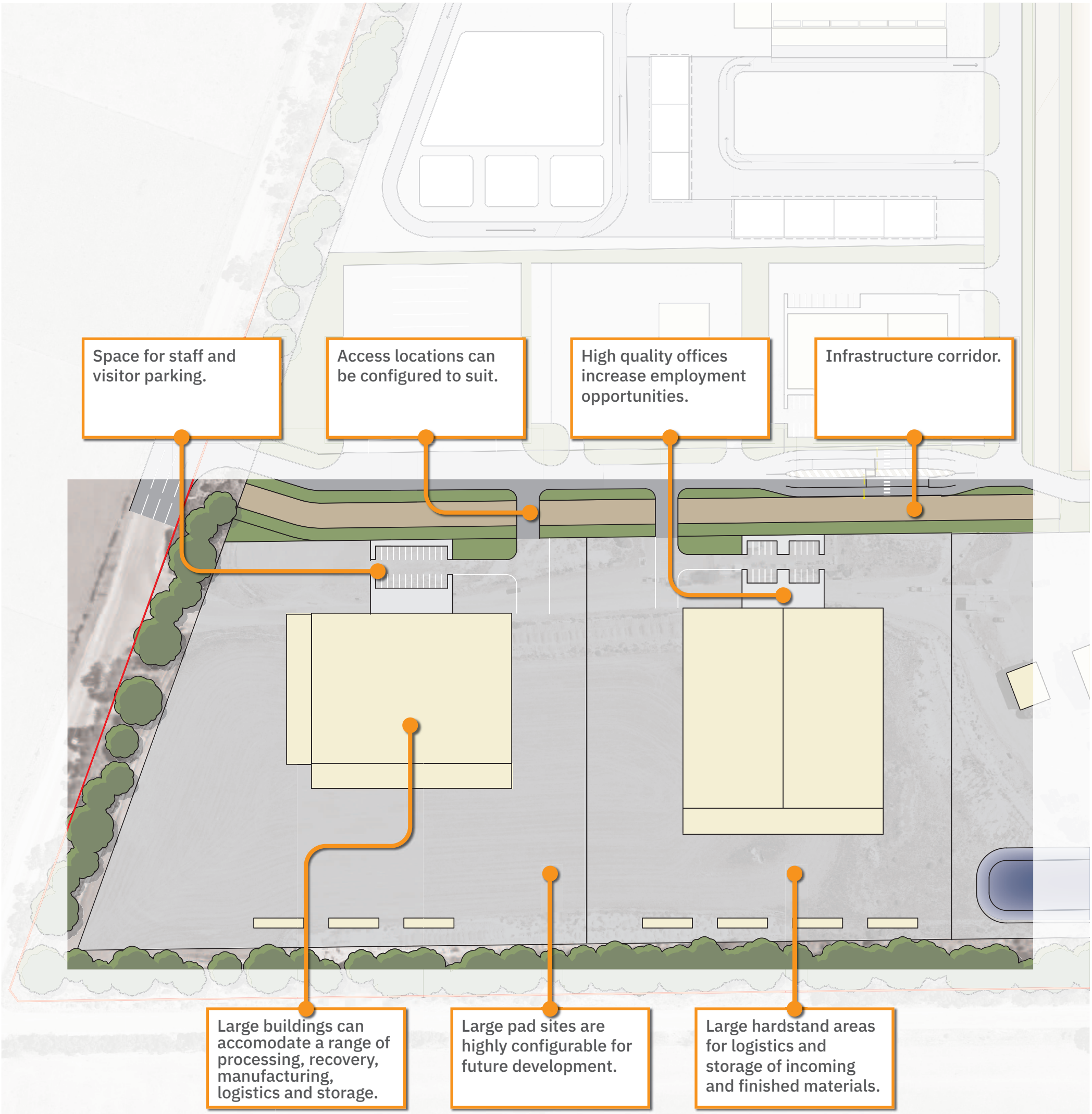
The relationship between AHRWMA and these facilities may be a landlord-tenant relationship, or may be some form of partnership, joint venture or royalty-based arrangement.

Advanced manufacturing on the site provides significant impetus to the circular economy transition, by putting focus on the creation of new products and value adding, rather than the traditional perception that waste is a problem to be solved.

The two key sites have been located in front of the weighbridge, providing simplified access to Brinkley Road, and in recognition of their role in the latter stages of the recovery process. The sites provide for the construction of large buildings and undercover areas with associated office facilities, large hardstand areas for manoeuvring of vehicles and the storage of raw materials and finished products.

The conceptual layout of the advanced recovery area is shown on the Commercial Advanced Recovery Area Plan in **Figure 30**.

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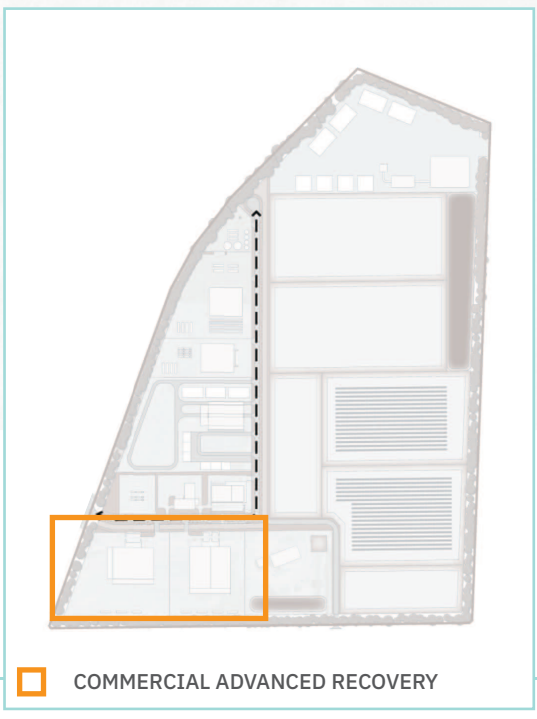


FIGURE 30

COMMERCIAL ADVANCED RECOVERY AREA

5.3.11 Renewables Recovery

A significant growth area in resource recovery will be the management of renewable energy infrastructure, plant and equipment at the end of its life. South Australia has been an early adopter of both grid-scale and rooftop renewable energy, meaning that volumes of end-of-life infrastructure will also occur earlier.

Significant advances in the recovery of wind and solar PV infrastructure have occurred, and further technology to aid in recovery as expected as volumes continue to grow.

The facility exhibits significant merit for such use to occur on a commercial basis. The site is located outside of built-up areas, with good transport infrastructure, making it an accessible location for receiving and handling large infrastructure, such as recovered wind turbine infrastructure.

A site has been identified which is located behind the weighbridge, allowing for a higher level of security, access to the landfill and other activities within the site, and access to the infrastructure services immediately to the north.

Elements of the conceptual layout include a large processing shed, large outdoor staging areas and manoeuvring areas to support very large vehicles.

The conceptual layout of the renewable's recovery area is shown on the Commercial Renewables Recovery Area Plan in **Figure 31**.

Should the use for renewables recovery not materialise, the site has the ability to support other recovery uses or advanced manufacturing, either as a single site, or being divided into sub-sites as detailed in **Section 5.3.10**.

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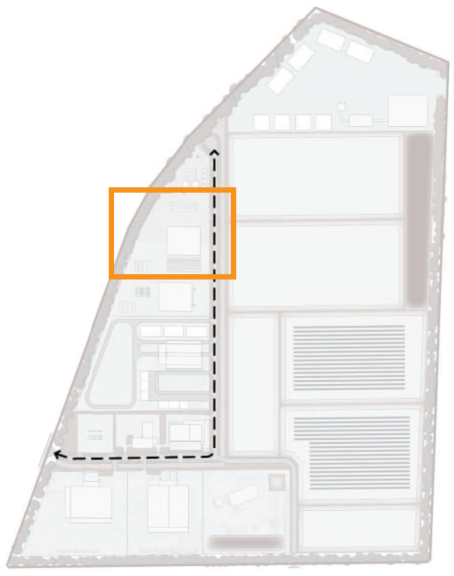
Large hardstand area configurable to suit operations.

Site access location configurable with potential for multiple access points.

Large regular shaped site supports handling large materials.

Flexibility in building location on site.

Infrastructure corridor.



ADMINISTRATION AREA

FIGURE 31

COMMERCIAL RENEWABLES RECOVERY AREA

5.3.12 C&D Processing

The northern end of the site has been identified for the future development of a construction and demolition waste management operation. Whilst the facility currently receives and undertakes some processing of C&D materials, the nature of these operations is relatively limited and ancillary to the primary functions of the site. In particular, the existing operations have limited capacity to receive and process mixed C&D waste to the high levels of recovery that can be achieved for these waste streams.

The C&D concept is for a facility that operates semi-independently from the remainder of the site operations. As envisaged, the facility could be operated by a third party independently, or in partnership with AHRWMA.

The facility will have access directly from Baker Road, and likely its own weighbridge for received materials.

Mixed C&D materials received, require an undercover sorting facility for preliminary sorting, before material is run through a processing train, which would potentially include:

- Trommel sorting of fines from larger materials.
- Manual and automated picking separation of individual streams.
- Magnetic, current, ballistic and flotation separation.

The processing would result in the separation of streams for reuse and further reprocessing, which would be aggregated into bins, stillages and stockpiles before being removed from the site.

The processing would also separate a set of residual materials for which no beneficial reuse exists and which need to be disposed to landfill. These materials typically include textiles, soft plastics and various composite and bonded materials. The agglomeration of the facility with the landfill provides for this disposal to occur.

The conceptual layout of the C&D Processing area is shown on the Commercial Construction & Demolition Processing Area Plan in **Figure 32**.

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Bins for recoverable streams. Vehicles reverse in. Canopy structure over.

Access to remainder of site.

Stockpiled materials awaiting processing.

Large hardstand for processing.

Direct site access with weighbridge capability.

SP

SP

SP

SP

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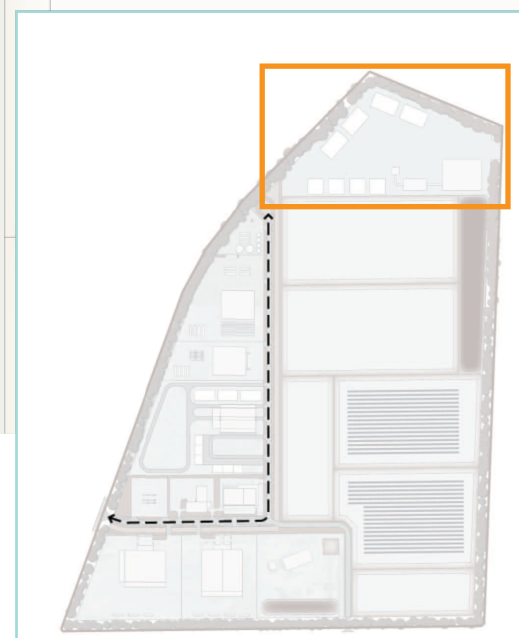
Infrastructure corridor.

Finished stockpiles.

Secondary separation
- Magnetic
- Ballistic
- Flotation

Picking station elevated over bins - manual and automated picking.

- Receival and processing shed
- Mixed stockpiles
- Trommel screening



COMMERCIAL CONSTRUCTION AND DEMOLITION PROCESSING

FIGURE 32

COMMERCIAL CONSTRUCTION AND DEMOLITION PROCESSING AREA

AHRWMA
ADELAIDE HILLS REGION WASTE MANAGEMENT AUTHORITY

5.3.13 Disaster Waste Management

The need for resource recovery facilities to be agile in responding to natural disasters has increased in importance over time. Fire and flood events, in particular, generate large quantities of waste in a short period of time, much of which requires specific treatment techniques and segregation from other incoming materials.

Important considerations in the management of disaster waste include:

- The materials are often incoming in large volumes in a short space of time
- The materials may have processing requirements or need drying in a manner different to routine materials
- Specific levy exemptions may exist for materials ultimately being landfilled.

If appropriate provision has not been made for the management of disaster waste, it risks impeding the ordinary operations of the site, or resulting in inefficient disposal of material to landfill, potentially consuming more airspace than necessary.

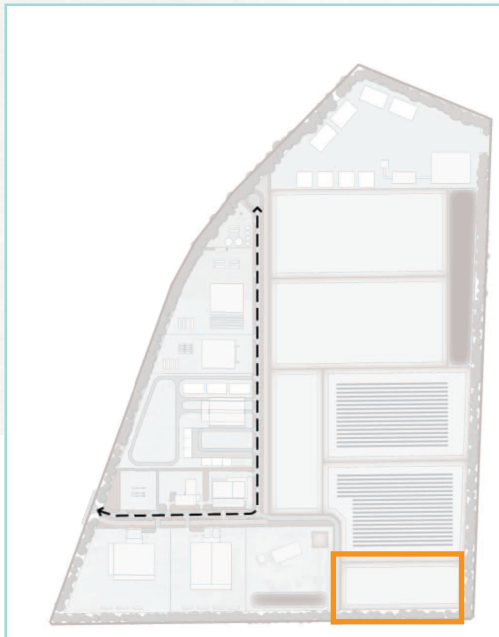
The key forward planning item is to have identified an area of the site that is not required for other uses and can be rapidly stood up to manage incoming disaster waste when require.

The area at the south eastern end of the site, which is the original closed and capped cells (Cells1-4), has been identified as an area which can be set aside for the management of disaster waste, if and when the need arises. This area does not have existing or other identified future uses, and should be kept clear and vacant at all times to function as a rapid stand up area for the management of disaster waste.

The conceptual layout of the area to receive and management disaster waste is shown on the Disaster Waste Management Area Plan in **Figure 33**.

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Pad area can be used as required for management of disaster waste.



DISASTER WASTE MANAGEMENT

FIGURE 33

DISASTER WASTE MANAGEMENT AREA

AHRWMA
ADELAIDE HILLS REGION WASTE MANAGEMENT AUTHORITY

5.4 Long Term Expansion Opportunities

The proposed concept provides for approximately 50 years of landfill lifespan at the current filling rates. The estimation of future landfilling rates has assumed that population growth will increase the amount of material, however, this will be offset by ongoing reduction in the amount of waste being disposed to landfill and being actively recovered on site.

Having regard to the extensive investment in the site set out in this Master Plan, there is a need to have regard to what the future of the facility may be once the landfill airspace available is exhausted.

The facility exists in a location which exhibits a range of merits for resource recovery and landfill uses. The future development of the Gifford Hill development does impose a clear barrier in expansion of the facility beyond the boundaries of the existing site to the north or west.

It is assessed that these same constraints do not exist to the south of the existing site. In this direction, key favourable attributes such as low numbers of sensitive receivers, favourable topography, limited vegetation or environmental constraints and the presence of existing quarrying activities indicates that opportunities for expansion beyond the boundaries of the existing site in this direction may exist.

An assessment of the opportunities for the future expansion of the facility beyond the boundaries of the existing site is shown on the Long-Term Landfill Expansion Opportunities Plan in **Figure 34**.

The lead time in the identification, technical assessment and regulatory approvals process for additional landfill on greenfield sites is long and can stretch to 15-20 years. It is therefore necessary to have a long-term strategy for the assessment of tenure opportunities, technical feasibility and regulatory opportunities.

At the present time, significant lifespan exists in the identified landfill footprint on the site. Notwithstanding, the opportunities to secure long-term expansion beyond the boundaries of the site should be explored further in a timely manner.

It is also noted that the future development of Gifford Hill may result in a significant opportunity through the availability of both potable and recycled water for use at the facility. Early and ongoing discussions with the developer and infrastructure service providers will be key in leveraging these opportunities.

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Subject Site

Sensitive Receiver

Opportunity Area 1: 82.6ha

Opportunity Area 2: 101.7ha

FIGURE 34

LONG-TERM LANDFILL EXPANSION OPPORTUNITIES

0 250

AHRWMA
ADELAIDE HILLS REGION WASTE MANAGEMENT AUTHORITY

5.5 Interface Management

Management of the interface of the facility with surrounding land uses will take on additional importance over time.

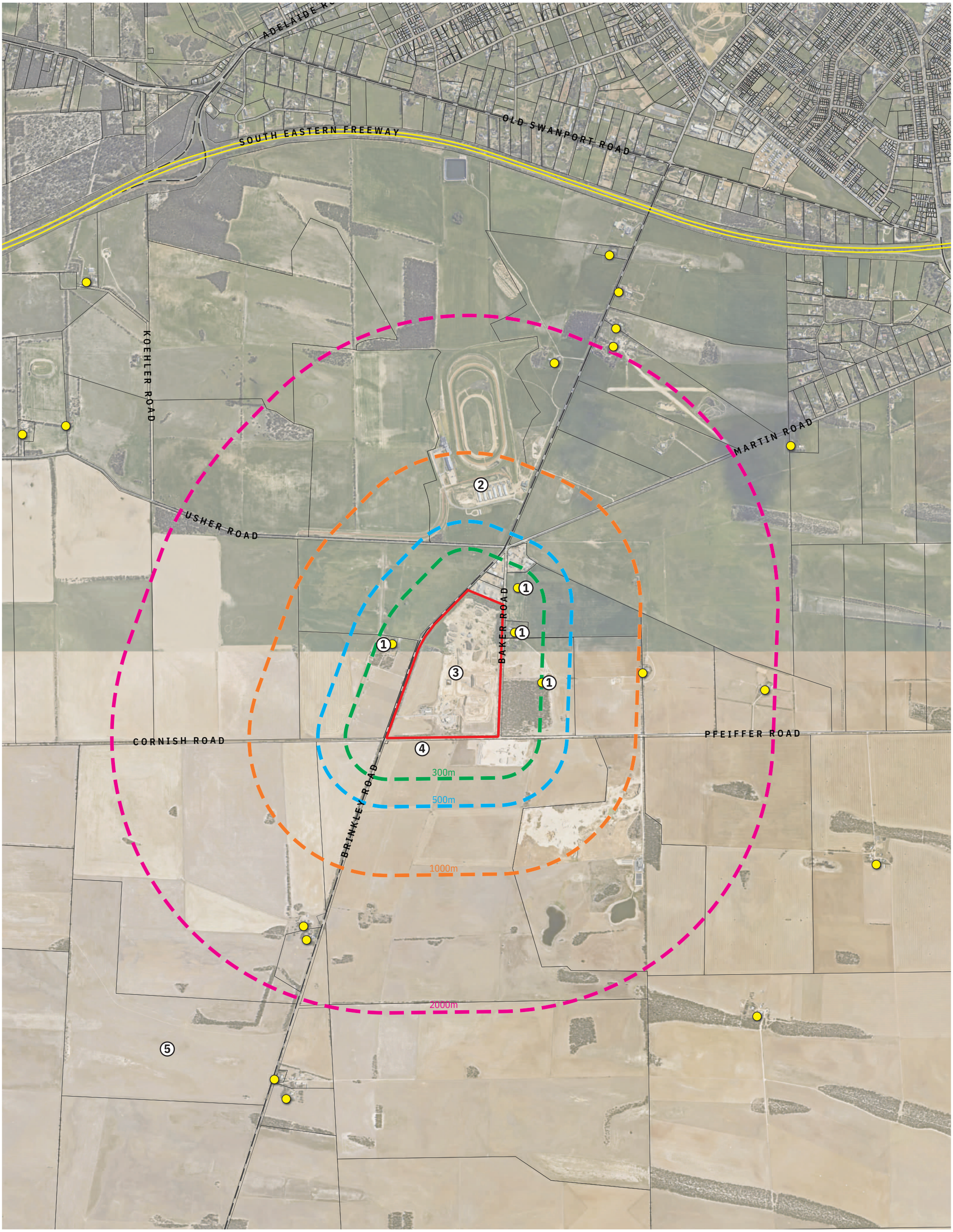
The Master Plan seeks to ensure that guideline distances for separation can be met. It is recognised, however, that these guideline distances do not function in isolation, but rather work as an element of a comprehensive management regime to ensure that the operations of the facility do not unreasonably affect land nearby, and also ensuring that development of other land does not unreasonably encroach on or impact the operation of the facility.

The approach to management of interface for the facility should be multi-faceted, and include the following:

- A documented stakeholder and community engagement strategy (either within the site wide Landfill Environmental Management Plan or as a standalone document) consistent with accepted practice for such facilities.
- Direct engagement with the Gifford Hill developer on an ongoing basis as the development proceeds.
- Monitoring of opportunities to acquire the nearest sensitive receivers to the facility.
- Ongoing management and development of the landscape screening around the perimeter of the site.
- Ongoing monitoring and advocacy of the regulatory environment, seeking to avoid changes which could result in encroachment of inappropriate or incompatible development.

The spatial elements of management of the interface are shown on the Interface Management Plan in **Figure 35**.

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Site Boundary

Sensitive Receiver

① Monitor opportunities to aquire sensitive receivers

② Establish ongoing dialog with Gifford Hill Development, Rural City of Murray Bridge and Department of Housing & Urban Development

③ Monitor for Development Application, Code Amendment & Regulatory Change

④ Activate mandatory visual screening and litter management

⑤ Explore framework for Consultation Comittee

FIGURE 35

INTERFACE MANAGEMENT

1:4000 @ A3

0 80

AHRWMA
ADELAIDE HILLS REGION WASTE MANAGEMENT AUTHORITY

6



6 Implementation Plan

The Master Plan is intended to be delivered over an extended period of time, with a planning horizon of more than 30 years. Implementation will occur through a number of projects over time and will also be supported by periodic reviews of the Master Plan, with updates as required.

To support effective implementation of the Master Plan, it is recommended that a series of projects be progressively delivered. These projects, along with their dependencies, key responsibilities, and stakeholders, are outlined in the following table.

These projects are not listed in any temporal or hierarchical order, with the order depending on a number of external variables, such as the political and funding environment.

Item	Action	Description	Dependencies	Responsibility	Stakeholders
6.1	RRC Business Case	Procuring services to undertake a business case will be critical prior to detailed design and subsequent construction of the resource recovery facility. This case will review feasibility and strategise operations to ensure maximum uptake throughout catchment customer areas. The business case will be developed is stages, with an initial business case being developed whilst the work required to confirm the location of the RRC on the site and progress the detailed design is undertaken.		AHRWMA	Member Councils
6.2	Engineering Survey	AHRWMA should obtain engineering survey for the whole of the site, including existing and proposed road access points. This data can be obtained as an adjunct to regular surveys of landfill cells and stockpile and will provide the basis for detailed design of the various elements of the site.		AHRWMA, Surveyor	
6.3	Access Points and Internal Road Locations	AHRWMA should commission a traffic engineer to review and confirm the future access point to Brinkley Road, and the location and configuration of the internal access road locations. This should have due regard to issues including: • Location of the future weighbridge and access control. • Location of layover area adjacent entrance. • Location of existing and interim administration, staff facilities and weighbridge.	6.3	AHRWMA, Traffic Engineer	
6.4	Resource Recovery Centre Location	In establishing the road axis and weighbridge location, the resource recovery facility should be developed as a key commercial operation, as it will generate revenue and act as a critical service offering to the wider community. Delay in this development poses risk of a similar facility being established in the customer catchment areas, and thus minimising feasibility. Whilst a business case and detailed design process will be lengthy, it will be important to establish the final location and formalise any statutory approvals, thereby minimising delay as this aspect of the project progresses to the construction phase.	6.2, 6.3	AHRWMA, Waste Management Consultant	
6.5	Resource Recovery Centre Detailed Design	Detailed design will include the engineered design of the facility with a range of technical expert inputs to maximise its operational capacity and facilitate the preparation of construction drawings to implement the facility on site.	6.4	AHRWMA, Waste Management Consultant, Engineer	
6.6	Resource Recovery Centre Business Case Update	Based on detailed design for the resource recovery centre, update the business case to reflect the additional information and seek to gain funding for the implementation of the project.	6.5	AHRWMA	Member Councils
6.7	Resource Recovery Centre Regulatory Approvals	Seek and obtain regulatory approvals for the resource recovery centre.	6.6	AHRWMA, Waste Management Consultant, Planner	
6.8	Resource Recovery Centre Implementation	Implement the resource recovery centre	6.7	AHRWMA, Contractor	
6.9	Tenure	AHRWMA should work with RCMB to secure appropriate tenure over the facility to allow for long term planning of the development of the site.		AHRWMA	RCMB, Member Councils
6.10	Landfill Capacity Optimisation	AHRWMA should commission a study to objectively review the future landfill opportunities and maximise the airspace available within the identified footprint. The study should review whether opportunities exist to increase the landfill airspace through excavating cells deeper or filling the cells higher that has been previously planned for. The study should also have regard to the extent of the identified footprint and consider whether by resequencing the cells and or reconfiguring the interface between individual cells additional airspace opportunities can be realised.	6.2, 6.3	AHRWMA, Waste Management Consultant, Engineer	
6.11	Administration Interim Upgrade and Final Location	The administration services are critical to the efficient operation of the site. A staged approach to the overall Master Plan can ensure that existing facilities remain operational during the construction phase of the new administration facilities. The interim upgrade has been based around a demountable structure to allow it to be relocated around the site as required.	6.2, 6.3, 6.9, 6.10	AHRWMA, Waste Management Consultant	

Item	Action	Description	Dependencies	Responsibility	Stakeholders
6.12	Community Drop-Off Location	The community drop off location should be prioritised, albeit given its modest financial contribution, this objective is largely a community expectation and priority.	6.2,6.3,6.9,6.10,6.11	AHRWMA,RCMB	
6.13	Confirm Remainder of 'Pad Sites'	Following confirmation of the future access points and internal road locations, and addressing the priority actions of the landfill optimisation, the community drop-off facilities and the centralised administration, the remainder of the internal 'pad sites' for the key component land uses can be confirmed. A plan for the site can be prepared, to the level of detail of a plan of community division, which sets out spatially the dimensions and areas of each site.	6.2,6.3,6.9,6.10,6.11, 6.12	AHRWMA,Waste Management Consultant	
6.14	Interface Management	The site has the advantage of being in proximity to a limited number of sensitive receivers. A strategy to purchase these receivers is highly advised to minimise encroachment risks. Gifford Hill brings enhanced risk, however, the EPA's separation guidelines have been implemented through the rezoning processes (it appears). We do not anticipate the EPA's separation distances for landfill to change in the coming years, however, careful consideration and engagement with these authorities and the Gifford Hill developer should occur ongoing. A community engagement and stakeholder management group is advised to ensure potential interface issues are managed effectively and in a timely manner. Gifford Hill development will inevitably result in more demand for waste landfill, thus, a strategic alliance with the developer is in the best interest of all parties,		AHRWMA	Member Councils, Community
6.15	Master Plan Review and Update	Establish a cadence for the review and update (as required) of the Master Plan to take account of changed circumstances and implementation of the recommendations. A typical cycle for review would be in the order of 10 years, in response to major sector changes or after the implementation of major projects.		AHRWMA	Member Councils

APPENDICES

