

28 February 2013

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Re: Application to modify Development Consent (14/96) St Peters Terminal

ATTN: Chris Ritchie,

1 Introduction

In accordance with the provisions of Section 75W of the *Environmental Planning and Assessment Act 1979* and on behalf of our client Boral Resources (NSW) Pty Ltd, we hereby submit this application to alter the layout of the materials handling facility which forms part of the approved development of Boral's site at Burrows Road South, St Peters.

This application consists of the following documents:

- application to modify a development consent form, signed by the owners;
- proposed site layout (Attachment A);
- approved site layout (Attachment B); and
- this letter.

The proposed layout and operation of the materials handling facility will remain substantially the same as the current layout and operation and is described in detail in Section 3.

2 Background

Notice of Determination of Development Application (DA) 14/96 was issued with conditions under State Environmental Planning Policy No 34—Major Employment Generating Development (SEPP 34) by the then Minister for Urban Affairs and Planning on 10 September 1996. The approved development comprised a concrete batching plant, asphalt plant and materials handling facility.

Although the Environmental Impact Statement (EIS) for the development proposed three alternative site layout options, the Minister's consent states that the approval relates specifically to Option A, which requires a rail siding on site. The final layouts of the concrete plant, asphalt plant and materials handling facility were revised as amendments to the original consent as follows:

- modification 1: 12 May 1997 - altered the approved site layout to include three rail sidings (refer to the site layout plan at Attachment B);
- modification 2: 8 December 1998 - altered the approved site layout of the asphalt plant and timing to complete the rail siding;
- modification 3: 25 June 1999 - installed liquefied butane gas tank to fuel asphalt dryer and bitumen heaters;
- modification 4: 7 April 2000 - altered layout of the materials handling facility;
- modification 5: 23 August 2001 - altered layout relocating weighbridge, office and storage bunkers;
- modification 6: 16 May 2003 - altered site layout to reflect decommissioning of the asphalt plant and subsequent changes to the materials handling facility which were never undertaken by Boral;
- modification 7: 11 February 2004 - altered site layout to improve materials handling activities on the site; and
- Modification 8: 3 December 2012 – altered rail siding to accommodate the full length of 28 wagon trains.

Late in 2002, Boral decommissioned the asphalt plant on the site, in favour of their newly established plant at Enfield, which is also serviced by rail. The concrete plant, materials handling facility and the rail siding on the St Peters site remain fully operational. Boral has progressively expanded its use of rail through its investment in the St Peters development (as required by the original consent) and similar asphalt and concrete developments at Enfield.

3 Proposed modification

3.1 Site layout alteration

The proposed modification includes alteration of the approved site layout including:

- relocating the site office and car park;
- reconfiguring and increasing the capacity of the raw material storage bunkers;
- relocating the weighbridge and wheel wash; and
- improved traffic flow within the site.

The proposed modification for the re-arrangement of the site is shown in the plan included at Attachment A.

A new office will be positioned towards the front of the site and will be a demountable building relocated to the site.

The new car park will accommodate 27 vehicles and will be located in front of the new office and adjacent to Burrows Road. The number of vehicle parking spaces will remain the same and is sufficient to cater for peak parking demands. Line markings will be painted on sealed pavement to distinguish parking bays.

The existing storage bunkers will be reconfigured to create the site layout required to achieve improved traffic flow. It will also increase the stockpiling capacity of the site from 13,000 tonnes (t) to 23,000 t. The design of the storage bunkers will remain the same (ie concrete walls to stack against with shade cloth

covered fence on top). The existing storage bunker sprinkler system will be augmented to fit the new configuration.

The weigh bridge and wheel wash area will be relocated to the existing site traffic exit route which is located adjacent to the northern boundary of the site. Operation of these facilities will remain unchanged.

The traffic flow on the site will change and result in improved operational traffic flow and the segregation of visitor/administrative traffic (ie light vehicles and pedestrians) from operational traffic (ie trucks and loaders). The resultant change in site traffic flow will reduce the risk of collision between visitor/administrative traffic and operational traffic.

Construction works are anticipated to take approximately one month to complete and will be undertaken between the hours of 6.00 am and 10.00 pm from Mondays to Saturdays using a workforce of six people. A front end loader, 40 t crane and telescopic handler will be used to relocate the weighbridge, locate the new demountable office and to relocate stockpile walls. The demountable office will be transported to the site on a flat bed truck. An excavator and a 32 t truck and dog trailer will be used for the demolition of the existing office. Some excavation up to 1 m deep will be required for paving the new car park area, for locating the stockpile walls and to reposition the weighbridge. A spray seal truck will be used complete the surface for the new car park.

3.2 Construction

Construction for the proposed modification will be undertaken between the hours of 6.00 am and 10.00 pm from Mondays to Saturdays using a workforce of six people. All trucks and vehicles associated with construction works will only have access to the site during these hours.

Demolition of the existing office will be conducted in accordance with the provisions of Australian Standard (AS) 2601 *The demolition of structures* as required under section 92(1)(b) of the NSW *Environmental Planning and Assessment Regulation 2000*.

All work vehicles bringing materials to and from the site will be loaded and unloaded wholly within the site. No waste or materials generated by construction works will be deposited on the public road, footpath, public place or Council owned property without Council's approval. All construction vehicles accessing the site will do so using the main gate on the south eastern boundary, allowing long vehicles to enter and exit onto Burrows Road South in a straight line without the need to turn.

Boral will ensure that all contractors associated with the construction are aware of these requirements, as well as the site's workplace safety policy.

The schedule for construction works would be approximately as follows.

Week 1: Preparation works

Vehicles and equipment to be used during week 1 will include an Excavator, a front end loader and post hole digger. The following activities will be undertaken:

- clear area at the entrance to the site for erection of the new demountable office;
- dig and install footings for demountable; and
- establish connection to services for demountable.

Week 2: Office relocation

Vehicles and equipment to be used during week 2 include a 40 t crane, a telescopic handler, an excavator, a truck and dog and a flat bed truck. The following activities will be undertaken:

- construction of new demountable office; and
- demolition of old office building.

Week 3: Stockpile relocation

Vehicles and equipment to be used include a 40 t crane, a telescopic handler and a front end loader. The following activities will be undertaken:

- prepare area for relocation of stockpiles;
- transfer walls and dust suppression systems to the new location; and
- relocate stockpile materials into the new bunkers.

Week 4: Car Park and weighbridge/wheel wash

Vehicles and equipment to be used include a 40 t crane, a telescopic handler, an excavator and a spray seal truck. The following activities will be undertaken:

- prepare new car park surface and paint line markings;
- prepare area to relocate weighbridge and wheel wash; and
- move weighbridge and wheel wash into new position.

3.3 Layout

The proposed layout for the site is shown in Plan No. 2569-03 which has been included at Attachment A. Plan No. 2569-03 will replace Plan No. 2569-01 (refer to Attachment B) as the approved plan for DA 14/96.

Comparison of the two plans illustrates that the proposed modification involves no change to the rail sidings, unloading facilities, conveyors, quarry bins, wash bays, refuelling area and concrete ramp.

3.4 Operation and capacity

The operation of the site will remain generally as proposed in the approved DA 14/96. The number and frequency of trains delivering material to the site and the volume of traffic entering or leaving the site will not change as a result of the proposed modification.

The proposed modification includes increasing the stockpiling capacity at the site from 13,000 t to 23,000 t. However, the quantity of raw material handled at the site will not change as a result of the proposed modification.

3.5 Raw materials handling and stockpiling

Raw materials handling and storage on the site will remain generally as proposed in the approved DA 14/96.

There will be no change to raw materials handling infrastructure (ie quarry unloading bin, conveyor, quarry bins) and the quantity of raw material handled at the site will not change as a result of the proposed modification.

The proposed modification includes increasing the stockpiling capacity at the site from 13,000 t to 23,000 t.

Increased stockpiling capacity at the site will enable Boral to better manage raw material during the peaks and troughs of the market cycle. During periods of peak market activity, deliveries of raw materials by rail do not meet demand and the stockpile can be rapidly depleted. In such situations extra material is brought onto site with the use of trucks. Conversely, during periods of adverse weather, deliveries of raw material to the site by rail exceed demand and are often cancelled when the stockpile is full. Re-configuration of the storage bunkers will increase the capacity of the site to stockpile raw materials during periods of low demand and negate the need to utilise road transport for raw materials during peak demand.

3.6 Plant and equipment

Plant and equipment used on the site will remain generally as proposed in the approved DA 14/96. There will be no change to operational plant and equipment or volumes of traffic as a result of the proposed modification.

The following plant and equipment will be required to operate on the site during construction:

- excavator;
- front end loader (already located on site for use in the stockpile area);
- 40 t crane;
- telescopic handler;
- flat bed truck for the new demountable office;
- truck and dog;
- spray seal truck; and
- post hole digger.

3.7 Justification

The proposed modification will improve site safety by segregating visitor/administrative traffic (ie light vehicles and pedestrians) from operational traffic (ie trucks and loaders). The site safety benefits from the proposed modification will be gained without the loss of site parking spaces and unloading/turnaround areas.

The proposed modification will increase the stockpiling capacity at the site and will reduce the need to transport raw materials by road during periods of peak demand and allow better utilisation of the rail deliveries during adverse weather. It is consistent with the conditions of consent for DA 14/96, as it will enable Boral to maintain optimal use of the rail system for the delivery of raw materials. In addition, increased stockpiling capacity can potentially reduce the volume of traffic required to enter the site for the transportation of raw materials.

4 Environmental assessment

An environmental assessment of the proposed modification for the re-arrangement of the site is discussed below.

4.1 Consultation

Boral have also contacted the Environment Protection Authority (EPA) and Marrickville Council to discuss the proposal. At the time of submission, Boral had provided both Council and the EPA with a description of the proposal but had not received any feedback.

4.2 Land

Construction required for the proposed modification will occur on land within the boundary of the site as shown on Plan No. 2569-03 at Attachment A.

Construction works which have the potential to impact on land include demolition of the existing office, removal of three shrubs (*Melaleuca* species), excavation and the laying of sealed pavement. The existing Moreton Bay Fig tree, located on the site next to the existing weighbridge, will remain. The proposed modification will not reduce existing parking space and turning areas within the site.

The assessment concluded potential impacts to land are not expected to be significant because:

- demolition works will be conducted in accordance with the provisions of AS 2601;
- existing vegetation adjacent to Burrows Road will remain in place and will screen the view of the site from the road; and
- waste material from excavation and demolition will be recycled through Boral's recycling facility next to the site or deposited in a place which has been approved by Council.

The following measures will be implemented during construction to minimise any potential impacts to land from the proposed modification:

- protect vegetation along Burrows Road from construction works;
- protect the existing Moreton Bay Fig tree located next to the existing weighbridge; and
- brief contractors on the requirements for waste disposal.

4.3 Traffic

Road traffic generated during construction will be associated with the construction workforce and the transport of plant and equipment and the new demountable office to the site. Any additional road traffic generated during construction will last for approximately one month.

Parking for the six person construction workforce will be provided wholly within the site.

The demountable office will be transported to site on a flat bed truck via Burrows Road. The 40 t crane and telescopic handler will be driven to and from the site, but will remain onsite for the duration of construction works. An excavator will be transported to the site on a low-loader and will remain on-site for the duration of the construction period. The 32 t truck and dog trailer will be used to transport most of the waste material from demolition and excavation works to Boral's recycling facility next to the site.

All unloading and loading of trucks and vehicles for construction works will be within the site. All construction vehicles accessing the site will do so using the main gate on the north eastern boundary, allowing long vehicles to enter and exit onto Burrows Road South in a straight line without the need to turn.

The current 1996 consent allows for up to 636 truck movements per day. The traffic volumes expected as a result of this modification will have a negligible impact in comparison with the approved number of movements.

The number and frequency of trains delivering material to the site will not change as a result of the proposed modification and there will be no increase to the site's capacity for materials handling.

Re-configuration of the raw material storage bunkers will increase the raw materials storage capacity at the site from 13,000 t to 23,000 t. Increased storage capacity will provide Boral with more flexibility to manage raw material during periods when demand is low. Increased storage capacity at the site is likely to reduce the current volume of traffic used to transport raw material to the site.

The assessment concluded that traffic impacts are not expected to be significant for the following reasons:

- the construction timeframe is short in duration (ie one month);
- there is adequate on-site parking for the construction workforce;
- the volume of road traffic is expected to be minor during construction;
- unloading and loading of trucks and vehicles will be within the site;
- there will be no change to the number and frequency of trains delivering material to the site; and
- there will likely be a reduction in the current volume of traffic used to transport raw material to the site.

The following measures will be implemented during construction to minimise any potential traffic impacts from the proposed modification:

- all vehicles entering and leaving the site will do so in a forward motion;
- all vehicles will enter and leave the site using the main gate on the north eastern boundary;
- vehicles will be parked within the site; and
- vehicles will be unloaded within the site.

4.4 Noise

The area surrounding the project site is predominantly flat and surrounded by light to heavy industry to the north, east and west, and Sydney Airport to the south. There are no residential dwellings in the immediate vicinity of the proposed project site. Based on a review of aerial photography, the nearest residence to the site is nominally 500-600 m to the west-north-west.

The noise impact assessment undertaken by Richard Heggies and Associates as a part of the 1996 environmental impact statement (EIS) assessed the operations of the site against night time noise criteria, as this was assumed to represent a worst case scenario for the residences. The operational noise guidelines adopted for the assessment ($LA_{10} \leq LA_{90} + 5dB(A)$) were as follows:

- location A – Bellevue St: 42 dB(A); and

- location B – Yelverton St: 44 dB(A).

The above criteria were adopted from measured night time background noise levels. Therefore they represent conservative criteria.

The noise impact assessment concluded that resultant noise levels at the closest residences would not exceed the above criteria. As the assessment based its criteria conservatively on night time background noise levels, noise emitted from the proposed construction works are highly unlikely to adversely impact these residences. Furthermore, the background noise levels at these residences during the hours of construction works (between 6.00 am and 10.00 pm) will be higher than during the night and it is therefore unlikely that any acoustic impact will be noticeable.

Subsequent to the EIS, optimisation of the rail system to deliver product to the site has decreased the quantity of raw material delivered by trucks. This in turn, is likely to have resulted in a corresponding decrease in the road traffic noise emissions when compared to those originally predicted.

Construction works for the proposed modification will not result in a significant increase in traffic at the site. Construction works will be undertaken between 6.00 am and 10.00 pm from Mondays to Saturdays and will last for approximately one month.

The quantity of raw material handled at the site will not change as a result of the proposed modification.

There will be no change to the plant and equipment operating at the site, the current hours of operation or the number and frequency of trains delivering material to the site as a result of the proposed modification. Increased storage capacity at the site is likely to reduce the current volume of traffic used to transport raw material to the site.

The assessment concluded that potential noise impacts are not expected to be significant because:

- existing studies indicate the EPA noise emissions guidelines are not exceeded at the nearest residence as a result of the operation of the site;
- site operations will remain generally the same (ie quantity of raw material handled, plant and equipment, hours of operation);
- increased stockpiling capacity is likely to reduce the current volume of traffic used to transport raw material to the site which is advantageous for reducing traffic and associated traffic noise emissions; and
- the comfort of workers and visitors at the site office is likely to improve as the new site office will be located further away from noise sources on the site (ie quarry unloading bin, conveyor and quarry bins).

The following measures will be implemented during construction to minimise any potential noise impacts from the proposed modification:

- construction work will be undertaken between 6.00 am and 10.00 pm.

4.5 Air quality

Air quality impacts during construction for the proposed modification will be associated with the preparation of the land and traffic and will last for one week.

Preparation of the land for the proposed modification will require relocation of some of the raw material currently stored on-site, demolition of the existing office, minor vegetation removal and excavation works. The proposed modification will not result in a significant increase in traffic at the site during construction.

There will be no change to the operation, capacity and raw materials handling infrastructure (ie quarry unloading bin, conveyor, quarry bins). There will be no change to the plant and equipment operating at the site, the current hours of operation, the number and frequency of trains delivering material to the site and the quantity of raw material handled at the site as a result of the proposed modification.

The air quality impact assessment in the EIS was based on ambient dust deposition data obtained from the Boral Hi-Quality Concrete Plant at South Windsor by Boral Research Materials Testing and Environmental Services during February to March 1992. The deposited matter measured at this plant from February to March 1992 ranged from 2.92 g/m²/month to 5.9 g/m²/month. The upper range of these measurements was assessed as being in excess of the NSW EPA guideline of 4 g/m²/month and marginal with respect to the 6 g/m²/month construction development goal (Stephenson 1996). Dust controls proposed in the EIS for the St Peters site were expected to significantly reduce dust deposition significantly when compared to the Boral Hi-Quality Concrete Plant at South Windsor.

The proposed modification includes increasing the stockpiling capacity at the site from 13,000 t to 23,000 t. The existing storage bunker sprinkler system will be augmented to fit the new configuration. Mechanical sweeping of sealed roadways will continue to occur on the site.

The assessment concluded potential air quality impacts are likely to be manageable because:

- demolition works will be undertaken in accordance with AS 2601;
- only a minor increase in the volume of site traffic is expected during construction;
- the construction timeframe is short in duration (ie one month);
- the quantity of raw material handled at the site will not change;
- all roadways are sealed and regularly cleaned by a mechanical sweeper; and
- the storage bunker sprinkler system will be augmented to fit the new configuration.

The following measures will be implemented during construction to minimise potential air quality impacts from the proposed modification:

- if required, water sprays will be used for dust suppression during the preparation of the land; and
- current site dust controls will be implemented (ie mechanical dust sweeper on hardstand roadways and sprinkler system on storage bunkers).

4.6 Flood Assessment

The proposed stockpile and office relocation is an augmentation of existing activities occurring on site and further flood analysis was not considered necessary for this modification.

Section 4.3.5.3 of the 1996 EIS addressed the flooding potential of the site, based on the Wollie Creek, Bardwell Creek and Bonnie Doon Channel Flood Study Draft Report (October 1995) by Webb McKeown & Associates. The report concluded that the probable maximum flood (PMF) for the site was considered low and therefore a site specific study of probable maximum rainfall was not considered necessary. The PMF levels for the Alexandra Canal are 5.11m AHD and 5.1m AHD at the eastern and southern corners of the site respectively.

4.7 Acid Sulfate Soils

The site is potentially affected by acid sulfate soils (ASS), and is classified as Class 2 under the Marrickville LEP 2011.

To test for the presence of ASS, Boral have taken soil samples from six (6) locations in the proposed construction area where excavation is likely to occur. These locations are presented in Attachment C. The samples taken from the site have been forwarded to Boral's laboratory for analysis and the results will be forwarded to the DP&I.

4.8 Heritage

The site adjoins the Alexandra Canal, which is listed as a heritage item (I270) within Council's LEP 2011.

The site lies in an existing industrial area, known as the central industrial area, located between the airport and the CBD. The site is rectangular in shape, with frontage onto Alexandra Canal and a total area of 4.35 hectares. The site is significantly disturbed due to years of industrial activities by both Boral and previous uses on the site, in keeping with the industrial nature of the area.

The proposed relocation of the office and stockpiles will not impact on the heritage significance of the Alexandra Canal as follows:

- the proposed modification will not impact visually on the canal or change the character of the site;
- it is in keeping with the industrial amenity of area and the existing activities carried out on this site and other sites in the area; and
- is buffered from the Canal by a 10 metre setback which is landscaped with native vegetation.

5 Conclusion

As outlined above and shown on the revised drawings, the proposed modification is considered to result in a proposal that is substantially the same development as that previously approved by the Minister. Potential environmental impacts which may result from the proposed modification are considered to be manageable.

The proposed modification provides a number of benefits for the site including:

- improved site safety through the separation operational traffic from administrative/visitor traffic;
- maintain optimal use of the rail system for the delivery of raw materials; and
- potentially reduce the volume of traffic entering the site for the transportation of extra raw material.

We trust the above information will enable the Minister to reach a prompt decision in this matter.

However, should further information be required please do not hesitate to contact the undersigned.

References

S. A. Smits & Associates 1996, Environmental Impact Statement for Concrete Batching Plant with Associates Materials Handling Facility and Asphalt Plant – Burrows Road South, St Peters.

Stevenson Industrial Pollution & Environmental Control 1996, Odour and dust impact report - Boral Resources (NSW) Pty Limited - proposed redevelopment site Burrows Road South, St Peters NSW.

Webb McKeown & Associates 1995, Wolli Creek, Bardwell Creek and Bonnie Doon Channel Flood Study Draft Report.

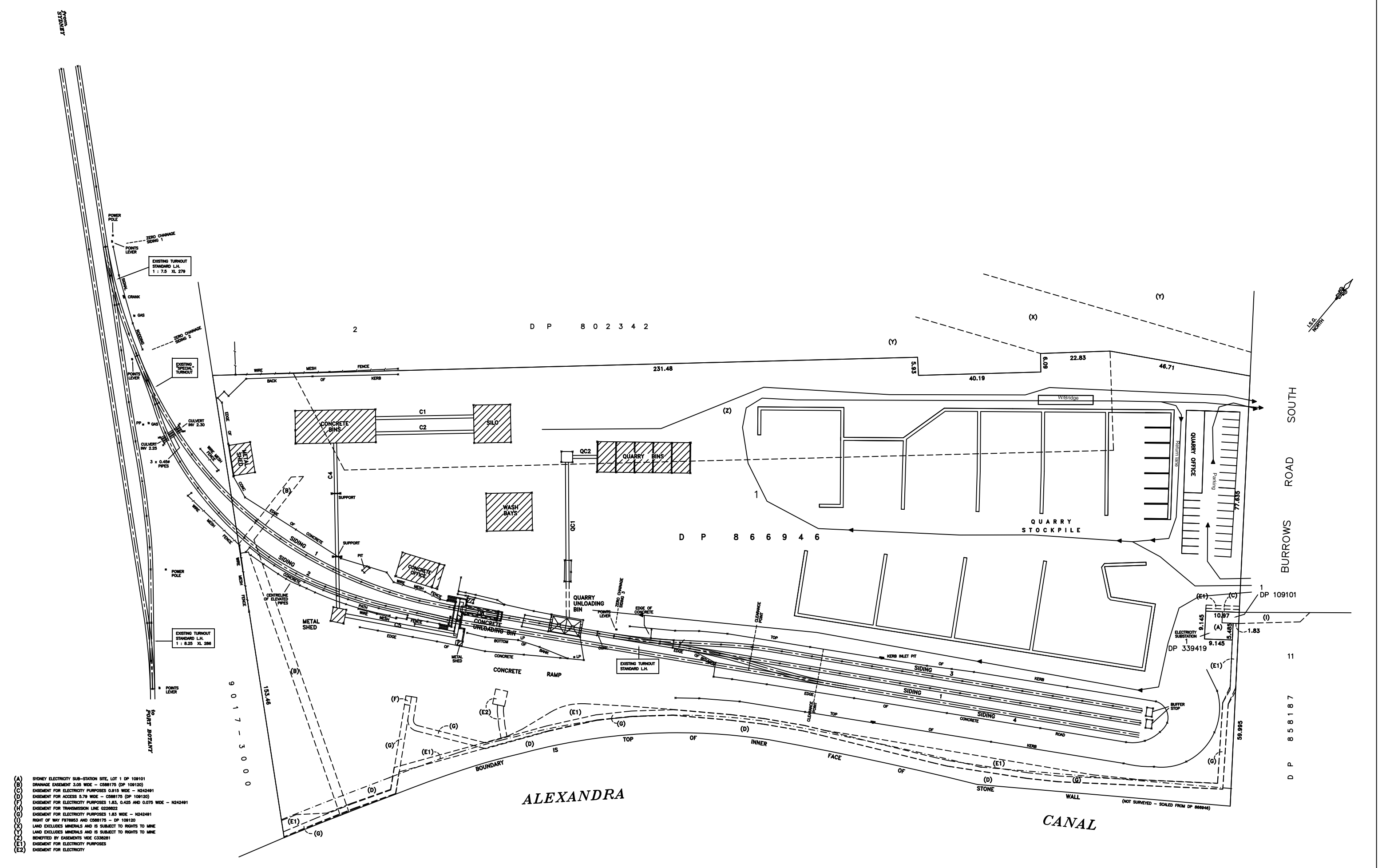
Yours sincerely

A handwritten signature in black ink that reads "R. Janssen." The signature is written in a cursive style with a period at the end.

Rob Janssen
Manager, Queensland
rjanssen@emgamm.com

Attachment A

Modification plan for DA 14/96



- (A) SYDNEY ELECTRICITY SUB-STATION SITE, LOT 1 DP 109101
- (B) DRAINAGE EASEMENT 3.05 WIDE - C588175 (DP 109120)
- (C) EASEMENT FOR ELECTRICITY PURPOSES 0.915 WIDE - H242491
- (D) EASEMENT FOR ACCESS 5.79 WIDE - C588175 (DP 109120)
- (E) EASEMENT FOR ELECTRICITY PURPOSES 1.83, 0.425 AND 0.075 WIDE - H242491
- (F) EASEMENT FOR TRANSMISSION LINE G228822
- (G) EASEMENT FOR ELECTRICITY PURPOSES 1.83 WIDE - H242491
- (H) RIGHT OF WAY 1979653 AND C588175 - DP 109120
- (I) LAND EXCLUDES MINERALS AND IS SUBJECT TO RIGHTS TO MINE
- (J) LAND EXCLUDES MINERALS AND IS SUBJECT TO RIGHTS TO MINE
- (K) BENEFITED BY EASEMENTS VIDE C338281
- (E1) EASEMENT FOR ELECTRICITY PURPOSES
- (E2) EASEMENT FOR ELECTRICITY

| REVISION | DATE | DESCRIPTION |
|----------|------------|--|
| 1 | 3-12-2012 | Extension of Siding 2 with crossover from siding 1 |
| 2 | 17-12-2012 | Relocation of Quarry Office and car park to Burrows Road South boundary. Subsequent change to layout of Quarry Stockpile area. |

NOTE:
 1. ALL COORDINATES RELATE TO I.S.G.
 2. ALL LEVELS RELATE TO A.M.D.
 3. NO UNDERGROUND SERVICES HAVE BEEN INVESTIGATED AS PART OF THE SCOPE OF THIS SURVEY.
 4. CADASTRAL BOUNDARIES HAVE BEEN SURVEYED FOR IDENTIFICATION PURPOSES ONLY. WE RECOMMEND THE BOUNDARIES BE MARKED IF ANY IMPROVEMENTS WERE TO BE CONSTRUCTED ON OR NEAR THE BOUNDARY.
 5. EASEMENTS HAVE BEEN SHOWN FOR PACHANGAMATIC PURPOSES ONLY.
 6. SEE TABLES ABOVE FOR EXACT RAIL LEVELS.

SURVEYOR: R. TYRELL
DATE: 24 MARCH 2003
DRAWN: J. CUSSOLD
DATE: 25 MARCH 2003

PROJECT:
 DETAIL & LEVEL SURVEY
 25 BURROWS ROAD SOUTH, ST PETERS
CLIENT: BORAL RESOURCES (NSW) PTY LTD

SCALE: 1:400
JOB No: 2569
DRAWING No: 2569-03

Attachment B

Current approved plan for DA 14/96

Attachment C

Acid sulfate soils sample testing locations



Figure 1: ASS sampling locations