



ABN: 30 003 178 318

HITCHCOCK ROAD QUARRY MOD1 – SUBMISSIONS REPORT

The following letter report provides a response to the submissions received for the Hitchcock Road Quarry MOD1 application as identified in the Department of Planning, Infrastructure and Environment's (DPIE) request for a Submissions Report on 25 August 2020 and The Hills Shire Council dated 02 September 2020. Headings and matters raised by DPIE and other agencies are included in ***bold italics*** with corresponding non-bold non-italicised responses.

SCOPE

There are several instances where inadequate information about the proposed modification have been provided or the information contained within the SEE is inconsistent, making it difficult for the Department and agencies to accurately assess the proposal and its impacts. Please clarify the following matters.

- You are referred to the Crown Lands submission, and specifically to its request for clarification of the location of Crown Roads within the project site boundary and/or proposed biodiversity offset areas. Please clarify the location and provide an updated Figure 1 and/or 2 as required.***

The Crown Lands Submission states the following.

A check of the P. F. Formation Statement of Environmental Effects indicates that there is a section of Crown road, within the Project Site Boundary, off the Old Northern Road as shown on Figure 1, Locality Plan. However this figure may be an error as the Project Site Boundary, shown on Figure 2 Proposed Biodiversity Offset and Rehabilitation Strategy, appears to be in more detail and shows the section of Crown road excluded from the Project Site Boundary. If this is the case then Crown Lands has no further comments.

The Project Site boundary on both Figure 1 and Figure 2 cover the same area / incorporate the same cadastral boundaries. Figure 1 is overlain on a NSW Lands and Property Information topographic map which includes linework for roads etc. It is expected that confusion has arisen due to the fact that the line colours for both the Project Site boundary and main roads are similar shades of red. Revised Figures 1 and 2 are attached which display the Project Site boundary in blue for greater clarity. Notwithstanding, it is confirmed that the Crown road in question does not form part of the Project Site.

- You are referred to the EPA submission dated 12 August 2020 and its request for further information relating to the use of imported ENM and 'other approved materials'. The EPA has advised that it would also provide additional advice on potential noise, air quality and water issues, once this further information has been received.***

Please refer to "Response to EPA RFI" submitted 02 September 2020.

TRAFFIC AND TRANSPORT

You are referred to the Transport for NSW (TfNSW) submission dated 6 August 2020, in which further information is requested. Please provide this information directly to the Department by the due date and prior to the submission of the Submissions Report.

A separate traffic and transport response is currently being prepared to address the matters raised by TfNSW and is expected to be submitted by 25 September 2020.

BIODIVERSITY

You are referred to the EES submission dated 13 August 2020.

“EES notes the revised BOS does not confirm the SEE advice on page 7 that an additional 3.1ha of mined land will be rehabilitated resulting in a total of 7.3 ha of rehabilitated mined land”.

The referenced text relates to SoEE Section 2.4 “Site Rehabilitation and Final Land Use” which specifies rehabilitation activities. Whilst the additional rehabilitation will provide future benefits to biodiversity outcomes, it does not form part of the formal Biodiversity Offset Strategy (BOS) and therefore is not specified within the BOS. Importantly, the BOS does not contradict the SoEE.

For clarity, Figure 2 of the SoEE displays the boundary of the proposed offset area (8ha) plus the following additional final rehabilitated land uses.

- Existing and Re-established Woodland Communities (5.5ha).
- Rehabilitated Woodland Community (7.3ha – of which 4.2ha has already been established to the required standards as outlined in Appendix 6 of the current Project Approval).
- Areas suitable for future agricultural/horticultural activities (54ha).

THE HILLS SHIRE COUNCIL

The proposed modification has been reviewed and concerns are raised regarding the proposed increase in the scale of the extractive operation in regard to the increase in importation of fill materials, the 10 year increase in the timeframe for extraction on the site and the use of the Modification provisions under the EP and A Act, 1979. The modified proposal is not substantially the same development as was originally proposed. As such, it is considered that a new Development Application is required to substantiate the proposed increase.

PF Formation contend that the proposed modification would result in substantially the same development. In particular, the proposed modification does not change the:

1. nature of the operations (no additional activities are proposed);
2. site footprint or final landform;
3. maximum daily total traffic movements;
4. annual production levels; or
5. hours of operation.

As outlined in Section 1.4 of the SoEE, less overburden material (non-saleable material) has been encountered than originally anticipated and fewer fines have been generated from washing. As a result, the amount of material available to achieve the final landform has not been realised. Therefore, provision for importation of additional fill materials (within existing trucking limits) will in fact provide for the creation of the currently approved final landform.

In relation to the 10 year increase in operational life, the additional timeframe does not change the development but rather is required for the development to occur in the manner originally proposed, i.e. it would not result in a greater extent of extraction but would provide for continuation of washing and filling operations such that the approved resource can be fully recovered and the approved final landform achieved. It is noted that modification applications involving an increase in operational life are relatively common. For example, the Haerses Road Quarry, also in Maroota, received approval of a modification application in November 2017 for a 20 year increase in operational life. Therefore, in light of all of the above, the increase in operational life is also considered to result in substantially the same development.



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Attachments: SoEE Figures 1 and 2 with blue site boundary (see below)



