



# ***Bass Point Quarry***

**Modification 2**

**Increased Truck Movements**

*Section 75W  
Modification Assessment  
(MP 08-0143 MOD 2)*



January 2019

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### **Cover photo**

View from Bass Point Quarry looking east (Insite Planning Services Pty Ltd - Hanson 2011)

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# Executive Summary

Hanson Construction Materials Pty Ltd (Hanson) owns and operates the Bass Point Quarry, located approximately 2 kilometres south of the town of Shellharbour in the Shellharbour Local Government Area.

Hanson has applied to modify its project approval to increase the maximum number of truck dispatches permitted from the quarry during the morning shoulder period, from 23 to 27 trucks between 5 am and 6 am (4 additional trucks) and 23 to 38 trucks between 6 am and 7 am (15 additional trucks). The modification does not seek to change any other aspect of the approved operations.

The quarry has approval to operate 24 hours per day, seven days per week until 2044 and currently produces approximately 2 million tonnes per year of high quality hard rock aggregate products for the construction industry. These products are transported by road to Sydney and other areas around NSW. This modification would provide greater flexibility to manage product dispatch activities to Hanson's concrete batching plants and road construction markets by reducing the time trucks spend in peak traffic flows which would in turn benefit commuters travelling towards Wollongong and Sydney.

The Department publicly exhibited the modification from 22 February to 8 March 2018 and requested advice from relevant government agencies including Shellharbour City Council. The Department received four submissions from government agencies and 12 submissions from the members of the public objecting or commenting on the proposal.

The Department identified that the key issues for the modification relate to road noise and traffic. The Department's assessment has concluded that the modification would not result in any significant impacts beyond those previously assessed and approved. The modification would also continue to benefit the region and NSW through the effective supply of quarry products and concrete to the Sydney construction industry. As such, the Department considers that the proposal should be approved, subject to recommended conditions.



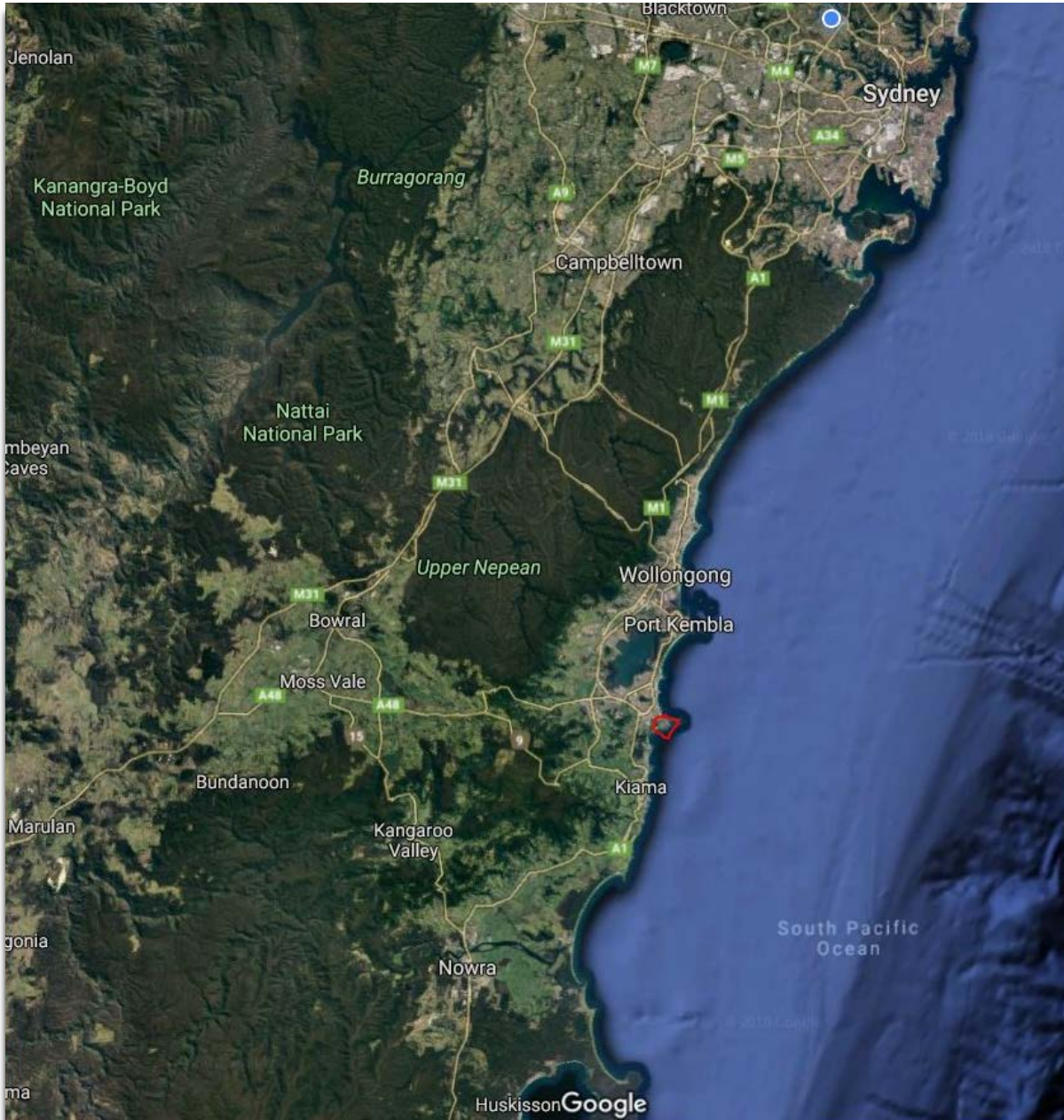
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# 1. Introduction

Hanson Construction Materials Pty Ltd (Hanson) owns and operates the Bass Point Quarry, located 2 km south of the town of Shellharbour, in the Shellharbour Local Government Area, approximately 110 kilometres (km) south of Sydney (see **Figure 1**).



**Figure 1** | Location of Bass Point Quarry (shown in bold red outline)

## 1.1 Approval History

Quarrying has occurred on the site periodically since the 1880s and continuously since the 1960s under various approvals. The quarry currently operates under project approval MP 08\_0143, granted on 28 January 2014 by a

delegate of the then Minister for Planning and Infrastructure under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This approval allows Hanson to:

- extract and transport up to 4 million tonnes per annum (Mtpa) of hard rock material from the site until 31 January 2044;
- transport up to 3 Mtpa of quarry product by road;
- decommission the existing processing facility and construct a new processing facility between the two extraction areas;
- relocate the concrete plant and administration buildings;
- construct additional amenity bunds along the northern boundary of the site; and
- progressively rehabilitate the site.

The project approval was previously modified on 29 June 2017 to amend the location of the site office facilities and noise monitoring requirements.

Hanson is approved to transport up to 4 Mtpa of quarry products from the site each year, with up to 3 Mtpa permitted to be transported by road. Any portion of this total may be transported off-site by ship using a dedicated loading facility adjacent to the site. In July 2011, Hanson decommissioned its transport ship MV Claudia, previously used to ship product to Hanson's Sydney concrete batching plant at Blackwattle Bay, and is not currently using this transport method. Hanson has indicated that it is exploring options to re-instate transporting aggregate by ship from the quarry to a Sydney location.

Quarry products are dispatched via a designated transport route including Bass Point Quarry Road, Dunmore Road and Shellharbour Road to the Princes Highway interchange (see **Figure 2**). Most trucks continue north along the Princes Highway to Wollongong or Sydney, but a small number head south to a range of destinations.

The existing approval limits the dispatch of trucks from the site to:

- 40 in any hour between 7 am and 10 pm;
- 23 in any hour between 10 pm and 7 am; and
- no more than 500 in any 24-hour period.



## 2. Proposed Modification

On 23 January 2018, Hanson lodged a modification application for MP 08\_0143 under section 75W of the EP&A Act. The proposed modification seeks to increase the maximum number of trucks that may be dispatched from the quarry during the morning shoulder period to:

- 27 trucks between 5 am and 6 am (4 additional trucks); and
- 38 trucks between 6 am and 7 am (15 additional trucks).

No other changes are proposed to the quarry's extraction, processing and stockpiling operations, or the approved transport route.

The modification application is supported by an Environmental Assessment (EA) and accompanying documentation (see **Appendix A**).

## 2.1 Justification

Hanson states that, in recent years, trucks dispatched from the quarry during the early morning are increasingly delayed in peak hour traffic whilst travelling north towards Wollongong and Sydney. The proposed modification would enable Hanson to improve the efficiency of its transport operations and avoid delays in early morning product deliveries. Trucks would reach their destinations on time and reduce delays in the supply of quarry product to Hanson concrete batching plants or the broader construction market.

Hanson considers that the morning peak period is occurring earlier in the day and that by leaving the quarry before 7 am, trucks would avoid being delayed in peak traffic. Trucks would also be able to return to the quarry travelling against the peak traffic flow. These trucks are providing early morning deliveries to Hanson's concrete batching plants or to road and construction works which require product early in the day.



# 3. Statutory Context

## 3.1 Scope of Modification

MP 08\_0143 was approved on 28 January 2014 under Part 3A of the EP&A Act and remains a transitional Part 3A project under Schedule 2 to the *EP&A (Savings, Transitional and Other Provisions) Regulation 2017*. The power to modify transitional Part 3A projects under section 75W of the Act, as in force immediately before its repeal on 1 October 2011, has recently been discontinued. However, as the request for this modification was made before the 'cut-off date' of 1 March 2018, as found in clause 3BA of Schedule 2, the provisions of clause 3 of Schedule 2 continue to apply and the application must be dealt with under the former section 75W of the EP&A Act.

The Department has reviewed the scope of the modification application and considers that the application would not change the nature or scale of approved operations at Bass Point Quarry. The modification would allow for additional trucks to be dispatched during the morning shoulder period but would not increase the total number of trucks dispatched over a 24-hour period.

Therefore, the Department is satisfied the proposed modification is within the scope of section 75W of the EP&A Act and may be determined accordingly.

## 3.2 Approval Authority

The Minister for Planning is the approval authority for the proposed modification. However, under the Minister's delegation of 11 October 2017, the Executive Director, Resource Assessments and Compliance may determine the application, as less than 25 objections from the public were received, Shellharbour City Council (Council) does not object to the proposal and Hanson has not reported any political donations.

## 3.3 Environmental Planning Instruments

The following environmental planning instruments (EPIs) apply to the project:

- *State Environmental Planning Policy (State and Regional Development) 2011*;
- *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007*;
- *State Environmental Planning Policy No. 33 (Hazardous and Offensive Development)*;
- *State Environmental Planning Policy (Coastal Management) 2018*;
- *State Environmental Planning Policy (Infrastructure) 2007*; and
- *Shellharbour Local Environmental Plan (LEP) 2013*.

The Department has considered the proposed modification against the relevant provisions of these EPIs. The Department is satisfied that the proposed modification is permissible and can be undertaken in a manner that is generally consistent with the aims, objectives and provisions of these instruments.

### 3.4 Objects of the EP&A Act

The Minister or delegate must consider the objects of the EP&A Act when making decisions under the Act. The objects of the EP&A Act changed on 1 March 2018. The Department has assessed the proposed modification against the current objects set out in section 1.3 of the Act. The objects of most relevance to the proposed modification are:

- *Object 1.3(a): to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources;*
- *Object 1.3(b): to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment;*
- *Object 1.3(c): to promote the orderly and economic use and development of land;*
- *Object 1.3(e): to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats;*
- *Object 1.3(i): to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- *Object 1.3(j): to provide increased opportunity for community participation in environmental planning and assessment.*

The Department has considered these objects in its assessment of the proposed modification.



## 4. Engagement

### 4.1 Department's Engagement

Clause 118 of the *Environmental Planning & Assessment Regulation 2000* (EP&A Regulation) requires the Department to make the modification application publicly available. After accepting the EA for the proposed modification, the Department placed a public exhibition notice in the *Illawarra Mercury* on 17 February 2018 and the *Wollongong Advertiser* on 21 February 2018 and publicly exhibited the application and accompanying EA from 22 February to 8 March 2018:

- on the Department's website;
- at Service NSW Centres;
- at Council's office;
- at the NSW Nature Conservation Council's office in Sydney; and
- notified affected landowners through letters mailed on 19 February 2018.

The Department sought expert advice from the Environment Protection Authority (EPA), NSW Health, Roads and Maritime Services (RMS) and Council.

The Department received a submission from each of these agencies, and 12 submissions from members of the public objecting to or commenting on the proposal. A summary of these submissions is provided below, and copies of all submissions are provided in **Appendix B**.

The Department is satisfied that the exhibition and notification process met the requirements of the EP&A Act and the EP&A Regulation.

## 4.2 Hanson's Engagement

Hanson consulted with Council in December 2017 and January 2018 regarding the proposed modification, and Council requested that Hanson assess potential road noise impacts for local residents and consult with residents adjacent to Dunmore Road.

Hanson notified residents along the approved transport route through an information leaflet hand delivered to letterboxes on 15 and 20 December 2017. Several email enquiries were received and Hanson provided written responses to all enquiries. This information is included in the EA (see **Appendix A**).

The modification was discussed at the project's Community Consultative Committee meeting on 13 December 2017. At this meeting members suggested dispatching more trucks outside of school drop-off times (8 am to 9 am). Members also questioned the timing of the letterbox drop which occurred during the Christmas holiday period. Hanson advised that residents would have the opportunity to formally comment during the public exhibition period as part of the Department's assessment process.

## 4.3 Agency Advice

The **EPA** considered that the EA's Road Traffic Noise Assessment (RTNA) had not been undertaken in accordance with the *NSW Road Noise Policy* (RNP). The EPA requested that Hanson revise the location of road noise monitoring, identify all noise modelling inputs, include an assessment of feasible and reasonable mitigation measures and provide road noise predictions for Bass Point Quarry Road.

Additionally, the EPA requested further information on existing noise barriers on Bass Point Quarry Road and an assessment of operational noise impacts from increased loading and haulage during the morning shoulder period. The Department has considered the road and operational noise impacts of the proposal in **Sections 5.1** and **5.3**.

**Council** requested that quarry trucks are restricted to a 50 km per hour speed limit on Bass Point Quarry Road, and that any increase in truck movements is limited to weekdays only. Hanson concurs with these requests.

In addition, Council requested that Hanson undertake a visual inspection of the structural acoustic integrity of the noise barriers and provide a report of any required maintenance to Council. Hanson agreed to these requests, and the Department has considered these matters further in **Section 5.1**.

**NSW Health** requested clarification on several aspects of the road noise assessment including sleep disturbance, assessment methodology and road noise mitigation measures. Hanson provided clarification on these matters in its RTS and NSW Health subsequently advised that it had no further comments on the proposal.

The Department has considered the road noise impacts of the proposal in **Section 5**.

**Roads and Maritime Services (RMS)** advised that it had no concerns about the proposal, noting that the proposed increase in truck movements would be unlikely to significantly impact the State road network.

## 4.4 Public Submissions

The Department received 12 submissions from local residents, eight of which objected to the modification. These submissions raised concerns over road traffic noise impacts, environmental amenity impacts relating to dust and noise, truck driver behaviour, road condition, and the adequacy of the existing noise barriers.

Many residents identified that existing noise levels on Dunmore Road were high and raised concern over the proposal's potential sleep disturbance impacts.

Submissions also cited concerns over dust impacts at their properties caused by airborne dust from road surfaces and truck movements along the transport route.

Copies of these submissions are provided in **Appendix B**.

The Department has considered these matters further in **Section 5**.

## 4.5 Response to Submissions

On 30 August 2018, Hanson provided a Response to Submissions (RTS) to address issues raised in submissions (see **Appendix C**). Agencies were provided an opportunity to review the RTS and provide additional advice.

The Department has considered all issues raised in submissions and in Hanson's RTS in its assessment of the proposed modification.



# 5. Assessment

The Department has assessed the merits of the proposed modification in accordance with the relevant objects and requirements of the EP&A Act. The Department has considered the:

- modification application and accompanying EA;
- public submissions;
- RTS and additional information provided by Hanson;
- expert advice from government agencies;
- EA for the original project application;
- existing conditions of the approval, as modified; and
- relevant EPIs, policies and guidelines.

The Department considers the key assessment issues of the proposal relate to road noise and traffic. The Department's assessment of these issues is provided below, with consideration of other impacts then provided in **Table 3**.

## 5.1 Road Traffic Noise

It is important to preface the road traffic noise assessment section with details of the history of the quarry's haul road and arrangements.

Since the establishment of the quarry in the 1880s, residential development surrounding the site has significantly increased. Initially, Hanson owned the easement for Bass Point Quarry Road, which was located further north of its existing location (formerly known as the Bass Point Quarry Haul Road). In the 1990s, Council requested that Hanson relinquish this easement to facilitate the development of residential land in Shell Cove. In exchange, Council agreed to relocate Bass Point Quarry Road, construct a noise attenuation wall along the road and facilitate acoustic treatment for residences constructed in close proximity. This agreement was executed under a Deed between the two parties, which remains in place today.

Existing truck limits were established in accordance with the *Environmental Criteria for Road Traffic Noise 1999* (ECRTN). This assessment identified that hourly truck movements during the night time period would need to be limited to 46, in order to achieve the  $LA_{eq}(1 \text{ hour})$  criterion for residences on Dunmore Road.

Since this time, the ECRTN has been superseded by the RNP, which establishes a night time noise criterion based on the LA<sub>eq(9-hour)</sub> period for sub-arterial roads. The Department notes that the EA contains an assessment against the road noise criteria of the RNP.

Operational noise from the quarry is managed under approval conditions which reference the *Industrial Noise Policy 2000*. Current operational noise criteria in the project approval specifically exclude noise generated by the transport of quarry products along Bass Point Quarry Road.

The EA provided a Road Traffic Noise Assessment (RTNA), prepared by SLR Consulting (SLR) in accordance with the RNP.

To establish existing noise levels, SLR conducted noise monitoring at a location considered representative of the five most affected residences along Dunmore Road. SLR considered that the most affected residence is a double-storey house located 23 metres (m) from the centreline of the road. This distance was subsequently revised to 18m at the request of the EPA.

Using this data, SLR utilised the US Environmental Protection Agency’s methodology to predict noise levels at receivers from the proposed additional truck movements. The predicted noise levels are summarised in **Table 1** below.

**Table 1** | Predicted road traffic noise levels for Dunmore Road and Bass Point Quarry Road

<b>Existing and Proposed Road Traffic Noise Levels (dB(A) re 20 µPa)<sup>1</sup></b>						
<b>Period</b>	<b>Dunmore Road<sup>2</sup></b>			<b>Bass Point Quarry Road<sup>2</sup></b>		
	<b>Existing</b>	<b>Proposed</b>	<b>Increase</b>	<b>Existing</b>	<b>Proposed</b>	<b>Increase</b>
LA <sub>eq(1hour)</sub> 5 am to 6 am	67.5	67.7	0.2	48.3	49.0	0.7
LA <sub>eq(1hour)</sub> 6 am to 7 am	68.6	69.3	0.7	45.8	48.0	2.2
LA <sub>eq(9hour)</sub> 10 pm to 7 am	63.2	63.5	0.3	-	-	-

<sup>1</sup>All numbers measured or calculated, and near façade corrected.

<sup>2</sup>Most affected residence

The Department notes that existing traffic noise levels on Dunmore Road are higher than the RNP’s residential noise assessment criterion of 55 dB(A) LA<sub>eq(9hour)</sub>. On this basis, when considering the impacts of the proposal, the RNP advises that additional traffic noise should not exceed 2 dB(A) above existing noise levels.

For Dunmore Road, the proposed additional truck movements would generate a 0.2 dB(A) increase in noise between 5 am and 6 am, and a 0.7 dB(A) increase in noise between 6 am and 7 am. Over the night time period the LA<sub>eq(9hour)</sub> overall traffic noise would increase by 0.3 dB(A).

In addition to the above, the Department notes that the majority of traffic noise during this period is attributed to non-quarry related traffic and considers that the proposed 2 dB(A) change in noise level represents a minor impact that would not be perceptible to the average person, particularly given that the noise levels are averaged over long periods (either one hour or nine hours).

In response to the EPA’s request, Hanson also provided additional noise modelling for residences along Bass Point Quarry Road. At the most affected residence, it was calculated that the proposed additional truck movements would generate increases in noise levels of 0.7 dB(A) between 5 am and 6 am, and 2.2 dB(A) between 6 am and 7 am. LA<sub>eq(9hour)</sub> noise levels were not provided.

The Department notes that predicted noise levels on Bass Point Quarry Road would remain lower than the RNP's night time assessment criterion of 55 dB(A). Therefore, it is expected that the noise levels over a 9-hour average period would be likely to be less than 2 dB(A), as supported by the Dunmore Road noise modelling in **Table 1**.

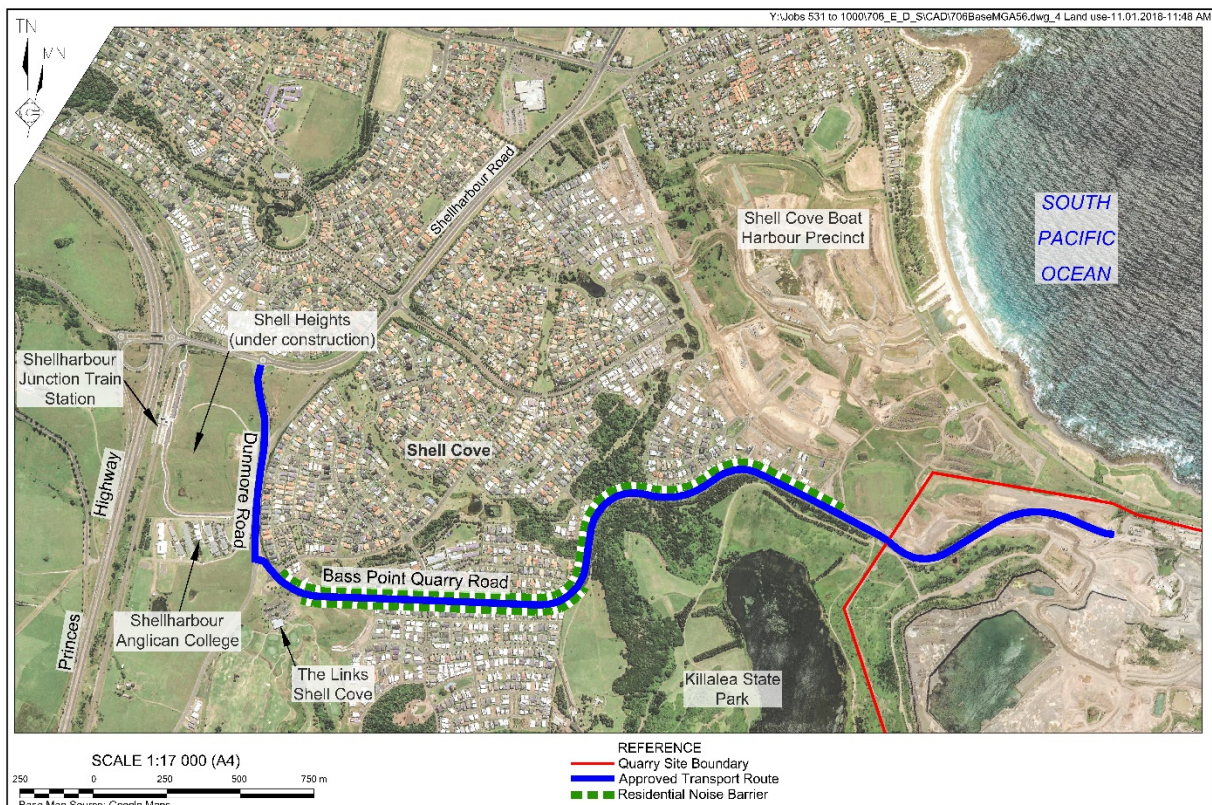
In response to concerns raised by NSW Health and EPA, Hanson provided an assessment of sleep disturbance impacts in its RTS. Hanson noted that the RNP does not establish criteria for sleep disturbance impacts, and as such, it applied a criterion of existing traffic noise levels  $LA_{eq}(1hour)$  plus 15 dB(A), in accordance with the *Roads and Traffic Authority's Environmental Noise Management Manual 2001*.

On this basis, the  $L_{Amax}$  applicable assessment criteria are defined as:

- 80.7 dB(A) during the 5 am to 6 am period; and
- 82.3 dB(A) during the 6 am to 7 am period.

The maximum noise levels predicted from truck movements range between 73 dB(A) and 80 dB(A)  $L_{Amax}$ . These noise levels remain within the defined assessment criteria, and agencies raised no further concern in relation to sleep disturbance impacts.

EPA advised that the RNP requires an assessment of feasible and reasonable mitigation before applying the 2 dB(A) relative increase criteria. In its RTS, Hanson advised that a number of noise mitigation measures are in place including speed limit restrictions, road maintenance agreements, and a Driver's Code of Conduct. Additionally, Hanson advised that noise barriers along the Bass Point Quarry Road provided noise attenuation for adjacent residences. However, Hanson emphasised that these barriers were constructed by and are the responsibility of the Council.



**Figure 2:** Bass Point Quarry Approved Transport Route and Noise Barriers

SLR advised in its revised noise modelling for Bass Point Quarry Road, that it observed gaps in the noise barriers and that truck noise levels could be further reduced by eliminating the gaps in the barriers. In response to Council's request, Hanson has committed to undertake a visual inspection of the noise barriers along Bass Point Quarry Road

and provide a report to Council detailing any works required to ensure the noise barriers continue to provide effective noise attenuation. Council would be responsible for any remediation works. Given that Council constructed the noise barriers, the Department considers this approach to be appropriate and has recommended a condition to this effect.

Council also requested that any increase in truck movements is limited to weekdays, in order to protect the amenity of local residents. Considering that early morning peak hour traffic is likely to be less on weekends, the Department considers this request to be reasonable and has recommended a condition to this effect.

The Department notes that Hanson is currently required to implement a Transport Management Plan and Driver’s Code of Conduct. Hanson has agreed to review and update these documents following the determination of this modification. Nonetheless, the Department has recommended contemporary traffic management conditions to ensure that traffic impacts continue to be managed appropriately, including requirements to manage traffic safety issues and ensure compliance with the Driver’s Code of Conduct.

Subject to the recommended conditions, the Department considers that road noise impacts of the proposal are acceptable.

## 5.2 Traffic and Transport

Increased truck movements during the morning shoulder period would generate additional traffic along the quarry’s haulage route. Some local residents raised concerns over traffic congestion during the morning shoulder period, particularly at the roundabout of Buckleys Road and Southern Cross Boulevard.

**Table 2** provides a summary of the proposed truck movements in comparison to existing traffic volumes on Dunmore Road in the morning shoulder period. Dunmore Road has higher traffic flows than Bass Point Quarry Road.

**Table 2:** Existing and proposed weekday traffic volumes on Dunmore Road

Time	Existing Traffic Volume*	Proposed Truck Movements	% increase total traffic volume	% increase in heavy vehicle movements
5 am-6 am	202 (46)	54 (+8)	4.0%	17.7%
6 am-7 am	309 (46)	76 (+30)	9.7%	68%

\*Traffic volume includes quarry trucks dispatching at the maximum approved limit of 23 per hour (46 truck movements).

As a result of the modification, overall traffic volume is predicted to increase on Dunmore Road by up to 10%. However, an additional 30 heavy vehicle movements would occur during the 6 am to 7 am period, representing an increase in heavy vehicle movements of 68% during this hour. Although this is a significant increase in heavy vehicle movements, the Department considers these increases to be acceptable.

Some submitters raised concern over the degradation of roads used by quarry trucks and associated safety and amenity impacts. The Department notes that Hanson is currently required to pay contributions to Council for the maintenance of Dunmore Road and Buckleys Road and is responsible for the maintenance of Bass Point Quarry Road. In response to these concerns, Hanson has advised of its intentions to resurface Bass Point Quarry Road once the Shell Cove Marina development had been completed. The Department would expect Hanson to confirm the timing of this commitment in its Traffic Management Plan, which would be required to be updated should this modification be approved.

The Department considers that the traffic impacts of the proposal are acceptable and can continue to be managed under existing conditions of approval.

### 5.3 Other Issues

The Department is satisfied that the other impacts of the proposal are likely to be minor. Assessment of these other impacts is summarised in **Table 3** below.

**Table 3** | Summary of other issues raised

Issue	Findings	Recommended Condition
Operational Noise	<ul style="list-style-type: none"> <li>The proposed modification would result in an increase in loading and dispatch activities in the early morning period.</li> <li>Hanson advised that potential noise impacts from these additional activities would remain within the project's approved noise limits.</li> <li>These noise limits were set when considering worst case scenarios with existing mitigation measures in place, and the Department considers that any increases in noise would be negligible at the closest sensitive receivers.</li> <li>Hanson advised that it would continue to undertake quarterly attended noise monitoring in accordance with its approved Noise Management Plan.</li> </ul>	<ul style="list-style-type: none"> <li>The Department considers that any increase in operational noise is likely to be negligible, and that impacts can be adequately managed under the existing conditions of approval.</li> </ul>
Driver Behaviour	<ul style="list-style-type: none"> <li>Submitters raised concerns about driver behavior, including the illegal and dangerous practice of parking along the verges of Dunmore Road, and the noisy practice of compression braking.</li> <li>Hanson advised that all complaints are recorded, investigated and responded to within 48 hours.</li> <li>Hanson encouraged members of the community to report any poor driver behaviour, and that all drivers are continuing to adhere to a Driver's Code of Conduct.</li> </ul>	<ul style="list-style-type: none"> <li>The Department has recommended an updated condition requiring a Transport Management Plan, including a Driver's Code of Conduct, to ensure that road safety requirements are adhered to.</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>Submitters also raised concerns over dust impacts associated with additional truck movements along the transport route.</li> <li>Hanson noted that significant construction works are occurring at Shell Heights and at the Shellharbour Marina Precinct, and that trucks associated with these works are also using Dunmore and Bass Point Quarry Roads.</li> <li>The proposed modification has the potential to increase dust emissions due to the additional loading activities during the morning shoulder period.</li> <li>Hanson also advised that it would continue to implement its dust monitoring program to ensure compliance with the current air quality criteria.</li> <li>The Department notes that the transport route is sealed, which reduces wheel-based dust generation, and all trucks are required to wet down and cover their loads.</li> </ul>	<ul style="list-style-type: none"> <li>The Department considers that the air quality impacts associated with the proposed modification would be low and acceptable.</li> <li>However, the Department has recommended a condition requiring that all laden trucks are cleaned of material that may fall from them before they leave the quarry site.</li> </ul>



## 6. Evaluation

The Department has assessed the merits of the proposed modification in accordance with the requirements of the EP&A Act. In doing so, the Department has carefully considered the community concerns regarding road noise and traffic safety. It considers that the overall environmental and social impacts of the proposal are limited and can be appropriately managed through existing and proposed conditions of approval. The proposal would allow Hanson to meet the demands of the Sydney construction market, whilst continuing to balance community expectations in relation to amenity and safety. The Department therefore recommends that the proposed modification should be approved.

A proposed notice of modification (see **Appendix D**) and a consolidated version of the project approval, as proposed to be modified (see **Appendix E**), have been prepared.

The Department has taken the opportunity to update existing administrative conditions to reflect its current drafting standards.

Hanson has accepted the proposed modified conditions of approval.



## 7. Recommendation

It is recommended that the A/Executive Director, Resource Assessments and Compliance, as delegate of the Minister for Planning:

- **considers** the findings and recommendations of this report;
- **determines** that the modification falls within the scope of section 75W of the EP&A Act;
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant approval to the application;
- **modifies** the approval MP 08\_0143; and
- **signs** the attached approval of the modification **Appendix D**.

Recommended by:

*MA. 17.1.19*

**Melissa Anderson**

Environmental Assessment Officer  
Resource Assessments

Recommended by:

*Howard Reed*

**Howard Reed**

Director  
Resource Assessments

*17.1.19*





## 8. Determination

The recommendation is: **Adopted** / Not adopted by:

*Michael Young*  
17/1/19.

**Mike Young**

A/Executive Director

Resource Assessments and Compliance



# Appendices

## **Appendix A – Environmental Assessment**

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=9066](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9066)

## **Appendix B – Submissions**

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=9066](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9066)

## **Appendix C – Response to Submissions and Additional Information**

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=9066](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9066)

## **Appendix D – Notice of Modification**

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=9066](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9066)

## **Appendix E – Consolidated Approval**

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=9066](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9066)