

25 March 2024

Department of Planning  
Contact: Polina Golberg

Via: NSW Planning Portal [Mod 6-Aggregate Recycling | Planning Portal - Department of Planning Housing and Infrastructure \(nsw.gov.au\)](#)

### MP08\_0143-Mod-6 – Aggregate Recycling

Dear Sir/Madam,

I refer to the above State Significant Development Modification (SSDM) currently being assessed by your department and thank you for the opportunity to comment. Council officers have undertaken a review of the SSDM and supporting information. This letter provides feedback on the SSDM for your consideration.

*Of note, as the submission deadline concludes on 26 March 2024, this submission has not been reported to the elected Council for formal consideration and endorsement. A further submission may be provided from the elected Council.*

I note that the modification seeks consent for:

- The importation of up to 160,000 tonnes per annum of concrete waste sourced from concrete batching plants operated by Hanson and subsidiaries,
- The importation of up to 40,000 tonnes per annum of recycled glass sourced from a third party
- The installation and use of a mobile crushing system to process the imported materials into recycled aggregate

Generally, the proposed aggregate recycling modification is anticipated to make contributions toward the circular economy, resulting in positive economic and environmental impacts. However, there are numerous matters required to be addressed within the proponent's proposal. Council has noted the following items for your consideration in assessment of the modification:

#### 1. General:

- a. The Modification Report states that concrete will be sourced from 'concrete batching plants operated by Hanson and its subsidiaries', and recycled glass sourced from 'a third party'. The terms 'subsidiaries' and 'third party' do not provide clear indications on who or where the recycled material will be sourced from. These details will have assessment implications for traffic and quality of materials. We request clarification of these items, including specific locations, and a list of subsidiaries and third parties.

- b. The height of the proposed recycling equipment has not been specified. We request clarification of the height, noting the maximum building height of 9 metres applicable to the site under the Shellharbour Local Environmental Plan 2013.
- c. The site is located within a 'Coastal Use Area' pursuant to the SEPP (Resilience and Hazards) 2021. The modification report must address Part 2.2 of the SEPP.
- d. Both the Surface Water Management Plan (2019) and Air Quality Management Plan (2021) have not been updated since their respective drafting dates. These should be updated with recent monitoring results, in addition to an impact assessment of the cumulative impacts from the existing and proposed works, providing specific mitigation measures for the proposed Mod 6 – aggregate recycling works.
- e. The average annual criterion for PM<sub>10</sub> for the averaging period has been recorded as two different values within the Air Quality Management Plan. Within section 4, it is recorded as 30µg/m<sup>3</sup>, and in section 6, it is required as 25µg/m<sup>3</sup>; this should be clarified within the amended report.

## 2. Transport:

- a. The land surrounding the quarry has undergone extensive change since the original approval in 2014, and the release of the Traffic Management Plan in 2021, creating new traffic demands in the region. Specifically, the NSW Government has identified land on Dunmore Road for a new regional hospital, with construction commencing in 2024, the Shellharbour Anglican college is due to expand, the Dunmore – Shell Heights subdivision is nearing completion of residential construction, there are numerous childcare centres in close proximity of the region, and vacant land between the hospital and school is planned to have a new subdivision. These developments have cumulatively increased the traffic demands along Dunmore Road.

In this regard, it should be noted that the current approval, issued in 2014, does not reflect the increased traffic demand in the area. While the proposed modification will not substantially alter the traffic impact from the quarry operations, the increased traffic demand in the area should be accounted for.

The following traffic impacts and suggestions are noted for your consideration:

- Council is currently undertaking a Safe Systems Assessment of the junction of Dunmore Road and Southern Cross Boulevard. This junction is currently serviced by a painted seagull island to facilitate the right turn into and south of Southern Cross Boulevard. The road surface at this junction has deteriorated, largely due to the 500 truck movements per day generated by the Bass Point Quarry. Preliminary investigations indicate that the junction should be upgraded to a roundabout. The proposed treatment would significantly enhance road safety and network efficiency at this junction.

- Condition 8 'Transport of Products' within the current consent restricts 'maximum laden truck dispatch and import'. The condition allows the most truck movements, at 40 per hour, between 7am – 10pm. This overlaps with the peak travel times for the school, childcare centres, and residential subdivisions in the area, contributing toward congestion along Dunmore Road. The Bass Point Quarry traffic and road safety impact upon the area could be significantly improved by restricting truck travel times: imposing no travel, or limited travel between 8am – 9:30am, and 2:30pm – 4pm on school days.
  - Condition 33 'Transport Management Plan' within the current consent requires the preparation and implementation of a Transport Management Plan (TMP) for the Bass Point Quarry. However, the condition and TMP do not provide explicit consideration to the growth or change of traffic demand in the region. Given the significant increase in traffic demand along Dunmore Road, which is expected to continue growing, it is recommended to input a mechanism within this condition to require revision of the traffic impacts and TMP at a regular interval.
- b. The current TMP and consent provides numerous measures for vehicle requirements moving **from** the quarry, but provides limited measures or requirements for vehicles arriving **to** the quarry. Specifically, the following should be considered:
- General vehicle requirements and movements for delivery of materials to the quarry.
  - The definitions of 'haulage route' and 'laden trucks' may require amendments to account for laden trucks arriving **to** the site.
  - The 'laden trucks' definition only accounts for excavated natural material (VENM/ENM), and does not account for the delivery of recyclable materials.
  - A condition limiting the quantity of recycled product that can be delivered to the quarry, similar to the 'fill material transport and importation' condition within the current consent.
  - Condition 8 'Transport of Products' should be amended to account for the arrival of trucks carrying recyclable product.
  - Conditions 13 and 14 under 'Road Maintenance' should be amended to account for contributions required for delivery of each tonne of recyclable material.
  - The transport conditions (27-35 in Schedule 3) may require amendments to account for trucks laden with recyclable material being delivered **to** the site. For instance, conditions which account for the delivery of recyclable material by Bass Point Quarry Road (condition 27), the arrival of laden trucks in a controlled and/or scheduled manner to minimise queueing and delays (condition 29), and accurate record-keeping for laden truck movements and delivery of recyclable materials, including where the materials are sourced from (condition 31).

- Arrival of laden trucks introduces some greater risk of spill enroute to the site. Please ensure the 'incident or breakdown' response measures are adequate to address this risk.
- c. While the number of trucks arriving to the site will remain the same, it is unclear if the delivery of recyclable materials and operation of recycling facilities necessitate changes to the truck delivery routes, timing, or manoeuvrability when entering and traversing the site.
- d. What are the noise, dust, traffic and environmental impacts of the trucks arriving laden with material?
- e. The current TMP states 'it is difficult to schedule arrivals to the quarry due to the different directions of approach from external jobs and the varying job completion times.' Further consideration, or revision of this commentary within the TMP is recommended, as poor scheduling of arriving trucks could result in adverse traffic impacts or operational efficiency
- f. The current TMP indicates that uncovered loads and loose materials bears one of the greater risks to other road users. The plan notes measures for vehicles 'loaded with quarry materials', but not for vehicles delivering recyclable materials to the quarry. As the trucks will be arriving laden with recyclable materials, consideration should be given to the details and conditions required to ensure road user safety.

### 3. Waste:

- a. The current waste management plan only accounts for asbestos identified in the demolition works. The modification report provides some details on how asbestos will be handled if identified in the laden recyclable material. Consideration should be given to whether the asbestos and contamination procedures in the modification report should be conditioned, or the waste management plan updated.
- b. The Environmental Protection Authority will require consultation to approve a variation to the existing Environmental Protection License 2193 to modify the 'Scheduled Activity' listed on that license, in order to undertaken the proposed activities.

### 4. Noise:

- a. The noise assessment details shown within the Modification Report and Environment Noise Assessment appears to show the noise for only the new equipment. It is unclear if the cumulative impact (existing + new) noise will meet the decibel requirements detailed in the consent. While the report notes that the new equipment achieves noise goals 10dB below the Approval noise limits, the cumulative impact may differ.



- b. A noise expert is recommended for consultation to assess the Environmental Noise Assessment Report.

If you require any further information or wish to discuss the above, please do not hesitate to contact Council's Town Planner – Statutory Planning, Jacob Lia at [council@shellharbour.nsw.gov.au](mailto:council@shellharbour.nsw.gov.au) or alternatively on (02) 4221 6111.

Yours sincerely,

**Jacob Lia**

Town Planner – Statutory Planning