

I object to Champions Quarry Modification 4 application as no consideration has been given to consequences in relation to previous Modification 2 that was approved with lower per hour truck numbers.

**Original Project approval Schedule 2, Condition 12** required to **Seal the access road between CEA and SEA** (Central and Southern extraction areas)

**Then** this happened:

**Modification 2 (DA 09\_0080 MOD2) was approved in September 2016 and involved the following amendments:**

- Amendment to allow the use of scales fitted to front end loaders for weighing product as an alternative to the use of a weighbridge;
- Amendment to allow the use of watering of the internal haul road that connects the central and southern extraction areas as an alternative to sealing the road;
- Amendment of the boundaries of the biodiversity offset areas, including clarifying that a tree screen on the northern side of the Quarry access road does not form part of the Biodiversity Offset Strategy; and
- Allowance for reduction to the number of Community Consultative Committee meetings held each year.

**But** Modification 2 was approved for the original Project that permits 5 laden trucks per hour.

Watering of the internal haul road will not be sufficient for a proposal for twice as much material per hour to be available for loading. Sealing of this haul road is imperative now that twice as much material must be available for twice as many trucks per hour meaning huge increase in use of internal haul road between CEA & SEA (Central and Southern Extraction Areas).

This amendment to allow watering instead of sealing must be reassessed by the Dept in light of the huge increase proposed for material to be available via the haul road for doubling of hourly truck loading.

I object to Champions Quarry Modification 4 as the Environmental Assessment is incomplete.

Without particulars I cannot comment, and the Department of Planning and Environment cannot assess on the impact of 200 daily truck movements when sort details, categories, class, type, how, where etc are not available.

And creates more questions as to why a sort is required for “intermittent periods of high demand” but makes no mention of a truck sort during other times. And many more questions.

Environmental Assessment page 5 states.

*3. Proposed modification 4*

*The Proponent is seeking approval to increase the hourly limit from 5 laden trucks per hour to 10 laden trucks per hour, and hence the daily limit from 50 to 100 trucks per day. However, the Proponent does not propose any change to the annual extraction limit. The application for a maximum of 10 trucks per hour is being **sort for intermittent periods of high demand** to enable the Quarry to supply material to large projects including the Pacific Highway upgrade. The frequency of 10 trucks per hour traveling on any one route will be rare but will enable the Proponent to maintain supply to their regular local customers as well as any intermittent larger supply contracts.*

The Environmental Assessment makes the statement and then provides no information to explain the truck sort. The Environmental Assessment lacks any detail on this proposed sort.

There is no identification in the application as to how or where the 10 trucks per hour will be sorted.

Please do not release my personal details.