PRELIMINARY

ENVIRONMENTAL ASSESSMENT

WASTE AND RESOURCE MANAGEMENT FACILITY

HODGSON QUARRY PRODUCTS

PACIFIC HIGHWAY

FRAZER PARK

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1. INTRODUCTION

Hodgson Quarry Products operates a quarry at:

- Lots 1 & 2, DP 549905, and
- Lot 465, DP 755266.

The location of the site is Nos.800-900 Pacific Highway, Frazer Park (**the Site**).

Figure 1 shows the location of the Site.

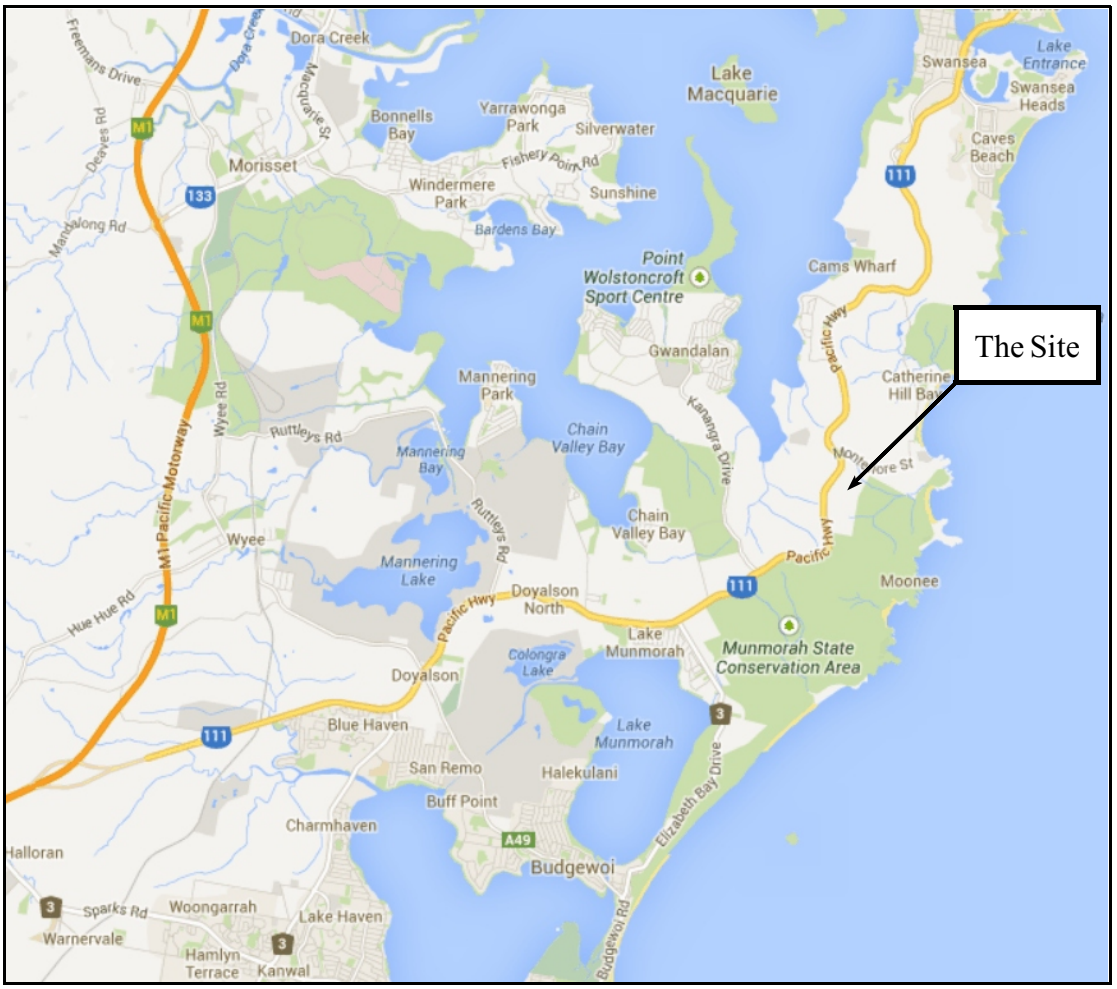

Figure 1: Location of the Site.

Figure 2 is an extract from an aerial photograph of the Site showing the location of the existing extractive industry. **Figure 3** is a more detailed plan of the Site.

Figure 2: Aerial photograph showing the Site and the existing extraction operation on the Site.

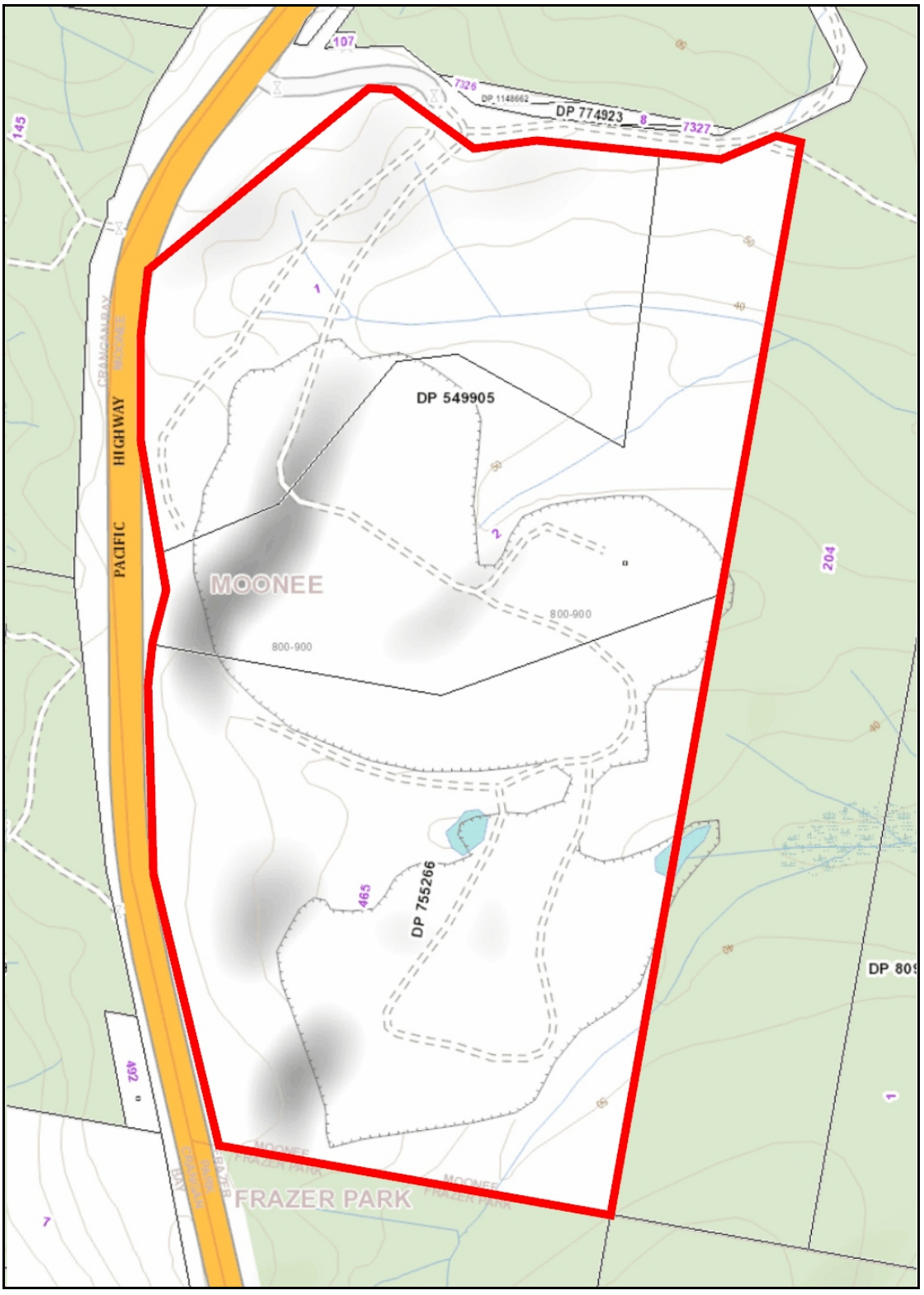

Figure 3: Plan showing the borders of the Site and cadastral details.

2. PROPOSED DEVELOPMENT

It is proposed to import cemiticious materials which would:

1. In some circumstances, be crushed and blended with the extractive materials won on the Site to produce a more marketably product.

2. In other circumstances, include materials which could not be blending with quarry products but could be sorted and/or processed for recycling at other facilities not on the Site.

It is proposed to import:

- Cemiticious materials
- Brick
- Tiles
- Glass
- Ash
- Clay, sand and soil.

The construction and building demolition waste materials which Hodgson Quarry Products intends to bring to the quarry would be sourced and delivered to the Site as either sorted or mixed loads. Mixed loads would most likely also include the following materials:

- various timbers such as hardwoods and pine
- metals such as copper, aluminium and steel.

It is estimated that the maximum amount of materials to be imported would be 200,000 tonnes per annum. If 200,000 tonnes of material is imported to the Site over a period of 48 weeks, the average weekly importation of material would be 4,200 tonnes which, assuming an average load of 30 tonnes, would generate an additional 28 one-way truck movements per day. It may well be, however, that there would be peaks in the number of truck movements above the 28 one-way movements, depending on contracts won for receiving construction and demolition materials.

Building and construction waste would be sourced from civil contractors undertaking demolition and new developments in the region and also from outside the region where appropriate and economically viable. There may be times when those other than the civil contractors may wish to dispose of such materials when it is more cost efficient than taking them to landfill.

Materials received would be sorted by a combination of man power and machinery. The main sorting process would be by the use of the excavator which is already on the Site which would utilise several attachments depending on the material being sorted. Attachments include a hammer attachment for breaking down large pieces of material, a sieve and a bucket.

Material would be placed in product specific stockpiles using the front end loader already on the Site. Stockpiles would be located in the immediate vicinity of the existing stockpiles on the Site with the exact location of those stockpiles being determined as part of the application process.

Where appropriate, material would be processed into required sizes using the existing crushing and screening plant on the Site. The quantity of material to be blended with the quarry materials would vary between a 30% and 80% blend with quarry products depending on the specifications of the specific market.

Material would arrive at the quarry site and would be taken over the existing weighbridge. Visual inspection of the load would take place at this time to determine the category of material. The driver would be issued with a docket and directed to the relevant section of the Site for placement of the material for processing.

Cementitious materials would be sorted and stockpiled according to category of materials such as brick, concrete, tiles and mixed materials awaiting blending with quarry product through the existing processing equipment.

Any timber product sourced from demolition sites would be stockpiled separately to other materials. Once a suitable stockpile has been established, a tub grinder would be commissioned to mulch that timber material which would then be utilised either in the rehabilitation of the Site or sold as landscape supplies.

Other materials such as non-ferrous metals would be separated and placed in bins to be taken from the Site to approved metal recyclers.

The proposed changes in the quarry operations would not affect the rate at which conglomerate and sand are extracted from the Site pursuant to existing consents.

No new equipment would be used in the altered operations.

Apart from the existence of new stockpiles of imported materials within the quarry void, the appearance of the Site would not change.

3. KEY ISSUES

Key issues with the existing extraction relate to:

- Truck numbers and Traffic Impact
- Air Quality
- Acoustic Impact
- Soil and Water Management
- Rehabilitation.

All of the above key issues were canvassed in the Environmental Assessments which have been undertaken for the original applications and subsequent modifications of the consent. Environmental monitoring takes place on the existing extraction site to ensure that the existing extraction operates within the environmental controls which are contained in the Environment Protection Licence and the conditions of consent under which the extraction operates.

These key issues would also be relevant to the proposed development as follows:

Truck Numbers and Traffic Impact

The additional truck movements associated with the proposed development have the potential to impact on the local road network.

A detailed traffic impact assessment would be conducted as part of the Environmental Assessment for the proposed development.

Air Quality Impact

The proposed development would have the potential to impact on the air quality of the locality.

A detailed air quality impact assessment would be undertaken as part of the Environmental Assessment for the proposed development.

Acoustic Impact

The additional works would generate noise which has the potential to impact on the amenity of the locality.

A detailed acoustic impact assessment would be undertaken as part of the proposed development.

Soil and Water Management

A detailed water balance analysis together with soil and water management plans would be developed as part of the Environmental Assessment for the proposed development.

Rehabilitation

As per the approved extraction, there will be a detailed rehabilitation plan prepared which demonstrates how the additional development on the Site would be integrated into the existing rehabilitation plan for the Site.

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