

## Detailed information about proposal and DA submission material

### 1 Overview

- 1.1 The applicant proposes the construction and operation of a crushing and separating facility inside a building. The facility would process 90,000 tonnes of virgin excavated natural material (VENM) and excavated natural material (ENM) sandstone, as well as concrete, annually. This equates to approximately 250 tonnes per day.

### 2 Processing and storage building

- 2.1 Materials for processing will be housed entirely within a new building. Materials which have been processed will also be retained within the building in stockpiles.
- 2.2 The proposed building has a depth of 37.6 metres and a width of 53.2 metres, equating to a floor area of 2,000 m<sup>2</sup>. The proposed height ranges from 15.2 metres to 16.9 metres as a result of the site's gradient, comparative with neighbouring properties. Other than a small office and amenities equating to 40 m<sup>2</sup> in area, the building is mostly open plan to accommodate the concrete crushing machine, material stockpiles and delivery vehicles to allow for efficient loading and unloading of materials.
- 2.3 The building will be constructed of concrete tilt-up panels, relying on a steel frame structure, and its roof will be constructed of Colorbond metal roof sheeting. The building's floor will be a concrete slab. The windows will be fixed glass with metal awnings above. An undercroft parking area is proposed at the lower side of the property adjacent to Edward Street.
- 2.4 Due to the site's gradient, and to improve efficiency, the building's ground floor is elevated between 3.2 metres to 4.2 metres from natural ground level (towards the Brisbane Street frontage).

### 3 Crusher

- 3.1 The crusher machine proposed is a Mobirex Kleeman Evo-Line MR130 ZEVO. The crusher has a maximum potential feed capacity of approximately 450 tonnes per hour of natural stone, or approximately 240 tonnes per hour of construction waste concrete. The proposed daily crushed material is 250 tonnes and highlights the small scale of the proposal.
- 3.2 The crusher will operate on diesel fuel.
- 3.3 The proposal does not include any concrete batching or product grinding and cutting.

### 4 Noise and vibration impacts

- 4.1 An Acoustic and Vibration Report has been prepared by Envirotech Pty Ltd and submitted with the application. It assesses the potential noise and vibration impacts associated with the facility during the construction and operational phases. It also provides recommendations for noise related mitigation measures.
- 4.2 The acoustic assessment concludes that the noise generated by the facility will be negligible once noise attenuation recommendations are put into place at the surrounding industrial receivers.

- 4.3 The maximum decibels of the crusher are predicted to be 99dBA. These acoustic impacts will be mitigated by locating the crusher entirely within the proposed building. Vibration impacts will primarily be mitigated by locating the structure on a concrete slab, while the unit itself includes some vibration absorption measures. A sealed vent is proposed from the crusher's exhaust to outside the proposed building.

## **5 Traffic, car parking and site access for daily operations**

- 5.1 A Traffic Impact Assessment (TIA) has been prepared by EB Traffic Solutions Pty Ltd for the proposal. The TIA considered:
- the existing conditions and a description of the proposal
  - an assessment of the development's car parking requirements
  - adequacy of the on-site car parking supply to accommodate the development's car parking requirements stipulated in the *Blacktown Development Control Plan 2015*
  - the ability for an articulated vehicle to safely enter/exit the on-site loading bays and be able to exit from the site in a forward manner
  - an assessment of the traffic anticipated to be generated by the proposal based upon case study survey data and the traffic impact of the proposal.
- 5.2 The TIA concludes that the number of generated traffic movements are minimal and well within the road carrying capacity of Brisbane Road and Edward Street and would not represent an adverse impact upon the operation of the surrounding road network.
- 5.3 A sealed car park, inclusive of 3 vehicular and pedestrian access points, is provided around the perimeter of the proposed building. Two access points are provided to/from Brisbane Road and 1 via Edward Street. For the purpose of medium rigid vehicles attending the site, 1 of the Brisbane Road driveways will be for entry purposes only, while the other will be for exit purposes only. Private vehicular access to the on-site parking areas is provided by a crossover located adjacent to the site's Edward Street boundary.
- 5.4 A total of 27 on-site parking spaces are proposed for staff and visitors. Eleven spaces are provided within the Brisbane Road frontage, and 16 are provided within the Edward Street frontage, which is partially beneath the proposed ground floor as a result of the subject site's gradient.
- 5.5 The TIA outlines that a maximum of 25 medium rigid vehicles (MRVs) of up to 19 metres in length will attend the site per day, or 1 vehicle per hour on average to deliver materials for processing or to collect processed materials. No trucks will be stored on site as the trucks will belong to customers who will bring the materials to the site. Processed materials will be taken from site by customers for use at construction sites and for road construction.
- 5.6 Vehicles are likely to access the site via the M2, M7, Windsor Road, Bandon Road, Garfield Road West and Riverstone Parade. These roads currently accommodate heavy rigid vehicles to avoid sensitive land uses, such as high density residential areas and schools.
- 5.7 Trucks delivering materials for processing will access the proposed building in a forward direction via one of the proposed Brisbane Street driveways. Screening for contaminated material will be done visually before trucks enter the building. The office has been designed in an elevated location adjacent to the entry door so that each load can be inspected. Once inside the building, the trucks will be weighed on a weighbridge and then tip uncrushed material for processing in nominated stockpiles. The building is high enough for the tipping function to occur inside the building. Trucks will also be able to perform a 'u-turn' within the building so that they exit the building via the dedicated Brisbane Road exit driveway in a forward direction.

- 5.8 A front end loader, skid steer or the like will ensure uncrushed material is retained within relevant stockpiles. The front end loader, or similar, will then transfer uncrushed material into the crusher's feeding unit for crushing. Crushed material passes over a screen and a magnetic separator. Crushed material exits the crusher and is stockpiled for later collection. Foreign material, which would be limited primarily to steel, would also exit the crusher and is also stockpiled for later disposal.
- 5.9 Trucks collecting processed materials will enter the site via one of the Brisbane Street driveways, in a forward direction. After entering the building and its loading zone, the vehicle will be loaded with processed material by a skid steer or front end loader. The vehicle would then exit the building and the site in a forward direction via the dedicated exit driveway. The vehicle would deliver processed material to a nominated site.

## **6 Daily operations**

- 6.1 The applicant wants the facility to operate 24 hours a day, 7 days a week and 365 days a year including Sundays and public holidays.
- 6.2 The crushing machine itself will not operate the entire day and will only operate when required to crush stockpiled materials. It will be switched off when not operating and will be maintained during these downtimes when required.

## **7 Landscaping**

- 7.1 A landscape plan has been prepared that details the proposed landscaping within the site and public domain improvements. Proposed landscaping includes medium height trees, as well as shrubs, along both street frontages.

## **8 Excavation**

- 8.1 Given a separate consent was issued for much of the necessary civil works, only minor regrading and excavation is proposed as part of this application.

## **9 Employment generation**

- 9.1 The proposal is expected to generate 5 full-time employment opportunities on site. These positions will manage the on site day-to-day activities such as site maintenance and overseeing the crusher, as well as administrative tasks.
- 9.2 It is estimated that a further 6 employment opportunities will be generated by the proposal indirectly. These are likely to be drivers of the 'truck and dog' vehicles belonging to clients that deliver materials to/from the site.

## **10 Air quality and odour impacts**

- 10.1 An Air Quality Impact Assessment has been prepared by Northstar Air Quality Pty Ltd, to assess the potential impact upon air quality and odour during construction and operational phases of the facility.
- 10.2 The assessment identified potential sources of air emissions and analysed the level of risk and provides relevant mitigation and monitoring measures. It is predicted that the operation of the proposal would not cause any exceedances of the NSW Air Quality Criteria if the mitigation measures are carried out.
- 10.3 A Mechanical Ventilation Assessment has also been prepared for the facility. This assessment concludes that the proposal's air quality and odour impacts at operational phase are in line with relevant legislation, including the approved methods for the modelling and assessment of air pollutants in NSW.

## **11 Aboriginal and non-Aboriginal items of significance**

- 11.1 An Aboriginal heritage due diligence and historical heritage advice was prepared for the proposal. The assessment concludes that the subject site has low archaeological potential and potential impacts to Aboriginal and/or non-Aboriginal significant items are considered to be low. It also offers recommendations in the event that unanticipated relics or objects are discovered during the construction process. These recommendations also applied to the works already carried out as part of DA-18-00396.

## **12 Waste management**

- 12.1 A Waste Management Plan has been prepared that recommends certain waste and recycling management systems that should be implemented for the crushing facility during construction and operation.
- 12.2 A Bulk Waste Management Plan has been prepared to manage VENM and concrete waste transported and processed on site to be recycled and then reused as road base. It details the descriptions of waste to be processed and methods on how the receiving waste is to be managed while on site, in line with relevant guidelines to achieve waste minimisation targets as set out in the NSW Waste Avoidance and Resource Recovery (WARR) Strategy 2014-21. No contaminated waste will be processed at the site. All incoming waste will be certified and documented by a suitably trained professional and is to have a classification certificate. Outbound product is to have a compliance certificate.

## **13 Hazardous materials**

- 13.1 An assessment of the operation of the proposed facility against the requirements of *State Environmental Planning Policy No 33 – Hazardous and Offensive Development* (SEPP 33) has been submitted with the application. The purpose of the assessment is to examine and identify whether the impacts of the proposal are considered to be potentially hazardous or offensive as defined under SEPP 33.
- 13.2 A screening procedure was undertaken to determine whether the proposal is 'potentially hazardous industry' and 'potentially offensive industry'. The screening results state that the transport of the C1 combustible liquid diesel to the site for refuelling is not considered to result in the proposal being considered a 'potentially hazardous industry', and therefore there is no requirement to prepare a Preliminary Hazard Assessment (PHA).
- 13.3 The licensing necessary for the proposal deems it a 'potentially offensive industry'. The minimum requirements under SEPP 33 for development as a 'potentially offensive industry' are to demonstrate that the relevant environmental criteria can be met through the level of activity or implementation of appropriate controls, and subsequently obtain the relevant licence from the NSW EPA. As an Environment Protection Licence will need to be obtained and the relevant environmental requirements can be achieved through mitigation measures proposed in all the various impact assessments prepared for the proposal, it would not be considered to be an 'offensive industry'.

## **14 Contamination reports**

- 14.1 A Preliminary Site Investigation (PSI) has been prepared for the site. The investigation concludes that the risk to human health and the environment associated with soil and groundwater contamination is low to moderate in relation to the site and that the site can be made suitable for the proposed development, subject to the following recommendations:
- Preparation of a Stage 2 (DSI) Environmental Site Assessment including a salinity assessment.
  - Undertake Council, WorkCover searches and address data gaps.

- 14.2 A Stage 2 Detailed Site Investigation (DSI) has been carried out based on the recommendations of the Preliminary Site Investigation. Soil samples from 9 locations were analysed at a laboratory to determine the nature and extent of contamination (if any). The Data Quality Objective (DQO) process was also applied to the investigation to ensure that all data collection activities were appropriate and achieved the project objectives. The DSI concludes that, based on the findings of the investigation undertaken, the site is considered to be suitable for the proposal with no requirement for further investigation or preparation of a Remediation Action Plan.