

Appendix 3

Consultation Summary

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Hy-Tec Industries has been operating the Austen Quarry since 2002, however the site was approved for a Quarry from 1994. In July 2015, Hy-Tec Industries received approval from the Department of Planning and Environment to extend the Quarry and continue operations until 2050. This approval and the operating conditions attached to it are contained in Development Consent SSD 6084.

The construction market in Sydney continues to grow which has resulted in increased demand for the products of the Quarry. Quarry management are now actively limiting production to ensure that the approved limits of Development Consent SSD 6084 are not exceeded. As a result, Hy-Tec Industries is seeking a modification to Development Consent SSD 6084 to increase the approved level of annual production and transportation levels. The proposed modifications are presented in the table below.

Limit	Current Approval	Proposed
Annual Production	1.1 million tonnes	1.6 million tonnes
Daily Maximum Laden Truck Loads Despatched	250	300
Daily Average Laden Truck Loads Despatched*	150	200

*Averaged over despatch days in a calendar month.

Hy-Tec Industries is continually researching methods to optimise truck movements from the Quarry. New capabilities with truck capacity and safety enable more efficient operations. Hy-Tec Industries is comfortable that a 33% increase in average daily truck levels will be sufficient to manage the larger volume of materials produced and a 20% increase to daily maximum levels will be adequate for short term busy periods.

Safety is vitally important to Hy-Tec Industries and our safety regime extends to transport operations. The safety of the local community is paramount. Hy-Tec Industries has been recognised in the industry for its driver safety management procedures encapsulated in the Drivers Code of Conduct and the Driver-Vehicle Check Inspection process.



Hy-Tec Industries (NSW) Pty Limited is a fully-owned subsidiary of Adelaide Brighton Ltd, a leading integrated construction materials and lime producing group of companies focused on the engineering, infrastructure and resource sectors. Adelaide Brighton originated in 1882 and is an S&P/ASX200 company with 1,600 employees and operations in all Australian States and Territories.

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COMMUNITY INFORMATION SHEET No. 1

In addition, in recent years, Hy-Tec Industries has increasingly found that the morning peak hours are occurring earlier in the day. This is likely a factor attributable to more people in the Lithgow and Blue Mountains local government areas commuting to Sydney for work. To avoid adding to the traffic and subsequent delays experienced by motorists (particularly traffic build up from Hartley to the lower Blue Mountains) in the morning peak hour traffic, Hy-Tec Industries is proposing to move product despatch operations forward by one hour, from 5:00am to 4:00am, to improve transport efficiency and to limit the number of trucks contributing to peak hour traffic delays.

Hy-Tec Industries has also been actively working to meet its commitments related to maintaining biodiversity in the region and manage potential impacts to the threatened plant *Eucalyptus pulverulenta* (Silver-Leaved Mountain Gum). To manage and reduce impacts to native vegetation associated with the Quarry, Hy-Tec Industries is requesting modification to Development Consent SSD 6084 to adjust those areas disturbed by Quarry activities (extraction and overburden emplacement areas) to ultimately reduce the area that would be cleared for the operation. As a result of these changes, a minor realignment of the extraction area is proposed for safety reasons. Hy-Tec Industries is also proposing to amend reference in the conditions of Development Consent SSD 6084 to make available all options for biodiversity offsetting under recently commenced biodiversity conservation legislation for NSW.

Hy-Tec Industries are committed to operating the Austen Quarry in an environmentally responsible manner and a team of specialist consultants have been commissioned to assess the potential environmental impacts associated with the proposed modification. The focus of assessment is on traffic and transportation, noise and dust as well as native vegetation, biodiversity and the Silver-Leaved Mountain Gum in particular. The results of these assessments will be presented in a Statement of Environmental Effects that is currently being prepared and will be submitted to support the modification application.

As Hy-Tec Industries values the relationship it has with the local community in Hartley, we are seeking your feedback on the proposed modifications. We would greatly appreciate receiving any of your feedback in a written format, such as email, so that we may keep a record and respond accordingly.

However, should you wish to discuss any aspect of the proposed modification, please feel free to contact a Quarry representative. The following individuals are the best Quarry representatives to contact via telephone.

Rodd Welsh Austen Quarry Production Manager T: 02 6355 0268 M: 0418 292 843 E: rod.welsh@hy-tec.com.au	Craig McDonald Austen Quarry Supervisor T: 02 6355 0268 M: 0405 123700 E: craig.mcdonald@hy-tec.com.au
Mail should be posted to 391 Jenolan Caves Road, Hartley NSW 2790	

Furthermore, if you do not have the opportunity to provide feedback or discuss the proposed modification with a Quarry representative at present, the modification application will be publicly available via the Department of Planning and Environment's website. It is anticipated that the Department of Planning and Environment will commence its assessment of the proposed modification from 15 January 2018, at which time the application and environmental assessment will be publicly available for review and comment. Please notify Quarry personnel if you would like to be notified when the information is available.

Should you have a specific concern regarding any other matter relating to the Quarry, please contact Rodd or Craig.

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CONSULTATION NOTES FOLLOWING MEETING WITH LITHGOW CITY COUNCIL – 02 FEBRUARY 2018

The following provides a summary of the meeting held between Hy-Tec personnel and Lithgow City Council (Council) officers on 02 February 2018 to discuss the proposed modification to Development Consent SSD 6084. The meeting was held at Council offices between 11:30am and 12:30pm. Attendees at the meeting included the following.

- David Cilento (NSW General Manager) – Hy-Tec
- Lee Attard (NSW Quarry Operations Manager) – Hy-Tec
- Andrew Muir – Council
- Jim Nichols - Council
- Lauren Stevens – Council

During the meeting, Council were provided with a preliminary draft copy of the Statement of Environmental Effects for the modification application and discussion generally covered the components of the proposed modification, predicted changes to the local setting and potential environmental impacts. The Council officers confirmed that they were generally supportive of the application and acknowledged the importance of Austen Quarry for local employment and economic input to the area.

The following table outlines the key concerns raised by Council during the meeting and summarises the discussion, comments and outcomes or actions to be taken by Hy-Tec to address the issues raised.

Key Concerns	Comments / Outcome
Increase from 1.1 to 1.6Mtpa and increase of daily truck daily truck despatch limit from 200 to 300 and the daily average truck despatch limit from 150 to 200 trucks	<ol style="list-style-type: none"> 1. Hy-Tec advised Council that this component related principally to client demand 2. The intersection of Jenolan Caves Road and Great Western Highway was discussed including the outcomes of the traffic assessment for the proposed modifications. Hy-Tec noted that feedback from RMS indicated that the ongoing upgrade of the intersection was still planned to occur. 3. The objection of the Rose and Brad Barber and the hand-written letter responding to the letterbox consultation was discussed and Hy-Tec explained that a planned meeting at 9:30am on the 2nd of February had been cancelled by the Barbers and moved to the 7th of February 2018. Council noted the known objection of the Barbers and recommended that Hy-Tec discuss the proposed modifications with them. Hy-Tec agreed with this recommendation. 4. Council raised the need to enforce the Driver's Code of Conduct and it was confirmed that Hy-Tec were reiterating requirements with all transport providers in light of the proposed modifications and consequences to drivers if they do not follow the speed limits and other requirements. 5. Improvements to truck technology with larger PBS was discussed, particularly the larger capacities that help reduce the amount of movements and the capabilities for reduction of noise due to a better designed modern engine and drive train. Council agreed this was a positive improvement. 6. Council officers questioned the size and depth of the extraction area given the increased annual production levels and Hy-Tec explained that the change was predominantly to the intensity of operations and would remain generally consistent with the approved operations in terms of extraction sequence, methods and the limits to extraction.

Key Concerns	Comments / Outcome
Modification to the approved Hours of Operation to commence from 4am	<ol style="list-style-type: none"> 1. Hy-Tec advised Council that this component related to avoiding peak traffic through the Great Western Highway and into Sydney and back as majority of congestion occurs heading east. 2. Council representatives queried the need for transport operations to commence from 4am and the possible additional impacts. In particular, Council requested confirmation about the start time for extraction and processing activities. 3. Hy-Tec advised the Council that under the proposed modifications the first run of raw materials despatched from the Quarry would possibly help decrease the traffic congestion in peak time into the Sydney market. 4. Hy-Tec raised the feedback from local transport contractors that were struggling due to not maintaining an efficient run since their return journey time and achievable trips per day were being reduced as their vehicles were held up in traffic. 5. Consultation with the HDPA, with the owners of the Glenroy property and with Brad and Rose Barber was discussed 6. Hy-Tec confirmed that the start time for extraction and processing activities would not change.
The realignment of the extraction area and overburden emplacement boundary.	<ol style="list-style-type: none"> 1. Hy-Tec informed Council that the objective of realignment of the extraction areas was to reduce the overall extraction footprint and provide ongoing safe access to the hard rock resource. It was noted that the realignment of the extraction area would also provide safety benefits for ongoing operations. 2. The reduction of the overburden emplacement was discussed in terms of the reduced volume of material required to be stored and reduced footprint of the Quarry. 3. Council agreed with the approach to this component of the modification, in principle.
A modification to the wording of the conditions relating to the biodiversity credits	<ol style="list-style-type: none"> 1. Discussion centred on the new legislation and options available to Hy-Tec to satisfy offsetting obligations. 2. Council did not provide comments on this component.

Summary of Consultation with Rose & Brad Barber, owners of the Glenroy property on Jenolan Caves Road

Discussions regarding the proposed Austen Quarry modification application.

Date	Meeting 7 February 2018 (10:30am – 12:00pm)		Meeting 2 March 2018 (9:00am – 10:00am)	
Location	Front gate area of Barbers property (adjacent to Glenroy Bridge)		Front gate area of Barbers property (adjacent to Glenroy Bridge)	
Attendees	Present: Rose Barber, Brad Barber, Lee Attard, Craig McDonald, David Cilento		Present: Rose Barber, Brad Barber, Lee Attard, Craig McDonald, Rodd Welsh	
Issue	Comments	Actions	Comments	Actions
Traffic / Truck Speed	<ul style="list-style-type: none"> Truck speed over bridge was discussed Acknowledged that Hy-Tec only contributed about 22% of traffic and could not control all of the vehicles on the road Hy-Tec confirmed it was supportive of a change in speed limit (or recommended speed limit) at the Glenroy bridge 	<ul style="list-style-type: none"> Hy-Tec agreed to move this point to #1 on the induction documentation Hy-Tec agreed to contact Neil Hargraves (Oberon Quarries) to ask if their drivers could be advised to slow down on bridge Hy-Tec to contact RMS regarding a possible change in speed limit at the Glenroy bridge 	<ul style="list-style-type: none"> Brad and Rose were notified that the speed limit over the bridge in the Quarry truck driver induction process has been moved to the first item on the induction form. It was noted that Hy-Tec (Lee Attard) had contacted Neil Hargraves who is the manager / owner of Oberon quarries regarding limiting of brake compression and speed over the bridge. The proposed approach to RMS concerning the speed for all vehicles approaching the bridge was discussed. It was noted that a letter from the Barbers and from Hy-Tec would be beneficial. 	<ul style="list-style-type: none"> Hy-Tec agreed to assist the Barbers to prepare a letter to the RMS. The Barbers acknowledged the actions taken by Hy-Tec.

<p>Traffic Noise</p>	<ul style="list-style-type: none"> Noise was discussed Rose advised that they were getting broken sleep It was thought that the issue was with the bridge surface and the bridge expansion joints (particularly the southern end) The issue was mostly with the older and empty trucks coming in Acknowledged that it was a state road and only the RMS could perform works on it It was agreed that Hy-Tec don't control all of the vehicles on the road No mitigation measures were in place to date at Barbers property 	<ul style="list-style-type: none"> Hy-Tec agreed to investigate the installation of double glazing to the bedroom end of the Barbers house and would seek to get quotes to do this (4 windows to be checked) Hy-Tec advised that they had been in contact with the RMS a number of times to reinstate the Compression Brake limitation signage on southern end to bridge It was agreed the newer & bigger trucks were quieter Hy-Tec agreed to also to follow up with RMS regarding rectifying the bridge surface Hy-Tec agreed to plant some trees (about 50x native species) in area in front of the bridge in conjunction with the quarry rehabilitation works (to be done in consultation with the Barbers) 	<ul style="list-style-type: none"> Options for installing roller shutters and/or double glazing of windows was discussed. Hy-Tec confirmed that contact had been made with RMS regarding replacement of the compression brake sign in the vicinity of the bridge and the RMS will reinstate it. Hy-Tec confirmed that there are 50 trees ready to be planted in April on the property. 	<ul style="list-style-type: none"> Hy-Tec will seek quotes for roller shutters at the request of the Barbers.
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<p>Earlier Start</p>	<ul style="list-style-type: none"> • The need to start and 4:00am was questioned (Rose thought other quarries in the area started at 7am) • Hy-Tec advised the earlier start was mostly in support of the carriers (mostly local) to avoid the Sydney traffic peak hour timing • Hy-Tec confirmed application only proposed to dispatch loads not plant hours • Brad asked why the 9:00pm – 10:00pm time slot (before they went to bed) be better utilised. Hy-Tec advised that this period could be impacted by shift change times for carriers and customer storage capacities in their operations 	<ul style="list-style-type: none"> • No actions proposed. 	<ul style="list-style-type: none"> • The Barbers reiterated their question about loading later in the evenings rather than early in the mornings. Hy-Tec explained the requirements of clients and that contracted drivers could not leave their trucks at the Quarry overnight. It was also explained that the current shift allocations made it difficult to direct work to the evening period. 	<ul style="list-style-type: none"> • No additional actions proposed.
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<p>Volume Increase</p>	<ul style="list-style-type: none"> • They key changes proposed in the application were outlined: <ul style="list-style-type: none"> • An increase in volume & truck movements • An adjustment to the dispatch start time (not processing) • A reduction in overburden area and re-alignment of the extractive area as part of ongoing improvements identified • Rose advised that she objected to the quarry “growing”; and the same for any of the other businesses in the region. Her position is “why does the product need to come out now” 	<ul style="list-style-type: none"> • Rose suggested planting additional trees on top of the bund that covers the crusher as part of the rehabilitation planting this year • Rose advised that she appreciated Hy-Tec’s approach and commitment to noise mitigation proposals but “you will never have my support” 	<ul style="list-style-type: none"> • It was confirmed that trees will be planted on the bund that covers the crusher in April at the same time that the trees would be planted at the Barber property. 	<ul style="list-style-type: none"> • No additional actions proposed.
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<p>Approval Process</p>	<ul style="list-style-type: none"> • Rose advised that they were unhappy that the local council was not managing the process and she felt it was 'undemocratic' that the state government was handling the process • Hy-Tec confirmed: <ul style="list-style-type: none"> • Council had been notified at the same time as the quarry neighbours • Hy-Tec had met with council the previous week and provided LCC with a copy of all information to date • Hy-Tec confirmed that as part of the process, Council would be notified by DPE (Hy-Tec would keep them advised as well) and were required to respond as part of the consultation process • Brad asked where the process was up to and Hy-Tec confirmed that the DPE had come back with some queries, which Hy-Tec were responding to. The application would go out for consultation after this and the Council would be a part of this process 	<ul style="list-style-type: none"> • Hy-Tec to provide a hard copy of the Statement of Environmental Effects for Rose and Brad to review. 	<ul style="list-style-type: none"> • No additional comments 	<ul style="list-style-type: none"> • No actions proposed.
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