

Submission on additional information - Hanson Concrete Batching Plant SSD8544

The new information reveals that the batching plant facility will be used as a material transfer station by which Hanson will truck out raw materials, sand and gravel, to its other facilities. The applicant claims total sand deliveries from the site would be 75/day and up to 241/day peak. The applicant has not provided information with respect to gravel (coarse aggregate) deliveries from the site. Are gravel deliveries the same as for sand? This would mean the peak sand and gravel deliveries from the site would be up to 482 vehicles per day ie 964 movements/day. Given the existing density of traffic movements in the road network, justification for the additional intensification of vehicle movements has not been made in the additional documentation. The proposal to also use trucks to deliver sand and gravel to the site via the road network suggests that the need for using the site as a transfer facility could be averted by better scheduling and planning of raw material supplies.

The proponent claims the peak vehicle movements per hour will be 182. The peak movements times of the day have not been provided. The congestion of traffic movements in the vicinity of the site suggests the proponent will seek to use non peak traffic times for maximum vehicle movements to and from the site. During night-time hours, background noise levels are reduced and this means vehicle activities arising from the site are likely to cause greater impact on the local community. Times of vehicle movements could be restricted to 7am to 6pm times. However, the intrusive nature of heavy truck engine vehicle noise needs to be assessed for sleep disturbance at night.

The option for this site to be converted to an exclusive battery powered truck site would deliver a significant noise reduction.

The peak vehicle movement rate in excess of 3 vehicles per minute does not provide sufficient time between vehicle departures and arrivals for closure of the proposed roller door. This means external noise levels must be assessed with the doors open. The claimed acoustic performance of the building will not be met when the roller door is open or partially open.

Claims made in the additional information that the buildings are “fully enclosed” and sealed is not based on critical analysis of vehicle movements. Vehicles cannot enter the buildings until the roller door is fully open, there is a finite start time for heavily laden trucks to leave and enter the building through a single vehicle width doorway, the roller door cannot be closed until the vehicle is fully out of the building. If vehicles are queued, the roller door will be left open between vehicle movements.

Analysis of dust emissions was made on the basis of the buildings being sealed. This analysis needs to be rejected.

The sealed buildings proposed could be achieved if the building vehicle entrance was redesigned with a system of double doors so at least one doorway was closed at all times. Interlocks would ensure this took place. A “fully enclosed” condition would then be satisfied.