

## **Notice Of Intent- Hazell Bros Group PTY LTD**

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**Client: Hazell Bros Group Pty Ltd**  
**Address: 14 Farley Street, Derwent Park**  
**Version: 1.0**

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## Document Control

<b>Prepared &amp; published by:</b>	ES&D Consulting
<b>Version:</b>	1.0
<b>File:</b>	9064C
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Review 1	Royce Aldred	ES&D	28/3/2024
Draft 2	John Gorrie	ES&D	16/05/2024
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## 1 Executive Summary

Hazell Bros. Group PTY LTD, intend to apply to Brighton Council for approval to construct and operate a new asphalt and RAP (Reclaimed Asphalt Pavement) processing plant at the Site. The site is within a General Industrial zoning with a Utilities zoning to the east, being the Midlands Highway.

Key issues will be noise, odour and traffic, and studies have been proposed to assist to manage and mitigate any impacts from these issues. Hazell Bros. Group PTY LTD as the proponent have an excellent background and ability to build and operate the facility which is much needed to cope with the demand for these products in the Tasmanian context.

## 2 Proponent Name and Contact Details

Hazell Bros. Group PTY LTD, intend to apply to the Brighton Council for approval to construct and operate a new asphalt and RAP processing plant at the Site. Details of the person lodging the NOI are shown in Table 1.

**Table 1: Proponent Detail**

Proponent Name	<b>Hazell Bros. Group PTY LTD</b>
ABN	27 088 345 804
Business Address	14 Farley St, Derwent Park, Tasmania 7009
Postal Address	14 Farley St, Derwent Park, Tasmania 7009
Contact Name	Isaac Standaloft
Phone Number	0488 053 601
Email Address	Isaac.Standaloft@hazellbros.com.au

## 3 Site Location

The proposed project site is 1 Crooked Billet Drive, Bridgewater, TAS, 7030 See Figure 1.

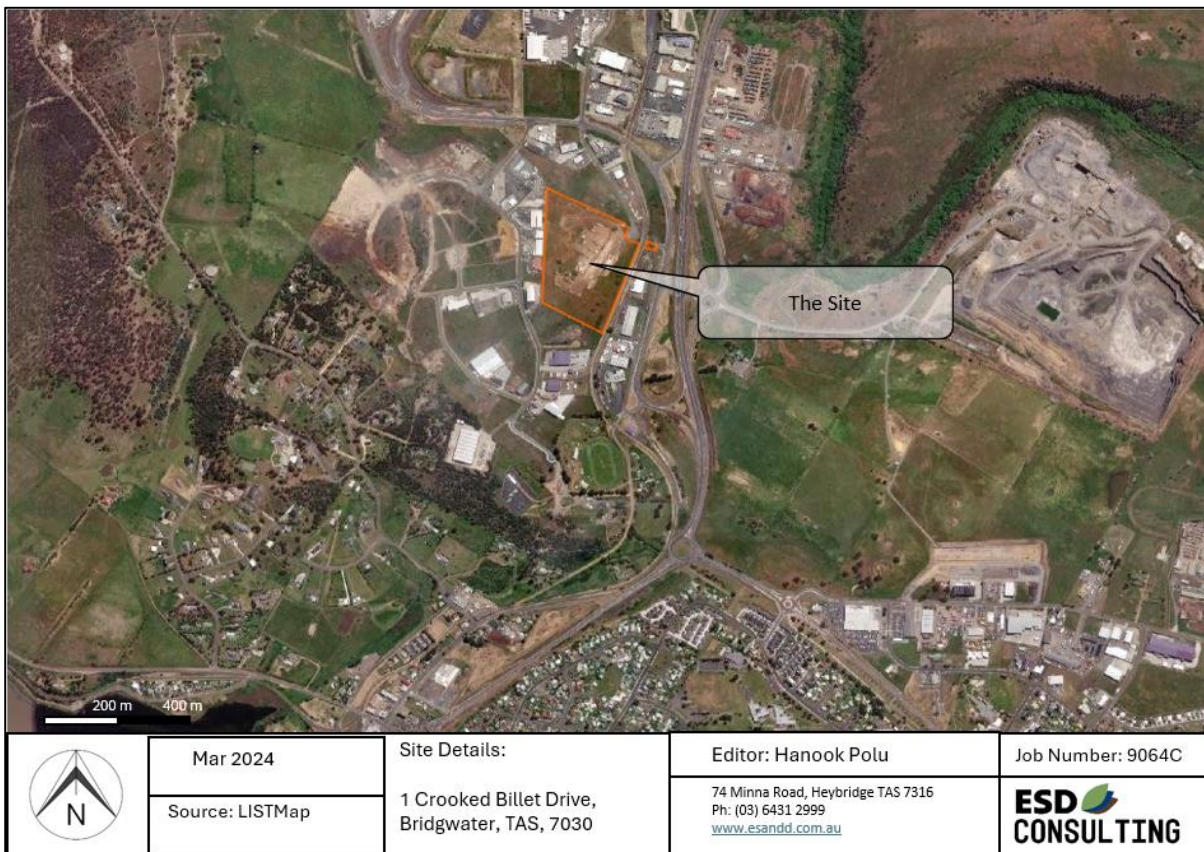


Figure 1: Site Location- LISTMap

#### 4 Background of the Project Proponent

Hazell Bros. Group PTY LTD is part of the Hazell Bros group of companies (hereafter ‘Hazell Bros’). Hazell Bros is a family-owned and operated business. Throughout its 80-year history, it has diversified its operations and business offerings to meet the prevailing economic conditions. The core business functions today are Civil Construction, Quarries, Concrete, Construction Material Testing, Plant Hire, Transport, Asset Servicing, and Industrial Services.

Their 800+ strong team of employees are the mainstay of the business, and their diversity provides Hazell Bros with the skills to ensure continually add value and exceed their clients’ expectations. With a large privately owned fleet of vehicles, plant and equipment, plus extensive quarry and product interests, Hazell Bros enjoys a longstanding reputation for reliability in providing service solutions and the supply of quality products and materials.

The business has the financial capacity and expertise to build and operate the proposed project.

#### 5 Description of the Proposed Project

Hazell Bros. Group PTY LTD intend to apply to the Brighton City Council for approval to construct and operate an asphalt plant and RAP processing facility on the Site at 1 Crooked Billet Drive, Bridgewater, TAS, 7030. Approximately 50,000 tonnes per annum (tpa) of asphalt will be produced,



and approximately 5,000 tpa of RAP will be received and processed onsite. This will be a Level 2 Activity under Schedule 2 of the *Environmental Management and Pollution Control Act 1994*, hence the requirement for this notice of intent for the project.

The facility will require the capacity to operate 24 hours a day, seven days a week (as required - project specific).

Materials to be used, and storage, are provided in Table 2.

**Table 2: Material usage and storage.**

Material	Storage quantity
Acetylene	Standard size cylinders. Estimated minimal usage-up to 5 cylinders of each per annum. Stored as per WorkSafe Tasmania requirements. Used for maintenance activities only
Oxy	
LPG	
Argo shield	
Bitumen	Storage capacity of 220,000 L, in 4 X 60m <sup>3</sup> Vertical Tanks. Vertical Tanks contained within Concrete foundation and concrete core filled block bund wall or precast. Approximately 60 tonne per week.
Hydrated Lime	Approximately 300 tonnes (23 tonnes per month) per annum stored in 60m <sup>3</sup> Lime silo.
Diesel	Stored in a 60kL Self Bunded Fuel Tank. Approximately 25kL used per month.
Cationic Emulsion-Water Based Bitumen Emulsion	Stored in 1 x 30,000 litre self-bunded tank for storage of emulsion in bulk to customers vehicles as required, annual volume up to 300KL

## 6 Physical Components

Physical components include the following.

### Asphalt plant:

- The proposed Asphalt Batch Plant- is an ASTEC BG2200XL, Rated at 160 tonnes per hour with a nominal 5% moisture content. The ASTEC batch plant will have the capacity to incorporate up to 30% recycled materials within the finished asphalt products. A description of the process is provided in Appendix 1.
- Front End Loader for operations on the site: 'Komatsu WA380'
- Forklift operations are minimal for unloading of consumables and maintenance activities. An Average of 2 hours use per week.



- RAP processing mobile Plant will be campaign processing 2 campaigns per year, total 20 days operation PA ' Power Screen Chieftain 1500 twin deck screener'.
- Delivery Trucks, reverse alarms and banging tailgates.

## 7 General Site Location Map

The proposed project site is 1 Crooked Billet Drive, Bridgewater, TAS, 7030 (property ID 3017836, Title Reference 158010/1). The area of site is 7.88 hectares (see Figure 2) and it is within a General Industrial zoning. A concrete batching plant (approved by Brighton Council) will temporarily operate on the site for the duration of the new Bridgewater Bridge Project. To the south of the site is vacant land. A diverse range of businesses operate within a 500-metre radius of the site. These include, a fast food outlet within 100 metres to the north of the site, warehouses, self-service fuel facility to the northwest, and metal recyclers to the north and west of the site. The Greenbanks Distilling Co is located to the southwest.

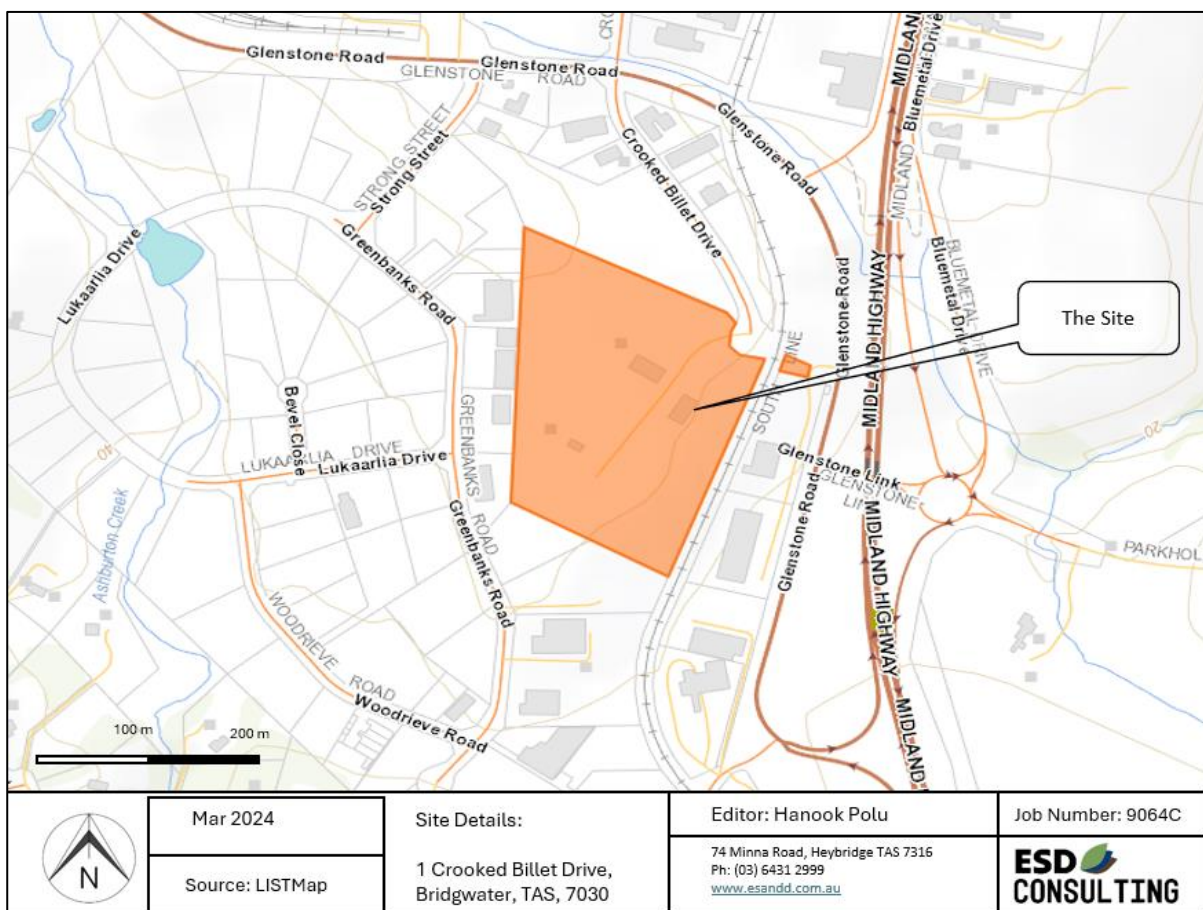


Figure 2: Detailed Site Map



## 7.1 Geology

LISTMap indicates that the geology of the entire site is classified under the Tholeiite basalt environ. The Site is not likely to contain acid sulphate soils.

## 8 Stakeholder Consultation

The key stakeholders are Brighton City Council, Environment Protection Authority, State Growth (for road usage), and surrounding businesses.

No specific consultation is planned, as the usual advertising and consultation process as part of the development application and approval should be sufficient to hear any concerns and take any questions from the community.

## 9 General Description of the Physical Environment

A desktop study of the physical environment was undertaken using information on the Land Information System Tasmania (LIST) which is managed by Land Tasmania, a business unit of the Department of Natural Resources and Environment Tasmania. The Site slopes downwards from West to East and from North to South. The elevation is 60 m AHD at the Northwestern most point. The southeastern point is at an elevation of 45m.

### 9.1 Flora and Fauna

A natural values atlas report (NVA) was generated for the site to assess the potential impact associated with the proposal on threatened flora and fauna on the site and surrounding area. A 500 m and 5000 m buffer zone has been generated by the NVA, however, due to the nature of the development, natural values within 500 m of the site will be considered. It is considered that it is unlikely that the development will impact upon any species outside that area of scope.

**Table 3: Observed Threatened Flora species NVA report, species within a 500m buffer zone from the site.**

Species name	Common Name	Observation count
<i>Austrostipa bigeniculata</i>	doublejointed speargrass	35
<i>Austrostipa blackii</i>	crested speargrass	2
<i>Dianella amoena</i>	grassland flaxlily	29
<i>Hibbertia basaltica</i>	basalt guineaflower	2
<i>Isoetopsis graminifolia</i>	grass cushion	1
<i>Vittadinia gracilis</i>	woolly new-holland-daisy	2
<i>Vittadinia mueller</i>	narrowleaf new-holland-daisy	7
<i>Vittadinia muelleri</i> (broad sense)	narrow leaf new holland daisy	3





There are eight threatened flora species within 500 m of the site, however, the site is already cleared and within an industrial zone. Therefore, development is unlikely to impact the observed threatened species.

There is one threatened fauna species (Table 4) listed within 500 metres of the site. As noted, this area is an industrial zone, and the addition of the asphalt plant is unlikely to add to any pressure on this species.

**Table 4: Threatened fauna within 500m.**

Species name	Common Name	Observation count
<i>Perameles gunnii</i>	eastern barred bandicoot	1

In summary, while there are listed threatened flora and fauna in the vicinity of the site, it is considered that the proposed plant will not present any additional pressures on these species.

## 10 Key Environmental, Health, Economic and Social Issues Identified

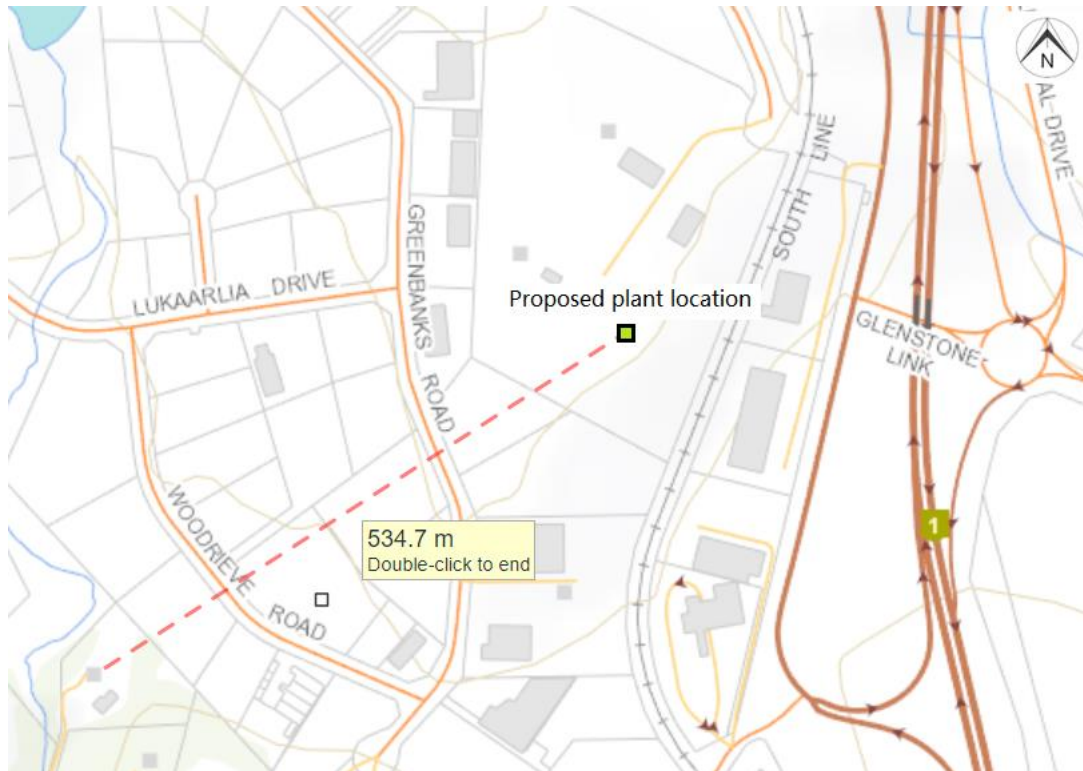
Health effects associated with the asphalt and RAP processing plant will be limited due to the low likelihood of noise, vibration, or dust being generated from the site. Controls will be put in place to protect workers from occupational health hazards.

Hazell Bros is recognised as a producer of high-quality construction products, which can be used with confidence in all types of road construction. Establishment of the asphalt and RAP processing plant will have a net positive impact on the economy by providing more choice for users of asphalt. The workforce required will increase employment and wages in the area. These wages will translate to a significant economic boost to the local region where the employees live.

There will be minimal negative social issues associated with the proposed as the local area is General Industrial zoning, and this development will be consistent with this land use. The local employment, wages, and investment in the area mean that this project will provide a net positive social outcome for the local community.

### 10.1 Noise

A noise model for the site will be developed in accordance with standard requirements. This model will be used to develop any mitigation measures that would be required for the plant to meet the relevant noise limits off-site. The curtilage of the nearest sensitive receptor is greater than 500 meters away from the proposed asphalt plant position, as shown in figure \_.



**Figure 3. Distance to nearest sensitive use.**

Noise from the asphalt plant shall be minimised by the following:

- Daily observation of noise levels onsite
- All machinery on site shall be appropriately maintained to minimise noise emissions
- Vehicles shall not be kept idling unnecessarily
- Reversing with beepers during noise sensitive hours will be kept to a minimum

## 10.2 Air Quality

The potential for dust to cause environmental harm will be examined. Dust management measures to prevent environmental harm will include dust suppression sprinklers in stockpile and wheel loader areas, the hard stand will also be sealed and will be swept using a road sweeper as required.

Haulage and plant movement on site will be restricted to confined paths of travel and a max speed to reduce dust generation. Incoming and outgoing loads shall be covered to minimise dust generation while transported on public roads. If dust cannot be suppressed, management shall consider ceasing works in the affected areas that have the potential to generate dust.

The main emissions from the plant itself will be CO (gas), NO<sub>x</sub> (gas), Sox (gas) which will be the main source of odour, VOC (gas), and dust. The bag house is designed to manage these emissions. For more details, see appendix 3.



An odour model will be developed to determine the design and operational measures required to mitigate and reduce odour impacts for the project.

Air quality and odour assessment and modelling for a similar plant in a comparable location demonstrate emissions to air and odour impact represents a low risk. Proximity to sensitive receptors has been considered in site selection.

Odour emissions from the asphalt plant shall be minimised by the following:

- Stringent quality control
- The Asphalt Plant shall have an exhaust stack constructed to manage odour
- The baghouse stack height and outlet are designed to allow free vertical discharge of odour
- Pollution control equipment that is required for the plant to meet emission limits in accordance with the *Environment Protection Policy (Air Quality) 2004* will be provided in the EIS.

### 10.3 Stormwater

There are no permanent watercourses on the site. The development will result in additional hardstand area which will increase the generation of stormwater discharged off-site. The development also has the potential to contaminate stormwater with sediment from gravel stockpiles. Stormwater from areas that potentially include sediment will be directed to a sediment retention dam prior to discharge off-site to the area stormwater system. A risk based assessment will determine if higher level (separator) controls are required.

Bitumen, diesel and emulsion will be stored in self-bunded tanks (Table 2). Small quantities of solvents will also be stored undercover in bunded areas. Spill kits and procedures will be in place to deal with spillages of chemicals in a timely manner.

Groundwater is not expected to be impacted. All chemical and fuel storage will be within bunded areas.

### 10.4 Wastewater

No wastewater is generated as part of the production of asphalt. Therefore, no Trade Waste is required as part of the development. Potentially contaminated stormwater will be managed as per above.

Wastewater management will consider the release of hydrocarbons and the risk of offsite impacts. If risk of offsite impacts is considered possible, appropriate hydrocarbon removal system will be established.



## 10.5 Traffic

A traffic assessment will be undertaken for the proposal. The expected number of vehicle movements are outlined below.

### **Asphalt plant:**

- Vehicle movements on an average day will be 11 truck and trailers with possibility for 5-7 on a weekend shift.
- Maximum vehicle movements of 40 truck and trailers per day will be reached if the plant was to reach its maximum production of 1,200 tonnes for a specific project.

### **RAP processing facility:**

- Importation of raw materials Monday to Sunday.
- May obtain up to 300 tonnes in one shift and 10 truck and trailers.
- Generally, as low as one to two trucks per week.
- This volume is included in total incoming raw materials for the site.

### **Emulsions:**

- 1 semi tanker (25kL each) of Cationic Emulsion- Water Based Bitumen Emulsion delivered to the site every two months. This will be stored in a 30kL self-bunded container tank.

## 11 Surveys and Studies Proposed or Underway in Relation to the Key Issues

As mentioned above, a noise model, odour model and traffic assessment will be undertaken to address these key issues. These will be undertaken in line with requirements specified in the Assessment guidelines to be provided by the Board, EPA.

## 12 Proposed Timetable

The expected duration of Construction is 6 months, with construction to occur between 7am-4pm Monday to Friday and Saturday 7am-3pm. Construction will commence once approvals have been achieved.

## 13 Environment Protection and Biodiversity Conservation Act 1999

The location of the proposal is in an urban/industrial setting, in an area already highly disturbed (almost 100% hardstand and gravel) with no native vegetation and no clearing activities to take



place. The project will not impact any matters of national environmental significance and does not take place on Commonwealth Land. Therefore, no approvals under the *Environment Protection and Biodiversity Conservation Act 1999* are required.

## 14 Status of the Proposal under the *Land Use Planning and Approvals Act 1993*

A single Development Application will be required under Division 2 of the Land Use Planning and Approvals Act 1993 (the LUPA Act) for the project. The zoning will not change.

Hazell Bros. Group PTY LTD was issued an Environmental Infringement Notice (EIN) on the 17<sup>th</sup> of January 2023 for contravention of a condition of a permit, which is in breach of Section 51B of EMBC Act. This EIN related to failing to maintain the maximum disturbed area of land, that being 6 hectares, at the Tunbridge Tier Quarry.

In response, Hazell Bros. Group PTY LTD have drafted a rehabilitation plan for the immediate rehabilitation of at least 3.6 ha at Tunbridge Tier Quarry.

Hazell Bros. Group PTY LTD has not been convicted within the last 5 years of an offence against:

any other Tasmanian Act that relates to the protection of the environment; or

a law of another State, a Territory, or the Commonwealth, that relates to the protection of the environment.

## 15 References

- LISTmap- <https://maps.thelist.tas.gov.au/listmap/app/list/map> .
- Hazell bros website - <https://hazellbros.com.au/>
- BOM - <http://www.bom.gov.au/>
- Willy Weather - <https://www.willyweather.com.au/>