

GILGANDRA SHIRE COUNCIL

DA 2021/379 ASSESSMENT REPORT

APPENDIX 3

Public Submissions

Timothy & Helen, Brendon & Gillian Foran
"Old Ashgrove" & "Kareelah"
Collie
NSW 2827

6 March 2021

General Manager
Gilgandra Shire Council
DA2021/379
PO Box 23
Gilgandra NSW 2827

To Whom It May Concern,

**RE: PROPOSED EXTENSION AND CHANGES AT BERAKEE QUARRY
DA2021/379**

We have a number of objections and areas of concern with the proposed BERAKEE QUARRY EXTENSION on land known as Lot 1 DP 1265657, 2697 Oxley Highway, Collie NSW 2827 as detailed in the Environmental Impact Statement (EIS).

Our issues are across 4 key areas:

1. Dust (particularly that generated along the haul road)
2. Water
3. Product Transportation hours
4. The intersection of the private haul road with the Oxley Highway

DUST

As neighbouring farmers we have a couple of issues and concerns with dust generated from both activities within the quarry site and along the length of the private haulage road. Dust has significant impacts on agricultural practices, particularly cropping, which would negatively impact our farming practices and potential crop yields.

The EIS details "The Private Haul Road will be regularly watered and recompact to prevent excessive dust emissions and prevent degradation of the road surface"¹. We

¹ Berakee Quarry Extension Environmental Impact Statement page 66

believe the dust generated from the number of truck movements along the private haul road will be significant. Whilst transported water onto the road will partially mitigate the dust, we do not believe it will effectively manage the dust generated and the potential impacts of this dust on our agricultural land. Instead, We request that instead the private haul road be sealed for the full length of the road. Whilst better managing the dust created, this will also reduce the water demand for the quarry which we will address below.

We were unable to understand from the EIS the amount, and impacts of, dust created within the quarry site itself. We request that more information be given, including any mitigation efforts, to ensure that dust generated by the quarry activities do not negatively impact on neighbouring agricultural land.

WATER

Table 5.29 in the EIS demonstrates that the Project has a significant water import demand in all years. And as such, an alternate water source will be required to ensure water security for the project.² With the maximum water import demand of the Project as indicated in Table 5.29 being 17.4 ML/yr.³ We are particularly interested and concerned about water usage out of the Boothaguy Creek and underground water accessed via bores.

The EIS details that “groundwater will be required to supplement surface water for the purpose of dust suppression with this to be extracted from a new bore currently being drilled on the Quarry site.”⁴ And that “no significant impact on the groundwater table, other groundwater users or groundwater dependent ecosystems is anticipated.”⁵ However section 5.4.3 ‘Potential Surface Water Impacts’⁶ details that’s potential surface water impacts associated with the Project include a decline in downstream water quality associated with stormwater discharges containing high sediment loads (during construction and operation) and elevated pH (during operation); and Loss of catchment yield to Boothaguy Creek to the north and Bundijoe Creek to the south. Both of these potential impacts would impact our existing agricultural operations.

Due to this, and based on the fact that one of the quarry’s biggest uses of water will be dust suppression on the private haul road, we proposed that sealing this road would significantly reduce the quarry’s water demand and thus reduce any potential impacts.

² Berakee Quarry Extension Environmental Impact Statement page 103

³ Berakee Quarry Extension Environmental Impact Statement page 105

⁴ Berakee Quarry Extension Environmental Impact Statement page ii

⁵ Berakee Quarry Extension Environmental Impact Statement page iii

⁶ Berakee Quarry Extension Environmental Impact Statement page 92

PRODUCT TRANSPORTATION HOURS

As detailed in Table 3.5 of the EIS, product transportation (the times during which trucks enter and exit the Project Site) will increase to 5.00 am – 10:00pm Monday-Saturday with the caveats that between 5:00am and 6.00 am, only pre-loaded trucks will exit the Quarry site and between 6.00pm and 10.00pm, only returning trucks will enter the Quarry site.

The residence on "Kareelah" (2770 Oxley Highway, Collie NSW 2827), currently occupied by a young family, is 600m from the haulage road's intersection with the Oxley Highway. Despite what is stated in the EIS, the noise and disruption caused by trucks by slowing down and speeding up to utilise this new intersection is significant. As such, we believe extending the product transportation hours to the level detailed in the EIS will significantly impact our family.

In Table 5.10 Road Traffic Noise – Residential Receivers⁷ to assess the impact of the proposed changes on road traffic noise, receivers at 1 Coonamble Street (Collie) and 1840 Oxley Highway were used. Both of these locations are at least 5km from the haulage roads intersection with the Oxley Highway and not where the trucks for the quarry would be slowing down or speeding up. The EIS determined that "A comparison of the existing and future traffic levels on the Oxley Highway also confirmed that the change in noise levels is not anticipated to increase by more than 2 dB at the assessed residential receivers".⁸

Despite this analysis in the EIS, we believe the reported level of noise change is not reflective for houses nearby the haulage route or alongside the Oxley Highway where the quarry trucks will be slowing down and speeding up (e.g. Kareelah). We would appreciate if:

- 1) More investigation could be done to accurately determine the impact of the proposed changes for the Kareelah residence;
- 2) The truck hours be reviewed to cause less disruption to neighbouring residences e.g. extending the hours to 7am-7pm would minimise the disruption caused by the increase in trucks in and out of the quarry.

INTERSECTION OF PRIVATE HAUL ROAD WITH OXLEY HIGHWAY

According to the EIS "No changes to roads or intersections are proposed as these are currently considered suitable for the proposed level of traffic."⁹ Despite the analysis undertaken in the EIS, we believe that the current intersection is not adequate or safe for the proposed extension to the quarry. In particular, we believe the below items should be reassessed.

⁷ Berakee Quarry Extension Environmental Impact Statement page 9

⁸ Berakee Quarry Extension Environmental Impact Statement page ii

⁹ Berakee Quarry Extension Environmental Impact Statement page 66

- a) "The intersection of the Private Haul Road – Oxley Highway is located with excellent sight distance in both directions and no traffic crashes have been reported on this section of highway since 2014"¹⁰
 - a. We believe the visibility to the East of the intersection is not enough to give existing traffic enough time to safely slow down if required (particularly for loaded trucks).
- b) Cardno (2021) consider an acceleration lane for vehicles exiting the private haul road as unnecessary¹¹
 - a. Due to the lack of visibility from the East and the time taken for a truck to safely speed up/slow down, we believe it would be much safer if there were acceleration lanes to allow the quarry traffic to speed up outside the flow of normal traffic. We would appreciate if this decision could be reassessed.

Furthermore, the existing slip lane created for the intersection is not long enough for traffic to safely pass a slowing down truck. In particular, there is very little space between where the truck turns and where the slip lane ends so the cars have to have returned to the normal lane. To complicate the issue, there is a significant drop off the end of the slip lane leaving no margin for error. We believe that an upgrade to the intersection including an extension of the slip lane which could serve the dual purpose of an acceleration lane would make the intersection much safer.

In summary, whilst we understand the opportunity the Inland Rail brings for the Berakee Quarry, we believe that a number of the proposed changes should be readdressed and reassessed to ensure that the impact on neighbouring properties and road users is minimal. Particularly, we believe that the private haul road should be sealed for its entire length, the intersection of the private haul road with the Oxley Highway upgraded and the product transportation hours reduced.

We look forward to hearing more on this and have listed our contact details below.

Kind regards,

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¹⁰ Berakee Quarry Extension Environmental Impact Statement page i and ii

¹¹ Berakee Quarry Extension Environmental Impact Statement page 68