03 July 2014

Tony Blue
Blueprint Planning Consultants
6 Braeroy Drive
PORT MACQUARIE NSW 2444

Our ref: 22/17047
Your ref: 16034

Dear Tony

DA T6-14-67: Proposed Quarry at Crescent Head Road, Kempsey
Additional Information

In response to Kempsey Shire Council's (KSC) letter dated 26 March 2014, we provide the following:

1 Traffic and Access

(a) In accordance with Austroads GTRD Part 4A, the total volume of traffic turning right from Crescent Head Road to the Quarry Access Road will require the construction of a channelised right-turn (CHR)(s) treatment.

A limited number of quarry trucks are expected to turn left from Crescent Head Road (east) into the Quarry Access Road. Most light vehicle traffic is expected to turn to/from the west. Therefore the Q_L value is less than 10 vehicles/hr and the warrant for an auxiliary left-turn (AUL) treatment (from the east) is not met (refer Austroads Part 4A, Table 4.9.

The CHR treatment would involve widening the road to the north where there is a wide gravel shoulder. A concept design showing the intersection upgrade is being prepared. Consideration will be given to the deceleration and storage components of the length of the right turn lane. The standard CHR(s) does not provide an acceleration taper or lane for vehicles completing their right turn from the access road. As it is not expected that trucks would turn right from the access, the standard CHR treatment is considered to be appropriate.

(b) The requirement to provide a BAL treatment for the movement from the access road is noted and we will consider this in the development of the concept design.

(c) Although no formal bus stop is located near the Quarry Access Road, we appreciate an informal bus stop has been operating at this location. Our Client is currently discussing the option of relocating the bus stop slightly and is developing appropriate restrictions on trucks entering or leaving the quarry while the bus is present. The restrictions would be included in the Traffic Management Plan to be prepared following approval of the proposal.

(d) Council's Engineering Guidelines for Subdivision and Development will be complied with.

(e) A topographical survey was undertaken to provide the basis for measuring the available sight distance between a car stopped 5 metres from the yield line at the access road and a car approaching from the east. The limiting features are the crest vertical curve and the tree on the verge. The available sight distance is 146 metres. As reported, the SISD as shown in Table 3.2 of Austroads GTRD Part 4A

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is 151 metres. Allowing for a reduction of 5 metres due to the approximately 4% upgrade for eastbound traffic, the required SISD is 146 metres. That is, the available sight distance is equal to the required sight distance. The plan and longitudinal section showing the sight line are attached.

2. In the preparation of the traffic assessment report, it was considered that the very wide shoulder on the northern side of Crescent Head Road would provide sufficient space for through traffic to pass to the left of a vehicle waiting to turn into the access road.

3. As mentioned in the *Traffic Report* (GHD, 2014), we consider the most appropriate time to undertake a Road Safety Audit, would be following approval of the proposal when access routes and any upgrades have been confirmed.

4. We consider the most appropriate time to undertake a Dilapidation Report would be following approval of the proposal but prior to commencement of operation.

2 Visual

If required, the proposed noise wall along the access road would be 3 m in height and most likely be made of concrete panels, similar to those used on the Pacific Highway (see an example in the photograph below). As recommended in the *Visual Assessment* (GHD, 2014), the area between the noise wall and adjacent dwellings would be landscaped and the noise walls would blend in with the surrounding conditions (i.e. with the use of colour or patterns).

Photograph 1: Example of noise wall with landscaping

3 Threatened Species

A referral to the Federal Minister for the Environment has been prepared and the Minister for the Environment, has declared the proposal is not a Controlled Action. A copy of the Minister for the Environment decision is attached.

A detailed Koala offset plan is currently being prepared, in accordance with the Kempsey Comprehensive Koala Plan of Management.

A detailed Flora and Fauna Management Plan, addressing all items listed in the *Flora and Fauna Impact Assessment* (GHD, 2014) will be prepared. This is normally done as a condition of consent, which is considered a more appropriate time because we would then be able to incorporate all the conditions of the consent.

As above, a detailed Environmental Management Plan will be prepared but it is considered more appropriate that this is done as a condition of consent.

4 Kempsey Development Control Plan

As the EIS was in the final review stages when Kempsey Development Control Plan 2013 (KDCP) came into effect, we were unaware of its introduction and therefore the relevant provisions were not addressed. Please find below, how the proposal addresses the relevant requirements of KDCP or a reference to where the requirements are addressed in the EIS.

DCP Requirement	Response
Chapter B2 – Parking, Access and Traffic Management	
Property Access	The property access has been assessed in the Traffic Report (GHD, 2014), which is Appendix J of the EIS. Further information on access is provided in Section 1 of this letter.
Fire Service and Emergency Vehicle Access	It is considered that the access would comply with the requirements for emergency vehicle access.
Driveway Grades	The driveway is relatively level and therefore considered to comply with the requirements.
On-site Parking and Manoeuvring	The Quarry Plans in Appendix A of the EIS show the location of the car parking area. As shown, there is sufficient area to accommodate car parking and during detailed design, the car parking and manoeuvring would be made to comply with the relevant Australian Standards.
On-site Parking Rate	There is no parking rate for quarries in the Schedule but sufficient area is available on-site to accommodate the

DCP Requirement	Response
	likely number of spaces required.
Manoeuvring Areas	The Quarry Plans in Appendix A of the EIS show the internal access arrangements.
Requirements for Disabled Access and Parking Spaces	During detailed design, allowance will be made for a disabled access parking space, in accordance with the relevant standards.
Stormwater Drainage	Stormwater and drainage was considered in the Surface and Groundwater Assessment in Appendix F of the EIS. Stormwater and drainage would be managed appropriately and addressed in detail, in the Soil and Water Management Plan to be prepared as part of the Environmental Management Plan for the quarry.
Chapter B3 – Engineering Requirements for Subdivision and Development	
Administration, Certification and Drawings	All engineering plans would be prepared by appropriately qualified engineers in accordance with the relevant standards, during detailed design
General Services and Easements	The site contains all the relevant services, as described in Section 2.13 of the EIS.
Chapter B4 – Earthworks and Sediment Erosion Control	
Sediment and Erosion Control	A detailed Soil and Water Management Plan will be developed for the site as part of the Environmental Management Plan.
Chapter B5 – Stormwater Management	
General	A water balance and concept controls were provided in the Surface and Groundwater Assessment which is Appendix F of the EIS. A detailed Soil and Water Management Plan will be developed for the site as part of the Environmental Management Plan.
Water Quality	A water balance and concept controls were provided in the Surface and Groundwater Assessment which is Appendix F of the EIS.

DCP Requirement	Response
	A detailed Soil and Water Management Plan will be developed for the site as part of the Environmental Management Plan.
Water Cycle Balance	A water balance and concept controls were provided in the Surface and Groundwater Assessment which is Appendix F of the EIS. A detailed Soil and Water Management Plan will be developed for the site as part of the Environmental Management Plan.
Natural Drainage Systems	A water balance and concept controls were provided in the Surface and Groundwater Assessment which is Appendix F of the EIS. A detailed Soil and Water Management Plan will be developed for the site as part of the Environmental Management Plan.
Chapter B10 – Tree Preservation and Vegetation Management	
Tree and Vegetation Removal	The proposal will remove approximately 7 hectares of vegetation. The clearing was assessed in detail in the Flora and Fauna Impact Assessment in Appendix I of the EIS
Chapter B11 – Koala Habitat Management	
Development Requirements	The proposal will impact on Koala habitat. This impact is assessed in detail the Flora and Fauna Impact Assessment which is Appendix I of the EIS
Chapter B7 – Conflicting Land Use Buffers	
Development within Nominated Buffers	Church Hill quarry is a nominated site in the DCP with a required buffer of 250m. As discussed in Section 3.3.3 of the EIS, the proposal would implement a range of controls to reduce impacts on adjacent sensitive receivers.

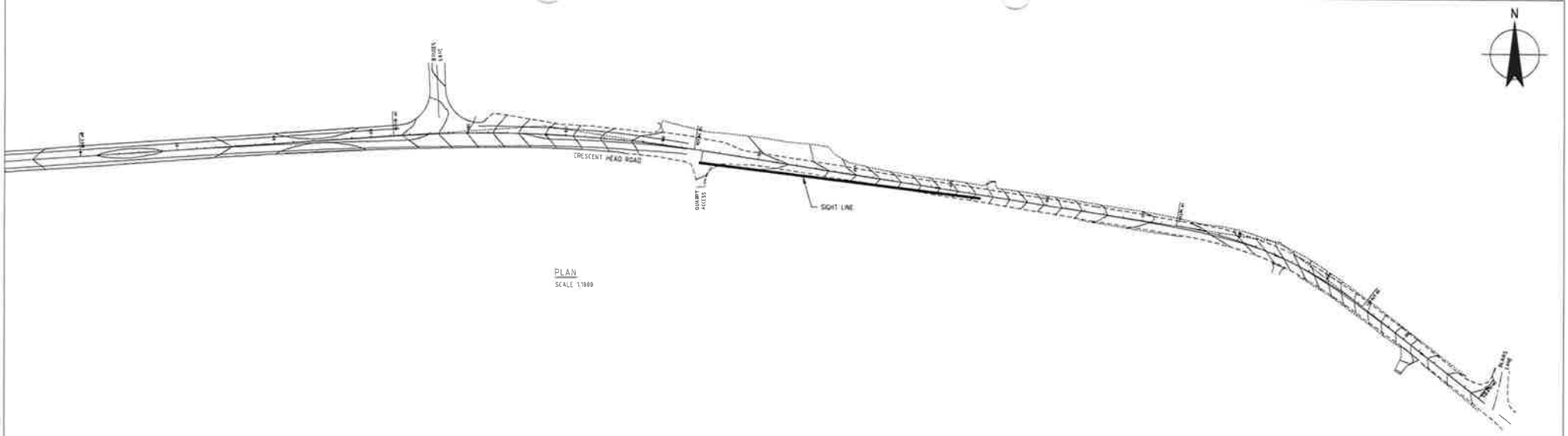
If you have any further questions, please contact the undersigned.

Sincerely
GHD Pty Ltd

Ben

Ben Luffman
Senior Environmental Scientist/Planner
02 6650 5600

Attachments: Plan and longitudinal section showing the sight line
Minister for the Environment decision



PLAN
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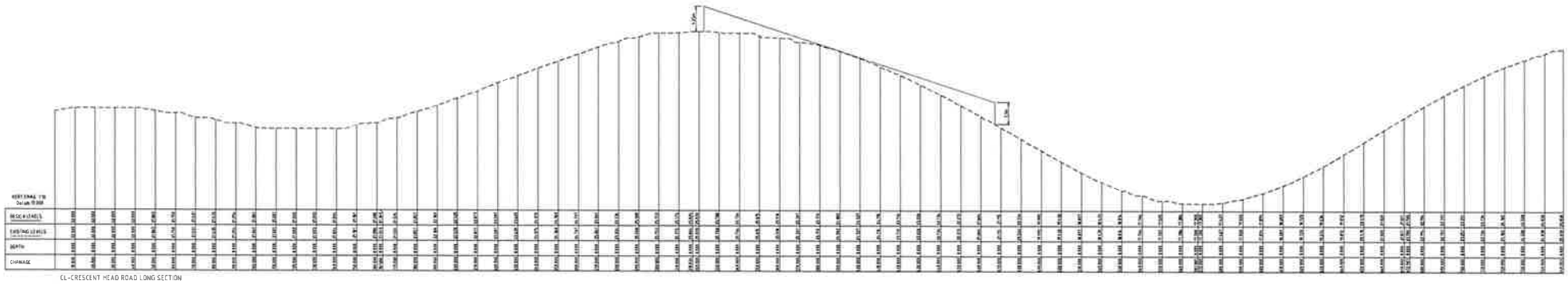

SIGHT LINE FROM EASTERN APPROACH TO ACCESS ROAD

PRELIMINARY

No	Revision	Drawn	Job Manager	Project Director	Date
A	ISSUE FOR INFORMATION				

VERTICAL 1:100 AT ORIGINAL SIZE 0 1 2 3 4 5m
HORIZONTAL 1:1000 AT ORIGINAL SIZE 0 10 20 30 40 50m

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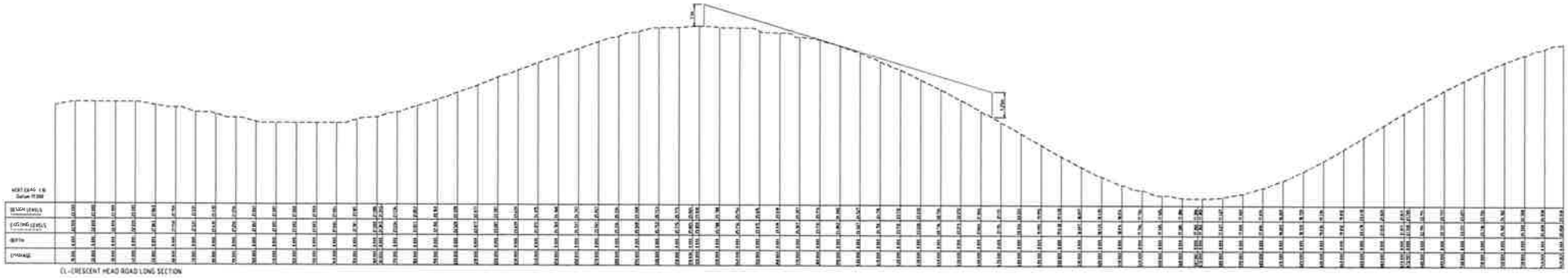
Drafting Check	Design Check
Approved (Project Director)	
Date	
Scale AS SHOWN	This Drawing must not be used for Construction unless signed as Approved

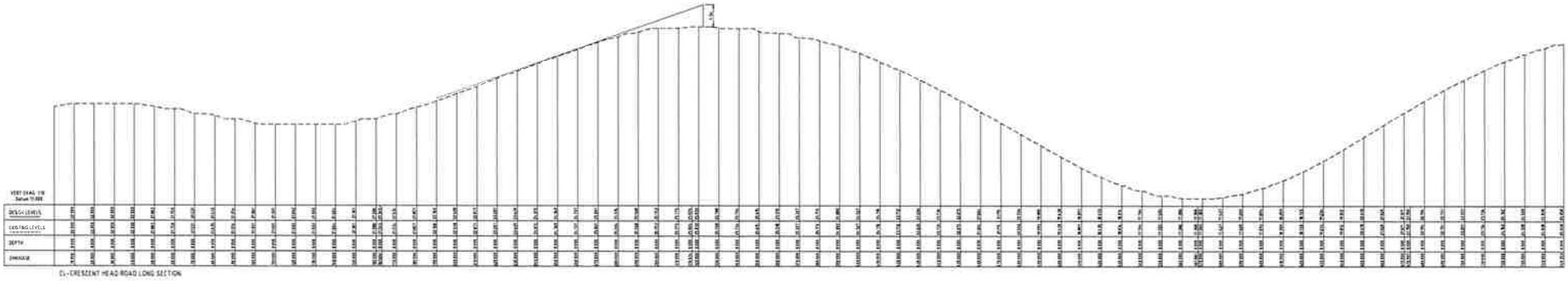
Client
Project **TRAFFIC ASSESSMENT FOR CHURCH HILL QUARRY**
Title **PLAN AND LONG SECTION SHEET 1**

Original Size **A1** Drawing No: **22-1704703-SK001** Rev: **A**

Plot Date: 1 May 2014 - 4:42 PM Plotted by Ian Gould Cad File No \\ghcnetlight\AU\PortMacquarie\Projects\22-1704703\CADD\Civil 3D\22-1704703-XC-LONG_SECTION - COFFS HBR.dwg



SIGHT LINE TO EAST FROM ACCESS ROAD



SIGHT LINE TO WEST FROM ACCESS ROAD

PRELIMINARY

A	ISSUE FOR INFORMATION				
No	Revision Note: * indicates signature on original issue of drawing or final revision of drawing	Drawn	Job Manager	Project Director	Date

VERTICAL 1:100 AT ORIGINAL SIZE 0 1 2 3 4 5m
HORIZONTAL 1:1000 AT ORIGINAL SIZE 0 10 20 30 40 50m

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Date			
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Client
Project **TRAFFIC ASSESSMENT FOR CHURCH HILL QUARRY**
Title **LONG SECTIONS**
SHEET 2

Original Size **A1** Drawing No: **22-1704703-SK002** Rev: **A**

Plot Date: 1 May 2014 - 3:31 PM Plotted By: Ian Gould Cad File No: \\ghdmelgnas\AU\PortMacquarie\Projects\22\1704703\CADD\Civil 3D\22-1704703-XC-LONG - COPY3 HBR.dwg

Australian Government

Department of the Environment

Notification of

REFERRAL DECISION – not controlled action
Church Hill Quarry re-establishment, Kempsey, NSW (EPBC 2014/7214)

This decision is made under Section 75 of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Proposed action

person named in the referral	NSW Quarry Services Pty Ltd ACN 098 914 213
proposed action	To re-establish existing hard rock quarry known as Church Hill Quarry to quarry up to 450 000 tonnes pa of material over 5 years expanding the existing quarry area from 2.4 ha to 9.02 ha. [See EPBC Act referral 2014/7214].

Referral decision: not a controlled action

status of proposed action	The proposed action is not a controlled action.

Person authorised to make decision

name and position	James Tregurtha Assistant Secretary South-Eastern Australia Assessment Branch
signature	
date of decision	18 June 2014