

Conditions of approval

General

Approved development plans

1. Development shall take place in accordance with the following plans, specifications and reports, except as may be amended in red on the approved plans and by the following conditions.

Plan, Specification or Report	Plan Reference and Date
Environmental Impact Statement prepared by Metro Planning	May 2024
Blasting Impact Assessment for Wolumla Gravel Pit prepared by Coral Park Earthmoving & Landscape Supplies P/L	22 May 2024
Blasting Impact Assessment – Additional Information prepared by GHD	Project No. 12582654 - 6 September 2024
Amended Blasting Plan prepared by BSE Consulting	Project No. KEE01-05 Drawing C04 Revision 3 - 8 March 2025
Geotechnical Assessment Report prepared by Crozier Geotechnical Consultants	Project No. 2025-012 - 20 March 2025
Air Quality Impact Assessment prepared by GHD	22 May 2024
Noise Quality Impact Assessment prepared by GHD	22 May 2024
Aboriginal Heritage Due Diligence Report prepared by Lantern Heritage	May 2024
Biodiversity Conservation Act 2016 Assessment of Significance prepared by Southern Cross Environmental	November 2022
Traffic and Parking Impact Assessment prepared by McLaren Traffic Engineering	Ref: 220394.01FC - 13 March 2024
Supplementary Traffic Advice – Wolumla Quarry prepared by McLaren Traffic Engineering	Ref: 220394.02B - 3 February 2025
Supplementary Traffic Advice – Wolumla Quarry prepared by McLaren Traffic Engineering	Ref: 220394.03FA - 8 April 2025
Operational Environmental Management Plan prepared by BSE Consulting Engineers	Version 2 - 29 June 2023

Soil and Water Management Plan prepared by BSE Consulting Engineers	Version 4 - 12 March 2025
Soil and Water Control Plan prepared by BSE Consulting Engineers	Rev 02 - 27 June 2023
Environmental Rehabilitation Management Plan prepared by BSE Consulting Engineers	Ver 2.0 - 29 June 2023
Environmental Rehabilitation and Revegetation Plan (Appendix B) prepared by BSE Consulting Engineers	Ref: KEE0-02-01 Rev. 2 - 27 June 2023

General Terms of Approval

- The development shall be undertaken in accordance with the General Terms of Approval (GTAs) issued on 8th May 2025 by Transport for NSW.

Note: The general terms of approval issued by Transport for NSW are provided as an attachment to this development consent.

Limits of Approval

- A maximum of 30,000 tonnes of gravel and hard rock per year shall be extracted and transported from the site. The annual production data must be submitted to Council on an annual basis and submitted by 30 June of each year in the Annual Environmental Management and Rehabilitation Report (EMRR) required by Condition 12 below.
- This consent will lapse after completion of Stage 3 Quarry operations.

Hours of Operation

- The hours of operation shall be restricted to the following:
7am to 5pm Monday to Friday,
8am to 1pm Saturdays,
No work on Sundays or public holidays.

Frequency of blasting events

- Blasting events are limited to a maximum of 12 per year and once each month.

Plans to be kept on site

- Copies of all stamped approval plans, specifications and documents are to be kept on site during quarrying operations.

Crown road reserve

- Transfer of the Crown road reserve along Coral Park Road to Council must be concluded prior to the commencement of Stage 1 quarry operations.

Note: There may be separate requirements from Crown Land and/or Council pertaining to the Crown road transfer process that will need to be satisfied prior to the issue of a Section 138 Roads Act approval for any works in Coral Park Road.

Blasting Impact Management

9. A Blast Management Plan is to be prepared by the blast contractor prior to each blasting event which addresses management measures listed in the Blasting Impact Assessment dated 22 May 2024.

Air quality management and mitigation

10. A Dust Management Plan (DMP) is to be prepared and implemented to assist with managing dust. The DMP will inform staff of activities with potential to generate dust and recommend control measures to reduce dust emissions including dust suppression watering on internal roads and stockpiles and using a watering cart or sprinklers if visible plumes of dust are observed travelling off-site.

Noise management and mitigation

11. A suitably designed and constructed acoustic mound shall be constructed along the southern and eastern perimeter of the quarry. A report by a suitably qualified environmental or engineering professional certifying that the design will create effective acoustic screening from the most highly impacted receivers must be provided to Council prior to the commencement of Stage 1 quarry operations.

Annual Environmental Management and Rehabilitation Report

12. An Annual Environmental Management and Rehabilitation Report (EMRR) shall be prepared on an annual basis and submitted by 30 June of each year.

The EMRR shall include as a minimum:

- a) describe the development (including rehabilitation) that was carried out in the previous calendar year, and the development that is proposed to be carried out over the current calendar year;
- b) include a comprehensive review of the monitoring results and complaints records of the project over the previous calendar year, which includes a comparison of these results against:
 - the relevant statutory requirements, limits or performance measures/criteria
 - the monitoring results of previous years and
 - the relevant predictions in the EIS and subsequent reports;
- c) identify any non-compliance over the last year, and describe what actions were (or are) being taken to ensure compliance;
- d) identify trends in the monitoring data over the life of the project;
- e) a complaints handling and reporting system;
- f) identify any discrepancies between the predicted and actual impacts of the project, and analyse the potential cause of any significant discrepancies; and
- g) describe what measure will be implemented over the current calendar year to improve the environmental performance of the project.

Prior to the commencement of Stage 1 Quarry operations

Environmental Rehabilitation Management

13. The Environmental Rehabilitation Plan shall be revised with the following data and approved by Council's Environmental Services prior to commencement of Stage 1 Quarry operations:
 - outline a staged approach for progressively stabilising and revegetating of the site.
 - revise the Rehabilitation and Revegetation Plan with native plant species from the Plant Community Type (PCT) 3332.
 - Include a maintenance schedule of the revegetated areas extending for at least two years after rehabilitation works.
 - prepare a weed control plan, specifying the weeds of High Threat and include a weed control schedule throughout the life of the quarry and until the site is remediated.
14. Rehabilitation of the site is to be carried out progressively throughout the life of the quarry in accordance with the Environmental Rehabilitation Management Plan. Reports on progress of Rehabilitation undertaken shall be included in the Annual Environmental Management and Rehabilitation Report (EMRR).

Soil and water management controls in place

15. Before the commencement of Stage 1 Quarry operations, the pre commencement recommendations of the *Soil and Water Management Plan*, by BSE, Version 4, 12 March 2025 must be implemented.
16. A report by a suitably qualified environmental or engineering professional certifying that the relevant controls are in place, must be provided to Council before the commencement of Stage 1 Quarry operations.

Coral Park Road

17. Before the commencement of Stage 1 Quarry operations, the applicant/operator must obtain the necessary approvals from the applicable road authority for the proposed works within the Coral Park road reserve.
18. Before the commencement of Stage 1 Quarry operations detailed Civil Engineering plans must be prepared by a qualified Civil Engineer, issued for construction and provided to the road authority in accordance with the following documents:
 - a) These conditions of development consent
 - b) Council's Development Design Specifications.

The application must also include the following –

- c) Traffic Guidance Scheme (TGS) prepared by a qualified person
- d) Evidence of public liability insurance (minimum \$20,000,000.00)

The plan is to be accompanied by a design compliance certificate.

Defects liability for roadworks

19. The developer is liable for maintenance of the works to which the approval from the applicable road authority relates. The developer shall:
- a) Remedy any defects in the public works that arise within 12 months after Public Engineering Works Completion Certificate is issued,
 - b) Making good any damage caused to any property of Council as a consequence of the doing of anything to which the consent relates.

In this regard the developer must enter into a bonding deed with Council prior to the issue of the road works approval. In this regard the developer shall provide Council a cash bond or bank guarantee in an amount equivalent to 5.0% of the estimated construction value of the works for which Council is accepting maintenance responsibility for.

The funds realised from this security may be paid out by Council to meet any costs referred to in paragraph (a) or (b) above. A bond administration fee will be payable to Council, as per the latest schedule of fees and charges.

Certification and inspection of public engineering works

20. All public engineering works (driveway crossover, footpaths, roadworks, stormwater works etc) must be inspected and tested by Council's inspector in accordance with Council's Development Design and Construction Specifications.

Typically, inspections are required at, but not limited to, the following stages.

- a. after placement of all signs and control measures in accordance with the approved Traffic Guidance Scheme
- b. after stripping of topsoil from roads and fill areas, all Soil & Water Management Plan controls shall be in place at this stage
- c. after completion of road subgrade
- d. after placement and compaction of each layer of gravel pavement material
- e. during application of bitumen seal or asphaltic concrete wearing surface
- f. after laying and jointing of all stormwater pipelines prior to backfilling
- g. after surface preparation, placing reinforcement and prior to pouring concrete for roads and driveways
- h. after completion of works
- i. as otherwise required to confirm that the works are satisfactorily executed and in conformity with environmental controls

It should be noted that Council charges fees for inspections and certificates.

The developer must complete quality assurance testing of all public asset works in accordance with the inspection and testing plans detailed in Council's Development Construction Specifications.

Testing results shall be provided throughout the construction phase of the development.

Sealed rural road

21. Before the commencement of Stage 1 Quarry operations construction of the following in Coral Park Road from the southern boundary of Lot 18 DP 851163 (CH1340m) to 20m past the quarry entrance (CH1150m).

- 6.4 metre wide bitumen sealed road pavement
- pavement designed in accordance with Council's specifications
- 1.5 metre wide table drains as necessary
- all associated stormwater and subsoil drainage work
- installation of guideposts, protection fencing, pavement markings and signposting to the standards specified in the Guide to Road Design published by Austroad
- all other works necessary to achieve the above.

The design speed for this road shall be not less than 60 km/h.

Reconstruction of stormwater crossing

22. Before the commencement of Stage 1 Quarry operations, the failing stormwater crossing of Coral Park Road, just north of the quarry entrance (approx. CH 1140m), is required to be investigated and reconstructed including:

- stormwater calculation to determine the appropriate size for the pipe culvert,
- geotechnical assessment as required,
- design and construction of a replacement culvert and all associated works including embankment and pavement reconstruction and scour protection.

Design works to be completed by a Civil engineer.

Intersection treatment configuration

23. Before the commencement of Stage 1 Quarry operations, construct a BAL intersection at the junction of Coral Park Road with the quarry entrance. The intersection shall be designed in conformity with the standards specified in the Austroads Guide to Road Design – Part 4 & 4a Intersections and Councils Development Design Engineering Standards.

Public Engineering Works Completion Certificate

24. All public engineering works (driveway crossover, footpaths, roadworks, stormwater works etc) shall be constructed in accordance with the accepted construction plans, Council's Development Construction Specifications and conditions of this consent.

In this regard a Completion of Engineering Works Certificate (Compliance Certificate) must be obtained from Council prior to the issue of an Occupation Certificate.

At the cessation of the maintenance period the developer must write to Council to request release of the bond. A final inspection will be required prior to release of the bond.

Engineer's certification – development works

25. Before the commencement of Stage 1 Quarry operations, Council shall be provided with certification from a suitably qualified and experienced professional engineer confirming that the embankment reconstruction around the failing stormwater pipe just north of the quarry entrance (approx. CH1140m) satisfy the specified performance and acceptance criteria.

Works as executed plans

26. Council shall be provided with the following works as executed plans for all public assets constructed:

- a) a PDF copy of the construction certificate plans clearly marked up to show all variations from the approved design.
- b) AutoCAD DWG or DXF file that includes the as-built details of all works. The map projection in the drawing shall be GDA2020 zone 55 and different infrastructure elements shall be delineated into different drawing layers.

Works as executed plans must be prepared and certified by an experienced Surveyor or Professional Engineer as a complete and accurate record of the work.

Coral Park Road and Princess Highway intersection upgrade works

27. Before the commencement of Stage 1 Quarry operations the developer must upgrade the intersection of Coral Park Road and the Princes Highway to accommodate the simultaneous entry and exit of a 19m truck and dog alongside a car.

This includes all associated works such as alterations to the geometric layout of the intersection, pavement construction and reconstruction, stormwater, sealing, signage, line marking, road furniture etc.

The upgrade must be designed and constructed in accordance with Transport for New South Wales Standards.

Contractor's insurance (Public Works)

28. Each contractor engaged in the construction of public works (such as road work, kerb and guttering, footway construction, stormwater drainage, water supply, sewerage works and environmental controls) must provide evidence of public liability insurance (minimum \$20,000,000.00) endorsed to note the contractor and Council for their rights and interests.

Coral Park Road and Princess Highway intersection upgrade – Section 138 approval from Transport for New South Wales

29. Prior to commencement of works within the Princes Highway Road reserve the developer must Obtain Section 138 consent under the Roads Act, 1993 from Transport for New South Wales (TfNSW) for the intersection works required by this development consent.

As part of this process the developer will be required to:

- Provide detailed designs of the intersection works generally in accordance with the *MTE Intersection Concept*, by McLaren Traffic Engineering, Revision A, 08/04/25,
- Enter into a Works Authorisation Deed (WAD) with TfNSW for all works within the Princes Highway Road reserve,
- Apply for, and obtain a Road Occupancy Licence (ROL) from TfNSW prior to commencing roadworks on a State road or any other works that impact a travel lane of a State road,
- Satisfy any other requirements of TfNSW.

Permanent closure of access point

30. Before the commencement of Stage 1 Quarry operations the developer must permanently close the existing access point to the quarry located on the Princes Highway approximately 230m north of the intersection with Coral Park Road. Closure to include removal of gates, fencing, and revegetation of the surrounding landform.

Prior to the commencement of Stage 2 of Quarry operations

Soil and water management controls in place

31. Before the commencement of Stage 2 Quarry operations the pre commencement recommendations of the *Soil and Water Management Plan*, by BSE, Version 4, 12 March 2025 (or a later version if updated) must be implemented.
32. A report by a suitably qualified environmental or engineering professional certifying that the relevant controls are in place, must be provided to Council before the commencement of Stage 2 Quarry operations.

Prior to the commencement of Stage 3 of Quarry operations

Soil and water management controls in place

33. Before the commencement of Stage 3 Quarry operations the pre commencement recommendations of the *Soil and Water Management Plan*, by BSE, Version 4, 12 March 2025 (or a later version if updated) must be implemented.
34. A report by a suitably qualified environmental or engineering professional certifying that the relevant controls are in place, must be provided to Council before the commencement of Stage 3 Quarry operations.

During quarry operations

Mines Inspection Act 1901

35. Under Section 44 of the Mines Inspection Act 1901, the owner/general manager of the quarry must give notice to a Mines inspector of the commencement of quarrying operations. This is to ensure materials are handled correctly and safely on site.

Dangerous goods

36. The applicant shall ensure that the storage and transport of any dangerous goods is to be carried out in accordance with the relevant Australian Standards.

Protect trees and sensitive areas during construction

37. All native trees and vegetation to be retained must be enclosed with protective fencing to prevent them being damaged during quarry operations in accordance with Australian Standard 4970-2009 Protection of Trees on Development Sites.

Clearing of Hollow bearing trees

38. The applicant shall include the following in the Hollow Bearing Tree (HBT) removal protocol:

- Removal of HBTs is considered best from late March to late May to lower risks to microbat species or more common parrot species (Galah/Corella) should they be present and should be 24 hours after under scrubbing of other vegetation.
- HBTs must be checked by a qualified ecologist/fauna spotter from the ground prior to and during felling in case of branch nesting birds, which should be removed prior to felling and given to a wildlife care group.

Installation of artificial habitat

39. The applicant shall install doubled walled nesting boxes as follows: 2 microbat nesting boxes, 2 small parrot nesting boxes and 1 small glider nesting box.

Biosecurity

40. Ensure all vehicles/machinery entering the site are clean and weed free and that appropriate weed/pathogen hygiene practices are employed. Monitor the site and treat routinely to avoid the spread of introduced weeds.

Vegetation removal

41. No vegetation shall be removed or destroyed unless identified on the approved plans.

Tree heads and stumps to be mulched/chipped onsite

42. Tree head or crowns, scrub and stumps shall be mulched or chipped and stockpiled on site to be used for the control of soil erosion and sediment control.

Site rehabilitation and revegetation - ongoing

43. The site must be progressively stabilised and revegetated in accordance with the Approved Environmental Rehabilitation Management Plan.

Soil and water management controls - ongoing

44. During Quarry operations the controls and recommendations of the *Soil and Water Management Plan*, by BSE, Version 4, 12 March 2025 must be implemented and maintained.

A copy of any audits required must be provided in the Annual Environmental Management and Rehabilitation Report.

The Soil and Water Management plan must be updated as necessary to respond to any changing climatic conditions or changes to the staging layout.

Traffic control in Coral Park Road during blasting

45. The quarry operator must organise for traffic on Coral Park Road to be stopped temporarily during blasting.

Prior to the first blast, the operator must apply to Council for an ongoing Section 138 approval for traffic management on Coral Park Road during blasts. A Traffic Guidance Scheme must be provided which nominates the location on Coral Park Road where the traffic is to be stopped. This location must be outside the furthest predicted fly rock distance from the blast.

If changes to the Traffic Guidance Scheme are required, then a new Section 138 approval shall be sought from Council. Otherwise, a new application shall be made every 5 years.

Advisory notes

Essential Energy

- a) If the proposed development changes, there may be potential safety risks and it is recommended that Essential Energy is consulted for further comment.
- b) Any existing encumbrances in favour of Essential Energy (or its predecessors) noted on the title of the above property should be complied with.
- c) In addition, Essential Energy's records indicate there is electricity infrastructure located within close proximity of the property. Any activities within this location must be undertaken in accordance with the latest industry guideline currently known as ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure. Approval may be required from Essential Energy should activities within the property encroach on the electricity infrastructure.
- d) Prior to carrying out any works, a "Dial Before You Dig" enquiry should be undertaken in accordance with the requirements of Part 5E (Protection of Underground Electricity Power Lines) of the Electricity Supply Act 1995 (NSW).
- e) Given there is electricity infrastructure in the area, it is the responsibility of the person/s completing any works around powerlines to understand their safety responsibilities. SafeWork NSW (www.safework.nsw.gov.au) has publications that provide guidance when working close to electricity infrastructure. These include the Code of Practice – Work near Overhead Power Lines and Code of Practice – Work near Underground Assets.

Utility services

If the work requires alteration to, or the relocation of, utility services on, or adjacent to, the lot on which the work is carried out, the work is not complete until all such works are carried out.

Existing structures

No approval of existing buildings or structures is granted or implied by this consent.

Dial before you dig

Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please contact Dial before you dig at www.1100.com.au or telephone on 1100 before excavating or erecting structures (this is the law in NSW).

If alterations are required to the configuration, size, form or design of the development upon contacting the Dial before you dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting the Dial before you dig service in advance of any construction or planning activities.

National Parks and Wildlife Act

The developer's attention is drawn to the requirements of the National Parks and Wildlife Act 1974 with respect to the conservation of Aboriginal archaeology.

As a landowner and/or developer you have a responsibility to not disturb or destroy any such item.

If any objects which are suspected of being Aboriginal, including human remains, are identified during development, the following procedure must be followed:

- Immediately cease all work at the particular location
- The find and the immediate area must not be unnecessarily disturbed
- The area of the find must be marked as a no-go area to ensure no inadvertent impacts occur
- Notify the Heritage NSW via the Environment Line on 131 555
- Not recommence any work at the particular location unless authorised in writing by Heritage NSW.

Biosecurity Act 2015

All landowners should be aware of their General Biosecurity Duty under the provisions of the Biosecurity Act 2015 which states; *“any person who deals with biosecurity matter or a carrier and who knows, or ought reasonably to know, the biosecurity risk posed or likely to be posed by the biosecurity matter, carrier or dealing has a biosecurity duty to ensure that, so far as is reasonably practicable, the biosecurity risk is prevented, eliminated or minimised”*.

For information on Priority Weeds and the South East Regional Strategic Weed Management Plan contact Council’s Vegetation Management Team on 6499 2222.

Change of contact details

It is the applicant’s responsibility to advise Council of any changes to contact details in a timely manner. Council will not be held responsible for any lost documents, delays or missed inspections if any of the details are in any way not up to date. Should duplicate documents be required they will incur an additional fee in this circumstance.

Telecommunications Act 1997 (Commonwealth)

Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra’s network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution.

Furthermore, damage to Telstra’s infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra’s assets in any way, you are required to contact:

Telstra’s Network Integrity Team on Phone Number 1800 810 443

8 May 2025

TfNSW reference: STH24/004777/004

Your reference: DA2024.109 - CNR70108 - A-84988

Bega Valley Shire Council

By Email: mfowler@begavalley.nsw.gov.au

CC: FSteward@begavalley.nsw.gov.au, johnmckee@metroplanning.com.au,
council@begavalley.nsw.gov.au,

Attention: Mark Fowler

**DA2024.109– Quarry – Request to blast monthly – LOT: 18 DP: 851163, LOT: 4&7 DP: 252442
– 28 Coral Park Road WOLUMLA**

Dear Mark

Transport for NSW (TfNSW) is responding to the DA2024.109 re-referred on 25 March 2025.

TfNSW has reviewed the information and has identified a safety risk for motorists as a result of ongoing blasting. The Developer has identified a risk of flyrock and TfNSW believes that under the current proposal, the flyrock could impact the Princes Highway.

The proximity of some of the proposed blasting sites to the Princes Highway are less than 60m and cratering blasts have a maximum throwing distance of 83m. In addition to flyrock management, ongoing geotechnical monitoring will be required throughout the blasting timeline. Given this, under the current proposal, TfNSW believes that road closures would be required to ensure the safety of the public.

TfNSW advises that road closures would not be acceptable. Aside from the delays which would impact the community and road users, there is also the risk that flyrock could land on the road and cause significant damage. Such damage could have a more significant ongoing impact on the community and road users.

Notwithstanding the above, TfNSW would have no objections to the proposed development (and blasting) provided the conditions in **Attachment 1** are included in the development consent. Additional comments for Council's consideration are provided in **Attachment 2**.

TfNSW notes that in determining the application under Part 4 of the *Environmental Planning & Assessment Act 1979* it is the consent authority's responsibility to consider the environmental impacts of any road works that are ancillary to the development (such as removal of trees, relocation of utilities, stormwater management, etc.). Depending on the nature of the works, the Council may require the developer to submit a further environmental assessment for any ancillary road works.

On Council's determination of this matter, please forward a copy of the Notice of Determination to TfNSW. If you have any questions, please contact Liliana Hutchinson, Development Services Case Officer, on 9595 5038 or email development.south@transport.nsw.gov.au.

Yours faithfully

A handwritten signature in blue ink, appearing to read "Chris Millet".

Chris Millet
Manager, Development Services

**DA2024.109– Quarry – Request to blast monthly – LOT: 18 DP: 851163, LOT: 4&7 DP: 252442
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Context

TfNSW notes for this DA:

- The key state road is the Princes Highway,
- The proposal is a designated development,
- Council is seeking advice from TfNSW to assist in its assessment of the potential impacts of the blasting proposal,
- The development proposes blasting once per month, 12 months per year for 30 years. Excerpts from the blasting plan are shown in **Attachment 3**,
- The above excerpts show a discrepancy between the distances to the Princes Highway and TfNSW are concerned about motorist safety throughout the proposed blasting timeline,
- The complete blasting plan is shown in **Attachment 4**, this plan addresses blasting impacts in the proximity of the Princes Highway road reserve and acknowledges a reduced charge can be implemented to reduce risk of flyrock impact the state road,
- A previous response was provided by TfNSW in October 2024, and January 2025,
- Geotechnical information written by Crozier Geotechnical Consultants in March 2025 was submitted to support this proposal,
- Supplementary Traffic Advice (reference: 220394.02B) written by McLaren Traffic on 3 February 2025 was included to support this submission,
 - A daily average of 10 truck movements (5 in, 5 out) will occur,
 - On days where extraction is up to 500 tonnes, an increase to 34 truck movements will occur (17 in, 17 out). Applicant concluded this is a ‘rarity’,
- Coral Park Road is currently owned by Crown Lands:
 - Discussions regarding road reserve proprietorship are currently underway between Crown Lands, Council, and the applicant,
- The development site currently has two additional access points with the Princes Highway to the north of the Princes Highway and Coral Park Road intersection,
- A meeting was held between TfNSW and Council on 26 February 2025 to discuss outstanding, required information,
- A phone conversation was held between TfNSW Geotech expert and the Geotech expert for the proponent in March to discuss the blasting requirements, impact, and expectations of road closures to the Princes Highway,
- The existing access arrangements at the intersection of the Princes Highway and Coral Park Road do not meet current *Austroads Guide to Road Design* requirements.

**DA2024.109– Quarry – Request to blast monthly – LOT: 18 DP: 851163, LOT: 4&7 DP: 252442
– 28 Coral Park Road WOLUMLA**

Conditions

General Conditions

1. No closures of the Princes Highway will be permitted at any time.

Prior to each blast, the Developer must:

1. Provide a blast summary for TfNSW review to geotech.southern@transport.nsw.gov.au. The blast summary must demonstrate the blast will not impact the Princes Highway. Submission of the blast summary must be 2 weeks prior to EACH blast. As a minimum, the blast summary must address the following:
 - a. Blast location details (inclusive of distance and proximity of the state road, location of faces to be blasted, direction in which the blast will occur),
 - b. Blast design (charge administered, indicative blast hole locations, blast hole spacing, depth of blast, over burden etc.),
 - c. Predicted flyrock emission distance for each blast design,
 - d. If the flyrock is predicted to impact the Princes Highway, TfNSW requires a mitigation strategy that does not include highway closure.
2. Obtain TfNSW written acceptance of EACH blast summary.

During each blast, the Developer must monitor:

1. The two TfNSW structures (reinforced concrete culverts) adjacent to the quarry site by carrying out vibration monitoring to confirm peak particle velocity (PPV) is not exceeded.
2. The PPV level. If exceeded throughout any of the blasting process:
 - a. All blasting must cease immediately,
 - b. Immediate notification to geotech.southern@transport.nsw.gov.au is required,
 - c. The Developer must receive written confirmation from TfNSW that blasting may resume.

Prior to the completion of each stage, the Developer must:

1. Institute a HOLD POINT for rock face defect mapping, completed by an experienced engineering geologist. The rock face defect mapping information should:
 - a. Identify any unfavourable defects and features in the rock mass,
 - b. Provide subsequent recommendations to the quarry operator to ensure batter stability.
 - c. Be mapped in conjunction with the inclinometer monitoring (required below) and be provided to geotech.south@transport.nsw.gov.au.
2. Receive written confirmation from TfNSW that blasting may resume.

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– 28 Coral Park Road WOLUMLA**

Prior to the completion of stage 1 excavation and the commencement of Stage 2 and 3 excavations, the Developer must:

1. Install three boreholes with inclinometer casings adjacent to excavation stages 2 and 3. The proposed location, A+ orientation and depth of each inclinometer is to be submitted to TfNSW Pavements and Geotechnical and approval gained in writing prior to drilling and installation. All logs and installation details to be provided to TfNSW Pavements and Geotechnical upon completion.
 - *Note:*
The proposed inclinometer monitoring is to occur every 3 months provided that no movement exceeding 3mm cumulative is noted in the inclinometer readings.
2. Ensure the monitoring is undertaken by experienced Geotechnical personnel that can interpret the data accurately.
3. Submit inclinometer plots and subsequent interpretation to TfNSW within 1 week of processing.
4. Respond if movement exceeding 3mm cumulative is identified by:
 - a. Immediately ceasing blasting and excavation,
 - b. Notifying TfNSW Pavements and Geotechnical immediately at geotech.south@transport.nsw.gov.au,
 - c. Increasing the frequency of inclinometer readings to immediately before and immediately after each blast, with the inclinometer plots submitted to TfNSW Pavements and Geotechnical.
5. Ensure this monitoring regime continues until the reason for the movement has been ascertained and TfNSW Pavements and Geotechnical has deemed, in writing, that no further risks to the Princes Highway will occur.

**DA2024.109– Quarry – Request to blast monthly – LOT: 18 DP: 851163, LOT: 4&7 DP: 252442
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Additional comments

TfNSW notes the existing access arrangements at the intersection of the Princes Highway and Coral Park Road do not meet current *Austroads Guide to Road Design* requirements. Specifically, these deficiencies include but are not limited to non-compliant turn treatments for both left and right-turning vehicles and the inability of the existing configuration to accommodate the simultaneous entry and exit of a 19m truck and dog alongside a car.

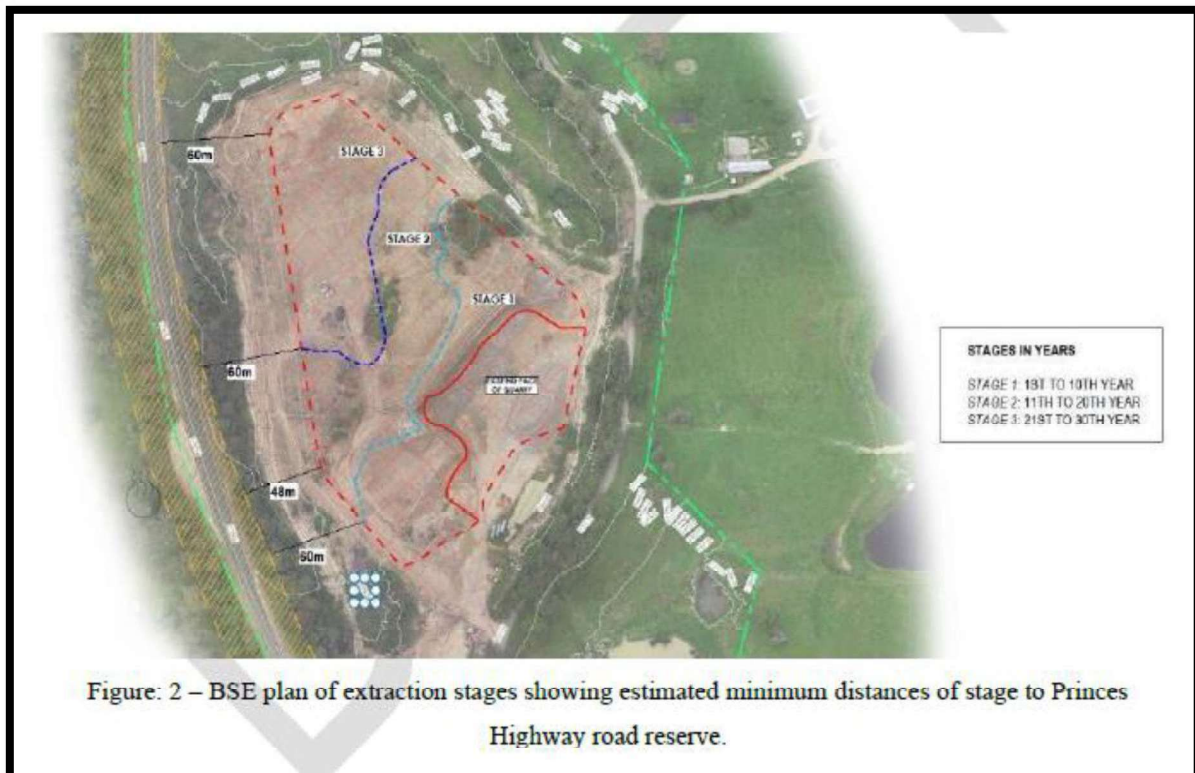
Consequently, TfNSW recommends that access improvements be considered to enable the safe and efficient entry and exit of vehicles associated with the quarry and the residential dwellings to and from the state classified road network.

The development site currently has two other access points / connections with the Princes Highway (not inclusive of the Coral Park Road access). TfNSW recommends Council receive a plan demonstrating the closure of the two access points by the removal of gates, fencing, and revegetation of the surrounding landform.

If reviews of the Princes Highway and Coral Park Road access identify that an intersection upgrade is required, a strategic design will need to be submitted for assessment by TfNSW. Further information regarding the requirements for strategic design can be found within this [link](#).

DA2024.109– Quarry – Request to blast monthly – LOT: 18 DP: 851163, LOT: 4&7 DP: 252442
– 28 Coral Park Road WOLUMLA

Attachment 3: Blasting information excerpts



6.4 Flyrock

Table 6.4 summarises the maximum throw distances based on the methodology provided in section 5.4.2. The predicted maximum throw distances have been calculated using the blast design parameters outlined in Table 6.1.

Table 6.4 Maximum predicted flyrock throw distances

Item	Maximum throw distance, m	Adopted values
Face burst	91	$k=27$ for hard rock
Cratering	83	Charge mass/m = 7.9 kg/m
Stemming	53	Burden = 2.5 m
		SH = 2.7 m
		$\theta = 70^\circ$

The maximum predicted flyrock throw distances would be due to face bursts where a distance of up to 94 m is predicted. As discussed in the previous section, the nearest sensitive receivers and assets to the proposed blast locations are:

- Sensitive receivers (excluding premises owned by Coral Park): 290 m
- Princes Highway: 100 m
- Coral Park Road is gated at the northern entry to the Princes Highway and would be accessed by residences from the southern entry on the Princes Highway. The nearest residence (excluding premises owned by Coral Park) on Coral Park Road is approximately 200 m from the blast location where commuters would be required to utilise the road. Commuters would not require access to the north of the site along Coral Park Road.

Attachment 4

**DA2024.109– Quarry – Request to blast monthly – LOT: 18 DP: 851163, LOT: 4&7 DP: 252442
– 28 Coral Park Road WOLUMLA**

Attachment 4: Blasting plan

ORIENTED TRUE NORTH
MCA NORTH

BLASTING PLAN
Coral Park Road Wollumbi NSW SCALE 1:1500



STAGES IN YEARS	
STAGE 1	1 ST TO 14 TH YEAR
STAGE 2	15 TH TO 22 ND YEAR
STAGE 3	23 RD TO 30 TH YEAR

LEGENDS:	
	BOUNDARY OF PRINCES HIGHWAY ROAD CORRIDOR
	100METER OFFSET FROM HIGHWAY CORRIDOR
	EXTRACTION AREA
	LOCATION OF BOX CULVERTS NOS. 612242 AND 612243

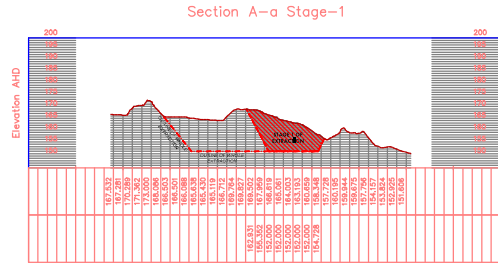
NOTES:			
- The Blasting Impact Assessment Report adopts a 100m buffer distance from blasting in the quarry to the Princes Highway Reserve, recommending appropriate blasting charge masses and rock mitigation measures. Outside of the 100m buffer zone blasting charge mass should be 7.5kg/m. Within the 100m buffer zone blasting charge mass should be reduced to 5kg/m and further rock mitigation measures to be implemented. - AS2187.2 provides rock management measures, which if followed should in most cases confine any disturbances to the blast area. Other controls, besides reducing charge mass, include the use of blast mats as per AS2187.2 or traffic controls on Princes Highway. - Vibration monitoring devices are required to be installed at the location of concrete box culverts 612242 and 612243 to ensure vibration from blasting does not reach a maximum particle velocity of 80mm/s at these locations.			
C	BLASTING AREA AND STAGES	JG	08 Mar 21
B	CADASTRAL BOUNDARY REMOVAL	JJ	04 Dec 24
A	BLASTING PLAN	JJ	16 Aug 24
REV	DESCRIPTION	BY	DATE
STATUS: ISSUE 01			
BSE Consulting STRUCTURAL CIVIL ENVIRONMENTAL CONSULTING ENGINEERS www.bseconsulting.com.au			
CLIENT: Murray Walsh			
PROJECT: Proposed Quarry Expansion			
SITE: 28 Coral Park Road Wollumbi NSW 2550			
TITLE: Blasting Plan			
SCALE AT A1: 1:1500	DATE 08 Mar 25	DRAWN JJ	CHECKED MV
PROJECT NO KEE01-05	DRAWING NO C04	REVISION 03	

APPROX. TRUE NORTH
MCA NORTH

BLASTING PLAN: STAGE 1

Corral Park Road Wolumba NSW

SCALE 1:1500



STAGE 1: 1st to 14th YEAR

New face of quarry, area within hatched area
blasted and extracted down to 152m AHD,
Roughly 1/3 of the total extraction.

LEGENDS:

- BOUNDARY OF PRINCIPAL HIGHWAY ROAD CORRIDOR
- 100-METER OFFSET FROM HIGHWAY CORRIDOR
- EXTRACTION AREA
- STAGE 1 OF EXTRACTION WITHIN 14 YEARS
- AREA WITHIN 152m AHD
- LOCATION OF BOX CULVERTS NOS 612242 AND 612243

NOTES:

- The Blasting Impact Assessment Report adopts a 100m buffer distance from blasting in the quarry to the Princes Highway Reserve, recommending appropriate blasting charge masses and rock mitigation measures. Outside of the 100m buffer zone, blasting charge mass should be 7.5kg/m. Within the 100m buffer zone, blasting charge mass should be reduced to 5kg/m and further rock mitigation measures to be implemented.
- AS2187.2 provides rock management measures, which if followed should in most cases confine any disturbances to the blast area. Other controls, besides reducing charge mass, include the use of blast mats as per AS2187.2 or traffic control on Princes Highway.
- Vibration monitoring devices are required to be installed at the location of concrete box culverts 612242 and 612243 to ensure vibration from blasting does not reach a maximum particle velocity of 80mm/s at these locations.

REV	DESCRIPTION	BY	DATE
D	BLASTING AREA AND STAGES 1 TO 14 YEARS AMENDMENTS	JJ	08 Mar 25
C	CADASTRAL BOUNDARY REMOVAL	JJ	04 Dec 24
B	AMENDMENT TO 152m AHD	JJ	14 Nov 24
A	BLASTING PLAN	JJ	15 Aug 24

STATUS	ISSUE 01
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CLIENT:
Murray Walsh

PROJECT:
Proposed Quarry Expansion

SITE:
28 Corral Park Road Wolumba NSW 2550

TITLE:
Blasting Plan

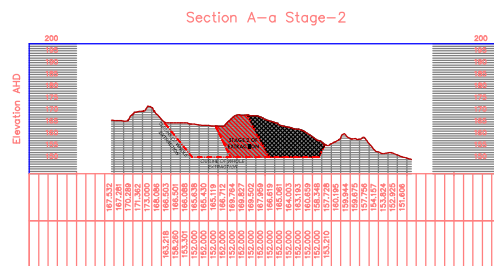
SCALE AT	DRAWN	CHECKED	DATE
AS 1:1500	08 Mar 25	JJ	08 Mar 25
PROJECT NO	DRAWING NO	REVISION	
KEE01-05	005	04	

APPROX. TRUE NORTH
MCA NORTH

BLASTING PLAN: STAGE 2

Caral Park Road Wollumbi NSW

SCALE 1:1500



STAGE 2: 15th to 22nd YEAR

New face of quarry, area within hatched area
blasted and extracted down to 152m AHD,
Roughly 2/3 of the total extraction.

LEGENDS:

- BOUNDARY OF PRINCIPAL HIGHWAY ROAD CORRIDOR
- 100-METER OFFSET FROM HIGHWAY CORRIDOR
- EXTRACTION AREA
- STAGE 2 OF EXTRACTION WITHIN 8 YEARS
- AREA WITHIN 152m AHD
- LOCATION OF BOX CULVERTS NOS 612242 AND 612243

NOTES:

- The Blasting Impact Assessment Report adopts a 100m buffer distance from blasting in the quarry to the Princes Highway Reserve, recommending appropriate blasting charge masses and rock mitigation measures. Outside of the 100m buffer zone blasting charge mass should be 7.5kg/m. Within the 100m buffer zone blasting charge mass should be reduced to 5kg/m and further rock mitigation measures to be implemented.
- AS2187.2 provides rock management measures, which if followed should in most cases confine any disturbances to the blast area. Other controls, besides reducing charge mass, include the use of blast mats as per AS2187.2 or traffic controls on Princes Highway.
- Vibration monitoring devices are required to be installed at the location of concrete box culverts 612242 and 612243 to ensure vibration from blasting does not reach a maximum particle velocity of 80mm/s at these locations.

REV	DESCRIPTION	BY	DATE
D	BLASTING AREA AND STAGES 1 TO 4 YEARS AMENDMENTS	JJ	08 Mar 25
C	CADASTRAL BOUNDARY REMOVAL	JJ	04 Dec 24
B	AMENDMENT TO 152M AHD	JJ	11 Nov 24
A	BLASTING PLAN	JJ	16 Aug 24

STATUS: ISSUE 01

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CLIENT:
Murray Walsh

PROJECT:
Proposed Quarry Expansion

SITE:
28 Caral Park Road Wollumbi NSW 2550

TITLE:
Blasting Plan

SCALE AT	DRAWN	CHECKED
1:1500	08 Mar 25 JJ	04
PROJECT NO	DRAWING NO	REVISION
KEE01-05	C06	04

APPROX. TRUE NORTH
MCA NORTH

BLASTING PLAN: STAGE 3

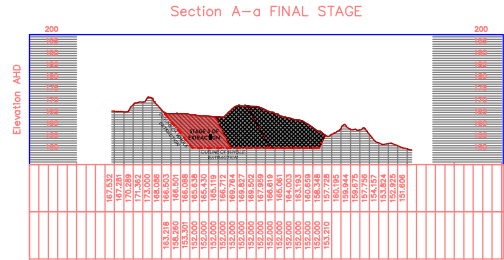
Corral Park Road Wollemi NSW

SCALE: 1:1500



FINAL STAGE
20 EXTRACTION

SEE THE
FACE OF QUARRY



STAGE 3: 23rd to 30th YEAR

Final topograph, entire extraction area down to 152m AHD.

LEGENDS:

- BOUNDARY OF PRINCIPAL HIGHWAY ROAD CORRIDOR
- 100-METER OFFSET FROM HIGHWAY CORRIDOR
- EXTRACTION AREA
- STAGE 3 OF EXTRACTION WITHIN 8 YEARS
- AREA WITHIN 152m AHD
- LOCATION OF BOX CULVERTS NOS. 612242 AND 612243

NOTES:

- The Blasting Impact Assessment Report adopts a 100m buffer distance from blasting in the quarry to the Princes Highway Reserve, recommending appropriate blasting charge masses and rock mitigation measures. Outside of the 100m buffer zone, blasting charge mass should be 7.5kg/m. Within the 100m buffer zone, blasting charge mass should be reduced to 5kg/m and further rock mitigation measures to be implemented.
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- Vibration monitoring devices are required to be installed at the location of concrete box culverts 612242 and 612243 to ensure vibration from blasting does not reach a maximum particle velocity of 80mm/s at these locations.

REV	DESCRIPTION	BY	DATE
D	BLASTING AREA AND STAGE 3	JJ	08 Mar 25
C	CADASTRAL BOUNDARY REMOVAL	JJ	04 Dec 24
B	AMENDMENT TO 152m AHD	JJ	11 Nov 24
A	BLASTING PLAN	JJ	18 Aug 24

STATUS	ISSUE 01
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STRUCTURAL CIVIL ENGINEERS	STRUCTURAL CIVIL ENGINEERS
ENVIRONMENTAL ENGINEERS	ENVIRONMENTAL ENGINEERS
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CLIENT: Murray Walsh

PROJECT: Proposed Quarry Expansion

SITE: 28 Corral Park Road Wollemi NSW 2550

TITLE: Blasting Plan

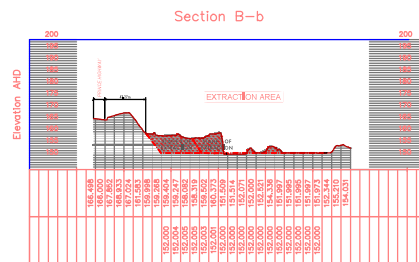
SCALE AT	DRAWN	CHECKED
1:1500	08 Mar 25	JJ
PROJECT NO	DRAWING NO	REVISION
KEE01-05	007	04

APPROX. TRUE NORTH
MCA NORTH

EXTRACTION AREA OVERVIEW

Coral Park Road Wolumba NSW

SCALE 1:1500



STAGE 3: 23rd to 30th YEAR

Final topograph, entire extraction area down to 152m AHD.

LEGENDS:

- BOUNDARY OF PRINCES HIGHWAY ROAD CORRIDOR
- 100-METER OFFSET FROM HIGHWAY CORRIDOR
- EXTRACTION AREA
- STAGE 1 OF EXTRACTION WITHIN 8 YEARS
- AREA WITHIN 152m AHD
- LOCATION OF BOX CULVERTS NOS. 612242 AND 612243

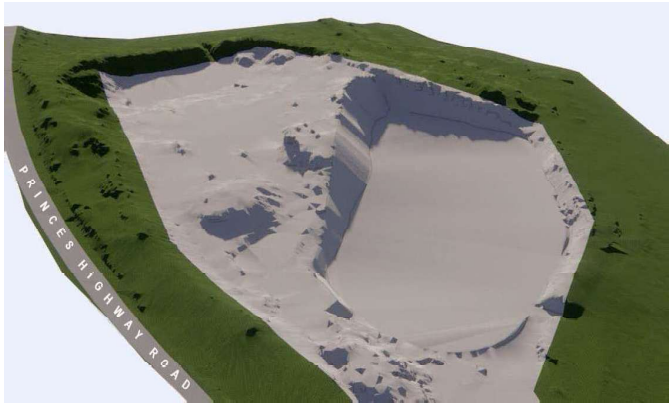
NOTES:

- The Blasting Impact Assessment Report adopts a 100m buffer distance from blasting in the quarry to the Princes Highway Reserve, recommending appropriate blasting charge masses and rock mitigation measures. Outside of the 100m buffer zone blasting charge mass should be 7.5kg/m. Within the 100m buffer zone blasting charge mass should be reduced to 5kg/m and further rock mitigation measures to be implemented.
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- Vibration monitoring devices are required to be installed at the location of concrete box culverts 612242 and 612243 to ensure vibration from blasting does not reach a maximum particle velocity of 80mm/s at these locations.

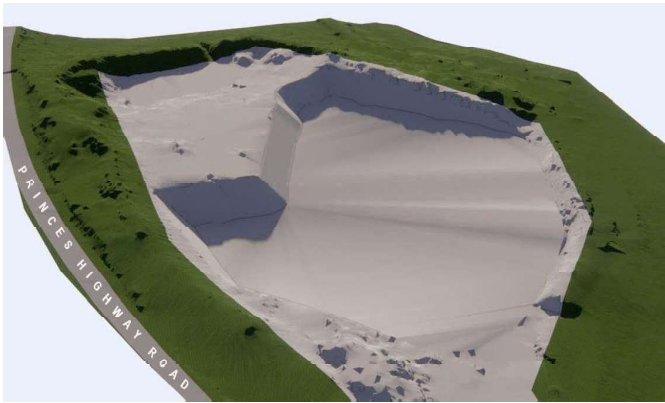
C	BLASTING AREA AND STAGE 1 YEARS AMENDMENTS	JJ	08 Mar 24
B	CADASTRAL BOUNDARY REMOVAL	JJ	04 Dec 24
A	BLASTING PLAN	JJ	18 Aug 24
REV	DESCRIPTION	BY	DATE
STATUS			
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CLIENT:			
Murray Walsh			
PROJECT:			
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SITE:			
28 Coral Park Road Wolumba NSW 2550			
TITLE:			
Extraction Area Overview			
SCALE AT A1: 1:1500	DATE: 08 Mar 25	DRAWN: JJ	CHECKED: MV
PROJECT NO: KEE01-05	DRAWING NO: 007-A	REVISION: 03	



① Quarry Site Existing



② Quarry Site Proposed Stage 1



③ Quarry Site Proposed Stage 2



④ Quarry Site Proposed Stage 3

NOTES:

A	GLAS 110 STAGES AMENDMENTS	JG	16 Mar 25
REV	DESCRIPTION	BY	DATE
STATUS: ISSUE 01			
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CLIENT: Murray Walsh			
PROJECT: Proposed Quarry Expansion			
SITE: 28 Coral Park Road Wollumbi NSW 2550			
TITLE: Quarry Site Digital Terrain Model			
SCALE AT A1	DATE: 16 Mar 25	DRAWN: AJ	CHECKED: MV
PROJECT ID: WEE01-02	DRAWING NO: C07-8	REVISION: 01	