

**BRIEFING DETAILS**

<b>BRIEFING DATE / TIME</b>	Wednesday 2 June 2021, 3:30pm – 5pm Site inspection undertaken as part of briefing
<b>LOCATION</b>	On site, 2697 Oxley Highway Collie 2827

**BRIEFING MATTER(S)**

PPSWES-65 – Gilgandra– DA2021/379 – 2697 Oxley Highway Collie – Berakee Quarry Expansion

**PANEL MEMBERS**

<b>IN ATTENDANCE</b>	Garry Fielding (chair), Graham Brown, Sandra Hutton, Clr Brian Mockler, Clr Greg Peart
<b>APOLOGIES</b>	None
<b>DECLARATIONS OF INTEREST</b>	None

**OTHER ATTENDEES**

<b>COUNCIL ASSESSMENT STAFF</b>	Lindsay Mathieson
<b>OTHER</b>	Jane Gibbs, Kim Holt (DPIE)

The site encompasses an existing basalt quarry operation located approximately 7km off the Oxley Highway and accessible via an existing private haul road. An existing approval allows for an area disturbance of no more than 2 hectares and up to 30,000 cubic metres extraction per annum from the site. It was noted that the current disturbance footprint exceeds the 2 hectare approved area. A substantial expansion of the site is now proposed to allow for the extraction of 490,000 tonnes of basalt material. The site is in close proximity to the Inland Rail Narromine to Narrabri section and it is understood the additional volume is seeking to provide construction material to the Inland Rail project.

The total footprint of the site is proposed to be 17 hectares with 8.4 hectares for processing and a stockpile area of 7.8 hectares. Up to 250,000 T may be stockpiled on the site. Crushing and screening is proposed to occur on site, as is blasting. It was noted that some blending operations currently occur on the site.

The Panel discussed the following issues:

**1. Biodiversity**

The Panel was advised that the site is partially covered by a Biodiversity Sensitivity Layer identified on the Sensitivity Biodiversity Map in the Gilgandra LEP 2011. Clause 7.1 in the LEP is relevant to the assessment of the application.

Specifically:

*7.1 (3) Before determining a development application for development on land to which this clause applies, the consent authority must consider any adverse impact of the proposed development on the following:*

*(a) native ecological communities*

*(b) the habitat of any threatened species, populations or ecological communities*

*(c) regionally significant species of fauna and flora or habitat*

*(d) habitat elements providing connectivity.*

*7.1(4) Development consent must not be granted to the development on land to which this clause applies unless the consent authority is satisfied that:*

*(a) the development is designed, sited and will be managed to avoid any adverse environmental impact*

*(b) if that impact cannot be avoided – the development is designed, sites and will be managed to minimize that impact, or*

*(c) if that impact cannot be minimized – the development will be managed to mitigate the impact.*

It was noted that no Biodiversity Development Assessment Report (BDAR) has been prepared for the site. Given the sensitive nature of the biodiversity and the development controls in the LEP, the Panel **suggested** ~~considers~~ that a Vegetation Management Plan (VMP) should be required and that the disturbance footprint for the proposed operations should be mapped and fenced using GPS coordinates, noting that the current operation has extended beyond its approved disturbance footprint of two hectares.

## **2. Operating Hours**

It is noted that operating hours are proposed to commence at 5am on the site. The Panel expressed a strong view on operating hours, noting that 7am – 6pm is consistent with the industry standard.

## **3. Haul roads and traffic impacts**

It was noted that a private haul road has been recently constructed following a modification to the existing development consent. The haul road allows for transportation from the existing quarry operation directly to the Oxley Highway. This haul road minimizes traffic impacts of truck movements from the quarry on local roads in the vicinity. The Panel noted that there are 35 truck loads, or 70 truck movements per day proposed and that the operating uses 40 T B-double trucks. It is not clear what intervals between truck movements are proposed

It was noted that some drainage issues could arise in a section of the haul road where a small pipe extends under the road near a drainage line making the haul road impassable at certain times following rainfall. However, as this is a private haul road, these are matters for the quarry operator to manage, noting the potential for impact on business continuity and the possible need to upgrade the haul road in the future.

**TENTATIVE PANEL MEETING DATE:**