1. Application Details Summary

Development Application No:	DA027/2020
Description of Development:	Extractive Industry - Ralston Quarry
Applicant:	Regional Group Australia c/o Groundwork Plus
Landowner's consent provided:	Yes
Local Government Authority:	Coonamble Shire Council
Determining Authority:	Western Regional Planning Panel

2. Property Description Summary

Legal Description:	Lot 82 DP 820705, 4948 Tooraweenah Road, Mount Tenandra
Land Area:	682.35 hectares
Property Name:	Northwood
Existing Improvements:	Dwelling, rural outbuildings, access tracks, powerlines, farm dams and fencing
Current land-use:	Rural farmland zoned RU1 Primary Production

3. Executive Summary

DA027/2020 proposes the extraction of hard rock products from a greenfield quarry in two stages. Stage 1 will consist of 490,000 tonnes of material per annum for a period of up to five years, subject to the progress of the Inland Rail Project and associated road upgrade projects. Stage 2 will include the extraction of 100,000 tonnes of material per annum for a period of up to twenty (20) years. A maximum volume of 4,450,000 tonnes of hard rock material will be extracted over the life of the proposal.

The proposal is located at 4948 Tooraweenah Road, Mount Tenandra, which is located in the Coonamble Local Government Area. The land, the subject of DA027/2020 is identified as Lot 82 on DP 820705 (the site). The site is located approximately 30 kilometres north-east of Gulargambone, 45 km south-east of Coonamble and 2 kilometres west of the proposed railway for the Inland Rail Project.

The site is freehold land owned by Milton and Sandra Ralston, which is called 'Northwood'. Regional Group Australia (RGA) have reached agreement with the Ralston's to lease the quarry site and access to Weenya Road. RGA is a company based in Dubbo, which operates quarries in Bland, Dubbo, Forbes and Parkes Local Government Areas.

The proposed quarry involves active extraction at two sites on the Northwood property. Stage 1 Quarry activities involve the proposed extraction, processing and stockpiling of hard rock material on a bald hill located towards the centre of Lot 82 DP 820705. Gravel access roads heading north and north-east of the quarry to Weenya Road will also be constructed in this stage. Stage 2 Quarry activities involve the proposed extraction, processing and stockpiling of hard rock material on a timbered hill approximately 500 metres north of the Stage 1 Quarry.

The proposed extractive industry will involve:

- Conventional drill and blast techniques to extract the hard rock resource.
- Mobile plant to crush and screen the extracted material to produce a range of quarry products, including aggregates, railway ballast, road base and general fill.
- Areas for material processing and stockpiling of quarry products within the extraction footprints at both Stage 1 and 2 quarry operations.
- Loading and transportation of quarry products via the site access roads to the local road network, commencing at Weenya Road.
- Surface water management infrastructure including sediment basins, diversion bunds and drains.
- Ancillary infrastructure, including temporary demountable amenities and site office facilities.

Progressive rehabilitation of the site is also proposed to achieve a post extraction landform suitable for rural activities.

In accordance with the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2000*, an Environmental Impact Statement (EIS) has been prepared by Groundwork Plus, dated August 2020. The EIS was prepared having regard to the Department of Planning Secretary's Environmental Assessment Requirements (SEARs) provided to the applicant on 2 September 2019, including the requirements of a number of government agencies.

The EIS for the development proposal was publicly exhibited from 25 November 2020 to 15 January 2021 in accordance with the *Environmental Planning and Assessment Regulation 2000* and the Coonamble Shire Council Community Participation Plan 2019. Neighbouring landowners were directly notified of the development proposal and invited to make written submissions by the end date of the exhibition period. Relevant government authorities were also invited to comment on the proposal, including the NSW Environment Protection Authority (EPA) who was nominated as an Integrated Approval Body for the purposes of obtaining the General Terms of Approval (GTAs) for the issue of an Environment Protection License for the proposed Ralston Quarry.

NSW Rural Fire Service, Department of Primary Industries (Ag), Transport for NSW, Heritage NSW, Warrumbungle Shire Council, Gilgandra Shire Council and Essential Energy have all provided a response to the proposed development. The EPA also provided their GTAs for the proposed development. The Department of Planning Infrastructure and Environment (DPIE) also provided their concurrence under Clause 5.14 of the Coonamble Local Environmental Plan 2011 after determining the proposal would not create light pollution impacts on the Siding Spring Observatory. Four submissions were received from members of the public.

A review of submissions received as a result of exhibition has been undertaken by Coonamble Shire Council and documented in this report.

A response letter from Groundwork Plus (representing the applicant) dated 16 February 2021 has also been tabled in this report, following the applicant's review of the issues raised in submissions. A further letter from the Groundwork Plus dated 8 March 2021 has also been received in response to a meeting between Council and the applicant on 4 March 2021 to discuss road impacts and mitigation strategies.

The assessment of the proposal concludes the development documentation has been completed to a standard that allows a thorough assessment of the proposed extractive industry. The proposed development is assessed to be consistent with the Coonamble Local Environmental Plan 2011 and all relevant State Environmental Planning Policies.

It is assessed the proposal fits in the locality and there are no significant impacts on the site or on adjacent lands and roads that cannot be properly addressed under the mitigation strategies proposed in the EIS and conditions of consent. It is recommended that the development application be approved, subject to appropriate conditions listed in this report.

The assessment report includes the following attachments:

Attachment 1: The DA Form, Plans and the EIS documentation.
Attachment 2: Authority submissions received as a result of the exhibition of the proposal.
Attachment 3: Groundwork Plus (additional information) letters.

Submissions received from members of the public are separately attached.

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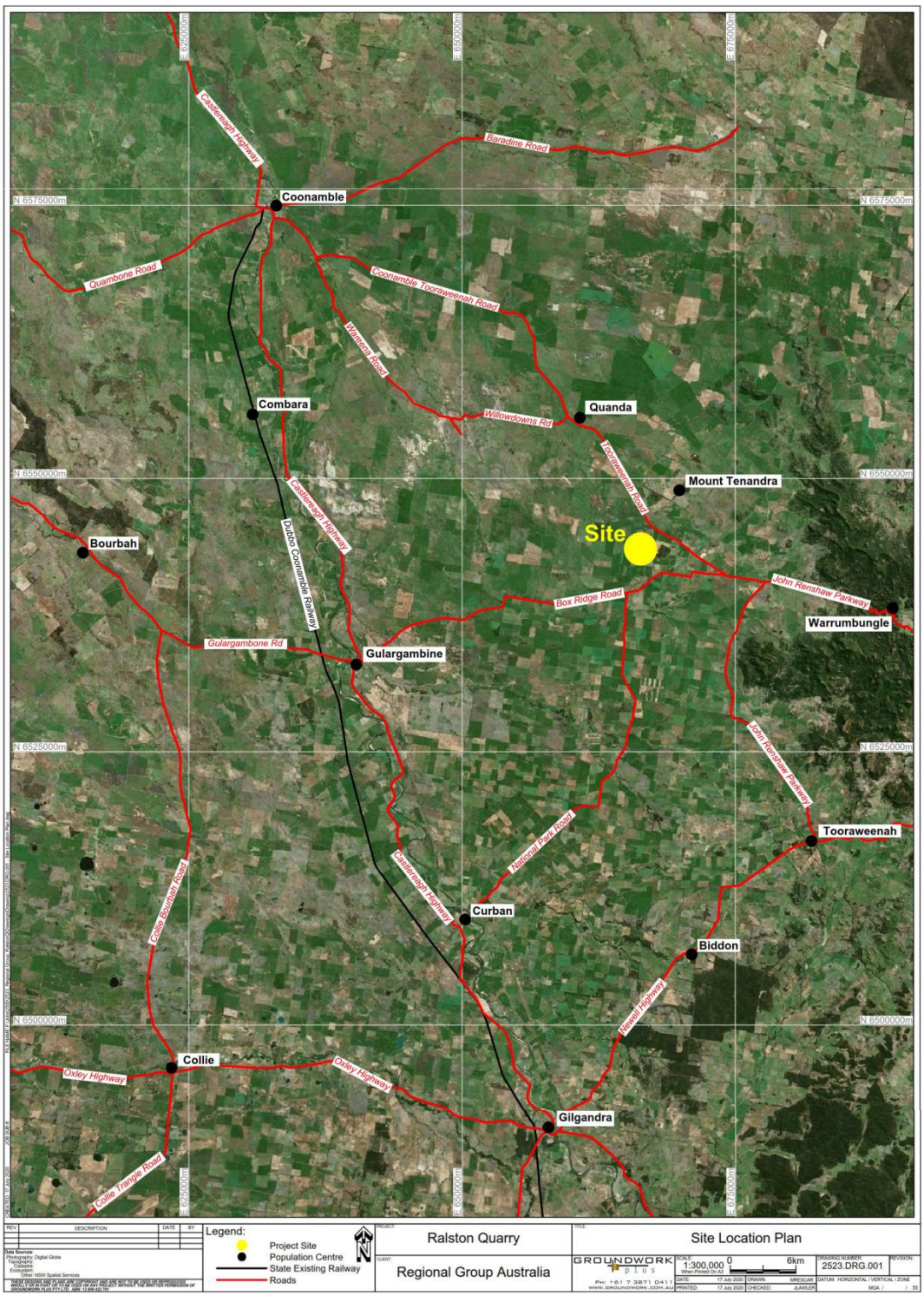
4. Site and Locality Description

4.1. General Site Description

The site of the proposed Ralston Quarry is freehold land that is described as Lot 82 DP 820705, 4948 Tooraweenah Road, Mount Tenandra. A map showing the subject site in relation to surrounding road network and locality is shown on the Site Location Plan in Figure 1 of the EIS and replicated below:



Source: Ralston Quarry EIS

The Northwood property is approximately 682.35 hectares in area and has access to Weenya Road and Tooraweenah Road. The property is currently used for dryland farming activities, with livestock grazing and cropping being observed at the time of inspection of the site. The proposed quarry sites are located towards the centre of Northwood, with access proposed from Weenya Road. The total area of proposed quarry activities (including stage 1 and 2 pits, processing and stockpile areas, sediment basins and access roads) is approximately 28.14 hectares. The existing Northwood farm residence and associated rural outbuildings are located to the north of the proposed extractive industry operations, with access to Tooraweenah Road.

4.2. Site Geology

The geology of the site is defined by two hills which represent a residual basalt flow surrounded by, and inferred to overly, denuded sedimentary rock types. The EIS advises that investigative drilling accounts for an average of one metre of overburden across both hills as distinctly weathered rock with fresh “blue rock” continuing to depth. Observations made of the basalt’s weathering profile suggest that the basalt may display increased weathering as it approaches an inferred underlying sandstone contact. However, the vast majority of the basalt resource was found to be consistent, sparsely vesicular and with no observable amygdule or significant hosted smectite-chlorite segregations.

4.3. Site Topography and Drainage

The proposed extraction, processing and stockpiling areas of the Ralston Quarry are shown on the Conceptual Site Layout Plan in Figure 3 of the EIS (and replicated on page 9 of this report). An updated Concept Site Layout Plan that was provided to Council by Groundwork Plus in their letter dated 8 March 2021 is also replicated on page 10 of this report, to provide an indication of how the Ralston Quarry will likely operate with the adjoining proposed ARTC material storage compound proposed under State Infrastructure Application No. SSI-9487 during Stage 1 quarry operations.

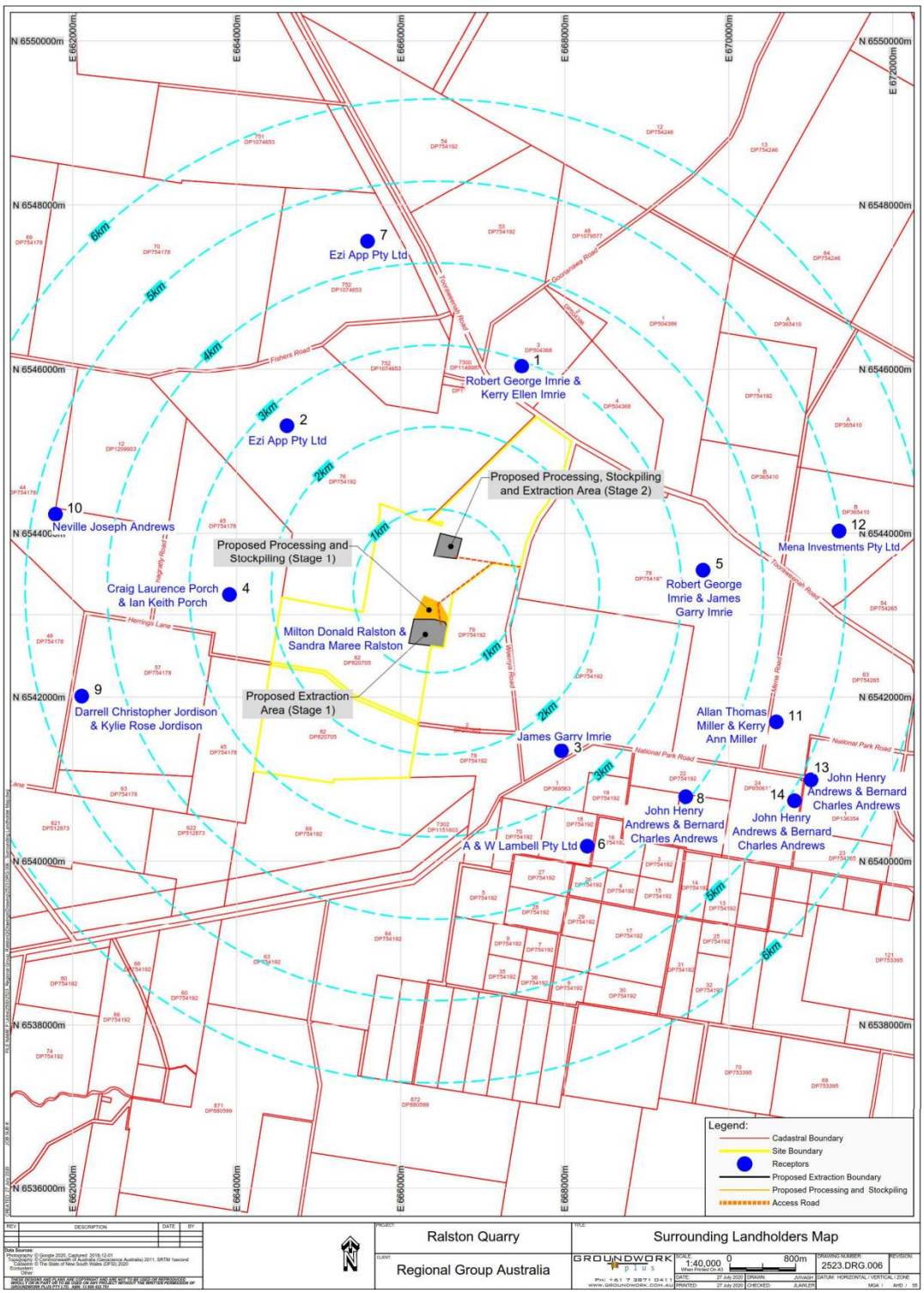
The proposed Stage 1 quarry operations are located on the eastern and north-eastern side of a bald hill, located towards the centre of Lot 82 DP 9820705. Stage 2 works are proposed to be located further north on the south-eastern side of timbered ridgeline, known as Tenandra Hill.

The EIS states the elevation of Stage 1 ranges from 280m to 285m AHD. Stage 1 will extract from natural ground level of around RL 285m to a proposed pit for RL 281m AHD. The upper northern reaches of the site in proposed Stage 2 are situated at RL 320m AHD, with the extraction proposed to reach approximately RL 290m AHD.

The EIS observes that many of the water channels nearby are ephemeral and only contain water immediately following rain events. The site lies 4.7 kilometres north of the fourth order channel of Baronne Creek, which would only carry water seasonally and has its confluence with the Castlereagh River approximately 28 kilometres to the west. The site lies 1.8 kilometres south of the 2nd order channel of Tenandra Creek, which is ephemeral and forms a tributary of the Magometon Creek with the confluence lying 28 kilometres to the northwest. Magometon Creek eventually flows into the Castlereagh River near Coonamble 42 kilometres to the north-west. The largest stream to the south of the site is Gulargambone Creek (5th order channel), which lies 15 kilometres to the south and also flows to the Castlereagh River 28 kilometres to the south-west of the site. All the aforementioned watercourses rise in the Warrumbungle Mountains to the east of the site.

4.4. Surrounding Land-use

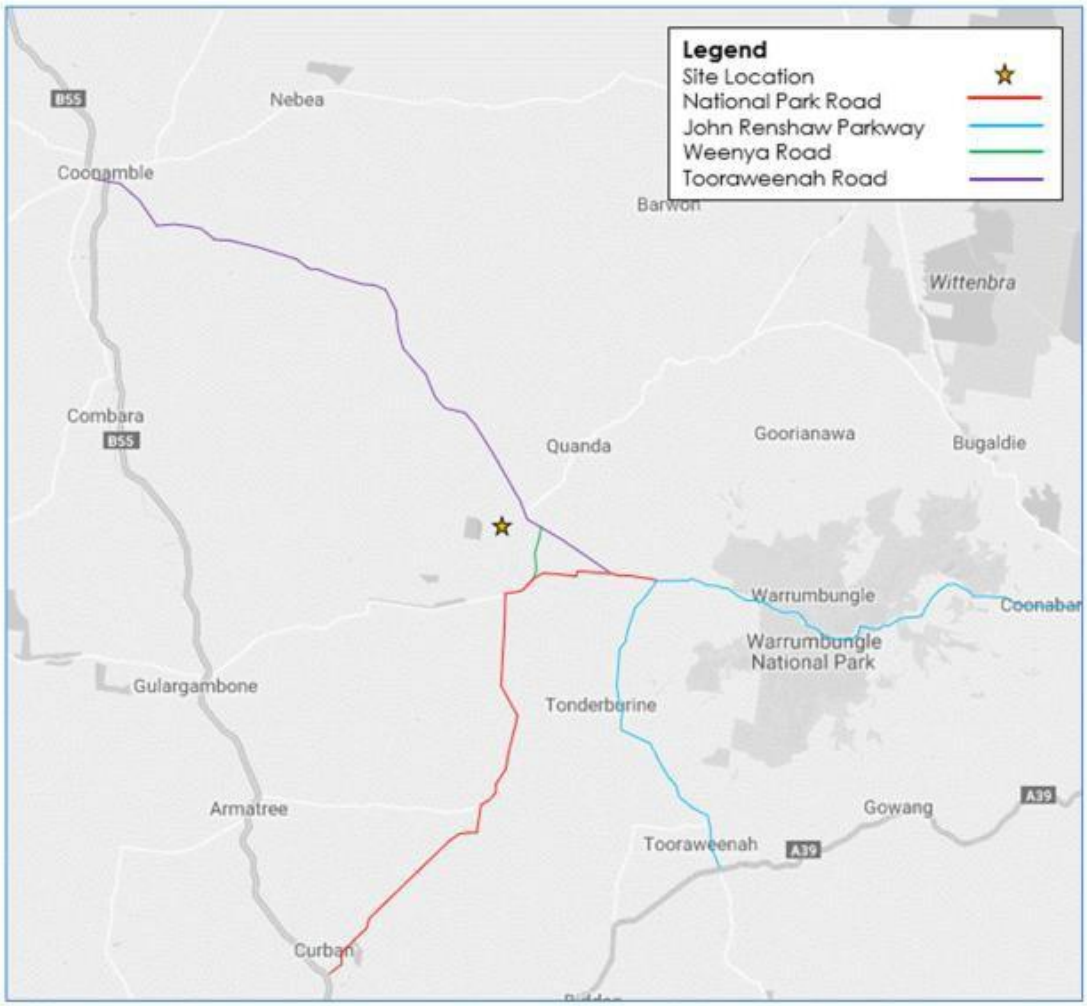
The land-uses surrounding the proposal primarily include agricultural livestock grazing and cropping farming properties. A number of isolated private dwellings and associated outbuildings and infrastructure are located on nearby farming properties, with the closest residence not associated with Northwood activities being located approximately 1.8 kilometres south-east of the proposed quarry operational area. Nearby farms and associated dwellings have been shown on the Surrounding Landholders Map in Figure 9 of the EIS and replicated below:



Source: Ralston Quarry EIS

4.5. Surrounding Road Network

Lot 82 DP 820705 currently has practical and legal access to Tooraweenah Road and Weenya Road. A map showing the subject site is shown in Figure 10 of the EIS and replicated below:



Source: Ralston Quarry EIS

A description of the roads near the Ralston Quarry and that will likely be used by quarry traffic / haulage trucks is presented below:

- **Tooraweenah Road** (Main Road 205) is a regional road that forms part of a link between Mendooran and Coonamble via Tooraweenah. Tooraweenah Road, 10 kilometers west and east of its intersection with Weenya Road is an unsealed road which varies between approximately 6 metres and 10 metres in width. The EIS notes some soft sections of the road have visible rutting, and some gravel sections may cause vehicles to lose traction and / or steer off-course at travel speeds over approximately 90km/h. Guideposts are used sparingly along unsealed lengths of Tooraweenah Road, indicating immediate dips / crests in the road or the presence of road signage. Warning signs are used on approaches to intersections, flood affected sections of road, side roads and at crests and horizontal curves.

- **Weenya Road** (Shire Road 73) is a local unsealed road, approximately 12 metres wide and 4.4 kilometres long. It provides a north-south link between Tooraweenah Road and National Park Road. The EIS notes the surface of Weenya Road contains some soft and sandy sections, with visible rutting. Guideposts are used on the approaches to the intersections

with National Park Road and Tooraweenah Road, but not elsewhere along Weenya Road. Warning signs are used on approaches to intersections, flood affected sections of road, side roads and at crests and horizontal curves.

- **National Park Road** is a local road which forms part of a link between Castlereagh Highway near Curban, south of the site, and Tooraweenah Road. It is sealed along most of its length, with the exception of a 7.6 kilometre length to the east of the site between Mena Road and John Renshaw Parkway, and a 4.5 kilometre length to the south of the site between 5 kilometres south of Box Ridge Road and approximately 700 metres north of the intersection with Tonderburine-Tooraweenah Road. National Park Road crosses numerous creeks and waterways at bridges, with some floodways signposted.

- **Goorianawa Road** is a local road which provides part of vehicular links between Tooraweenah Road at Mount Tenandra and Baradine (via Gulargambone Road) and Bugaldie (via Bugaldie Goorianawa Road). The condition of Goorianawa Road was not described in detail in the EIS documentation; however, inspection of the road indicates it is a gravel road in similar condition to other rural roads in the area.

4.6. Site Layout

The proposed Ralston Quarry is divided into two separate quarry sites, joined by internal access roads that link to Weeyna Road.

The quarry operation comprises an area of approximately 28.14 hectares, and includes the following:

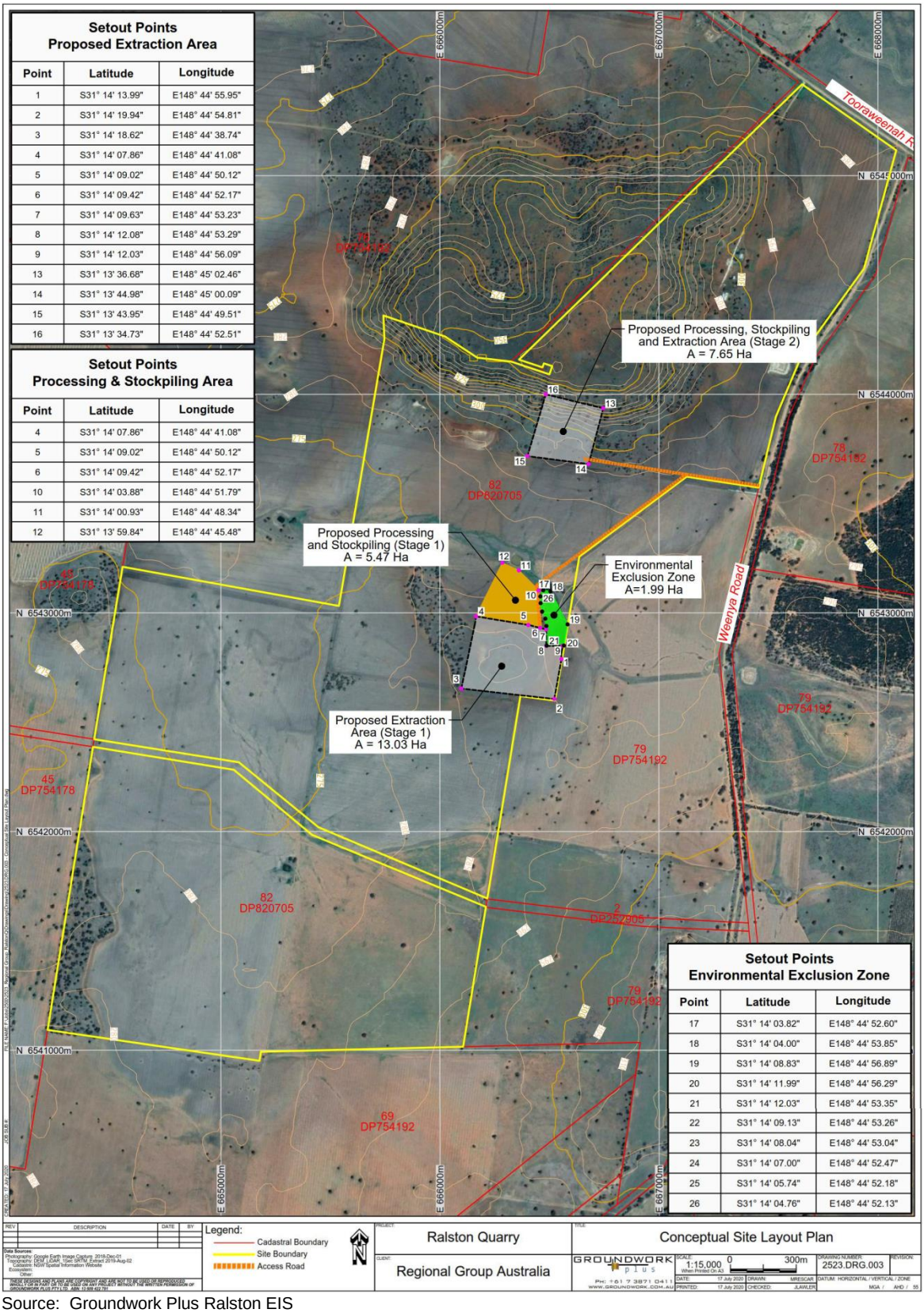
Stage 1:

- Proposed extraction area of 13.03 hectares.
- Proposed processing and stockpiling area of 5.47 hectares. The processing and stockpiling area would be located immediately north of the extraction area and would incorporate areas for the mobile processing plant, raw feed stockpiles, product stockpiles, sediment basin, site office, storeroom, lunchroom, and washroom amenities.
- Proposed environmental exclusion zone area of 1.99 hectares.
- Site access roads.

Stage 2:

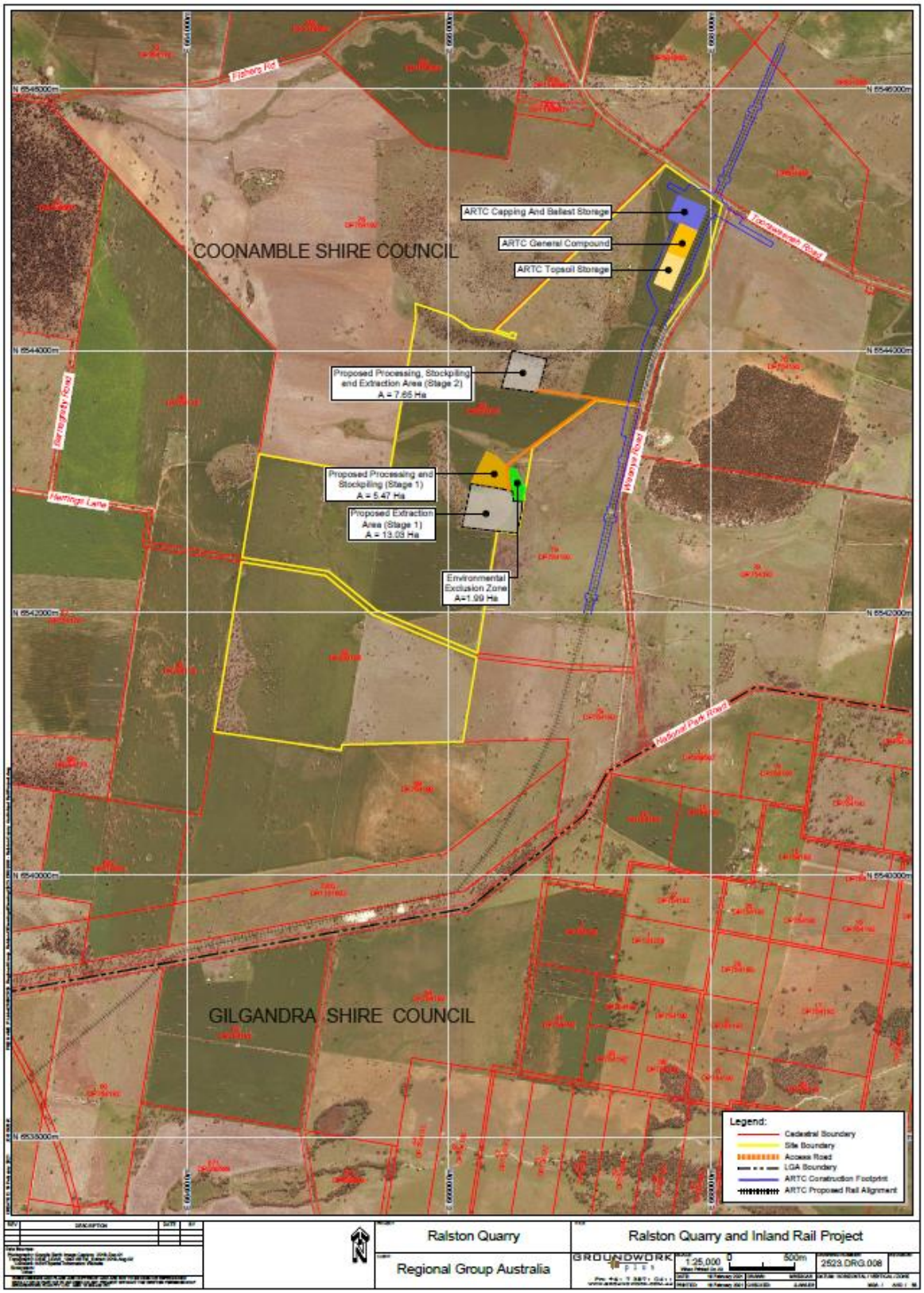
- Proposed extraction, processing, and stockpiling area of 7.65 hectares, including areas for the mobile processing plant, raw feed stockpiles, product stockpiles, sediment basin, site office, storeroom, lunchroom, and washroom amenities.
- Site access roads.

The general layout of the proposed quarry operations is shown on the Conceptual Site Layout Plan in Figure 3 of the EIS and replicated below:



Source: Groundwork Plus Ralston EIS

The general layout of the proposed quarry operations and the ARTC material compound proposed under State Infrastructure Application No. SSI-9487 during Stage 1 quarry operations is shown below:



Source: Groundwork Plus letter dated 8 March 2021

Photographs of the quarry site are shown below:

View of Northwood property and existing access from Weenya Road.

View of Stage 1 quarry site (looking south)

View of Stage 2 quarry site (looking north).

5. Background and Site Context Description

5.1. Coonamble Shire

Coonamble Shire is a rural area located in the Orana Region of NSW, and comprises the towns of Coonamble and Gulargambone and the village of Quambone and the localities of Combara, Gilgooma and Wingadee. It is the traditional home of the Gamilaraay and Weilwan Aboriginal communities.

Coonamble Shire has a population of 4,262 people with the majority of residents (3,000) living in the main centre of Coonamble. The Shire encompasses a total land area of about 9,900 square. kilometres.

Coonamble Shire relies heavily on its agricultural income and rural industries. Rural land is used primarily for agriculture, particularly sheep and cattle grazing and cropping. The area experiences extreme weather conditions including drought, flooding, and extreme heat and cold. This has significant implications for the local economy, including impacts on farming properties, roads, and service industries.

5.2. Ralston Property

The site of the proposed Ralston Quarry is on the property Northwood, which is a rural property comprising approximately 682.35 hectares, with access to Weenya Road and Tooraweenah Road. Northwood is freehold rural land registered to Milton Ralston and Sandra Ralston. The property is currently used for dryland farming activities, including livestock grazing and cropping.

Two quarry resources have been identified on two small hills located towards the centre of the Northwood property for development of an extractive industry operation by RGA in stages. The proposed quarry sites are referred to as Stage 1 and 2 pits.

Access to Stage 1 and 2 pits is proposed from Weenya Road. The total area of proposed quarry activities, including stage 1 and 2 pits and internal access roads, is approximately 28.1 hectares. The existing Northwood farm residence and associated rural outbuildings are located on the site, to the north of the proposed extractive industry operation, with access to Tooraweenah Road.

The Ralston property is adjacent to the planned alignment of the Inland Rail project. Milton and Sandra Ralston have reached agreement to lease the quarry sites to Regional Group Australia (RGA) for development of extractive resources for the Inland Rail project and other road / construction projects in the area.

RGA is in the process of creating a new land title (under a separate process to DA 027/2020) to accommodate the proposed quarry activities.

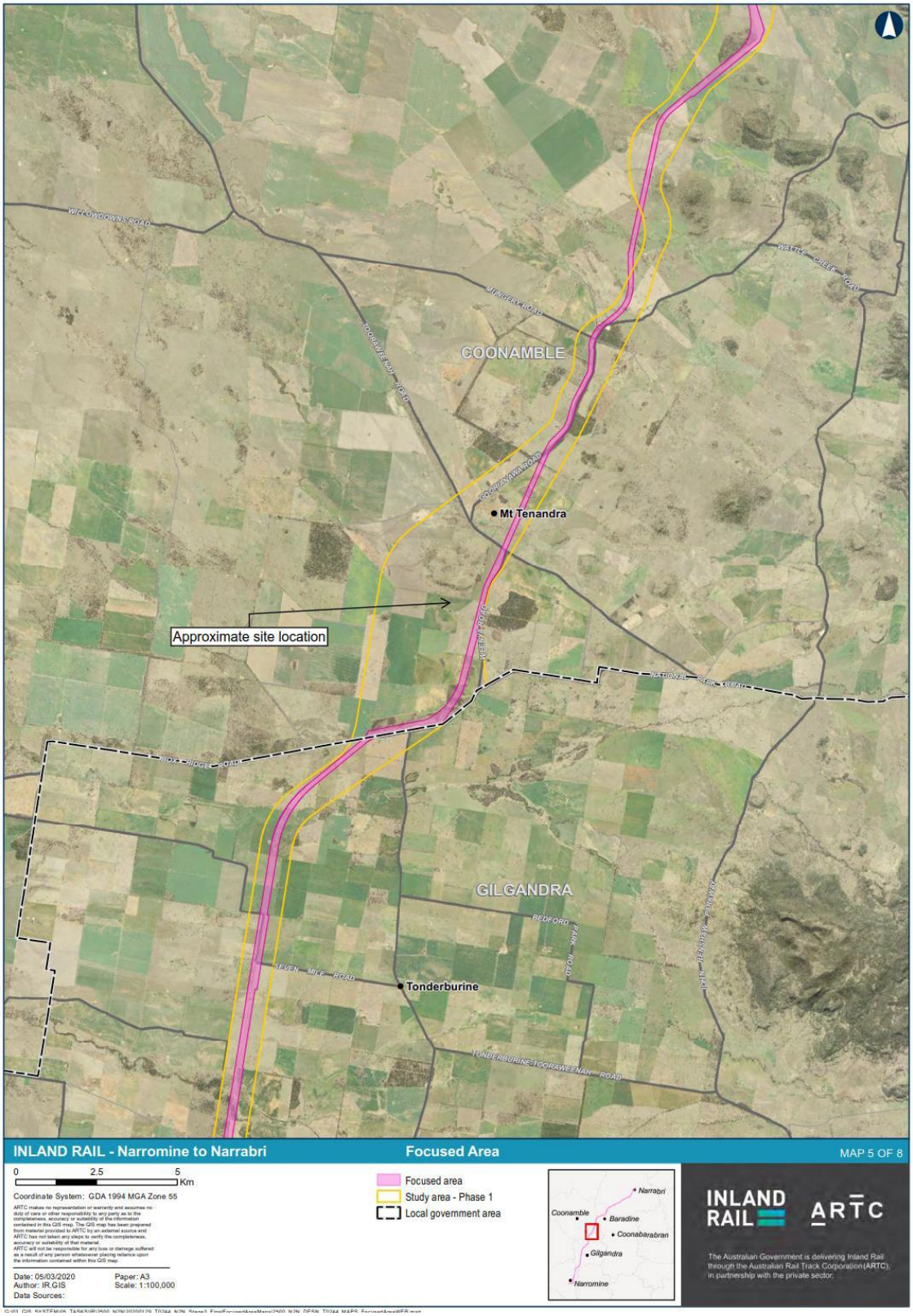
5.3. Inland Rail

The Australian Government has committed to building a direct interstate freight corridor between Melbourne and Brisbane known as the Inland Rail project. ARTC is responsible for the delivery of the Inland Rail project. The railway route is approximately 1,700 kilometres long and involves upgrades to existing railways as well as proposed new railway lines. Because of its sheer size, the Inland Rail project is being broken down into stages. The first stage of the project between Parkes to Narromine is nearing completion. The next section of railway works is proposed under State Infrastructure Application No. SSI-9487, which is referred to as the Narromine to Narrabri section of railway and has not yet been determined.

The proposed Narromine to Narrabri (N2N) section of the Inland Rail under SSI-9487 involves the construction and operation of approximately 306 kilometers of rail track and associated facilities in a new rail corridor. Coonamble is central to the N2N project, which will be the longest section of railway proposed within the entire Inland Rail corridor. Approximately 34 kilometers of railway is currently proposed to be located in the Coonamble Shire, along with a proposed maintenance siding and crossing loop, three new level (road) crossings and multiple waterway crossings and culverts.

Construction of the N2N section of the Inland Railway has encouraged RGA to lodge a Development Application for the development of the Ralston Quarry to provide hard rock material products to assist with the construction of the Inland Rail project. Material from the Ralston Quarry will also likely be used by other customers for road and construction purposes.

The site of the Ralston Quarry is adjacent to the proposed alignment of the Inland Rail Project as shown in Figure 8 of the EIS, and replicated below:



Source: Ralston Quarry EIS

6. Development Assessment Framework

The proposed Ralston Quarry is regionally significant development, as it is a proposed extractive industry which meets the requirements for Designated Development under the *Environmental Planning and Assessment Regulation 2000* and triggers the requirement for the proposal to be determined by the Western Regional Planning Panel as per Section 20 of State Environmental Planning Policy (State and Regional Development) 2011. Accordingly, an EIS for the Ralston Quarry has been prepared by Groundwork Plus, dated August 2020 and it is intended that this report, along with all the accompanying EIS documentation, be tabled with the Western Regional Planning Panel for determination.

The development is also Integrated Development, as per Section 4.46 of the *Environmental Planning and Assessment Act 1979*, requiring the general terms of any approval proposed to be granted by the EPA for the issue of an Environment Protection License under the *Protection of the Environment Operations Act 1997*.

The Development Application has been publicly exhibited / notified in accordance with the *Environmental Planning and Assessment Act 1979* and the Coonamble Shire Council Community Participation Plan 2019. DPIE, DPI, RFS, TfNSW, Heritage NSW, Warrumbungle Shire Council, Gilgandra Shire Council and Essential Energy have all provided a response to the proposed development. The EPA also provided their GTAs for the proposed development. Four submissions were also received from members of the public.

The applicant has also provided written response to the submissions received and issues raised by Council in relation to the proposal. No other additional information was sought / provided from the applicant in relation to the DA.

7. Description of Proposed Development

The proposal is a hard rock quarry to operate in two stages. Stage 1 will consist of 490,000 tonnes of material per annum for a period of up to five years, and subject to the progress of the Inland Rail Project and associated road upgrade projects. Stage 2 will include the extraction of 100,000 tonnes of material per annum for a period of up to twenty years.

The EIS states the proposal will include:

- Extraction of a maximum of 490,000t/yr in Stage 1 for a period of 5 years,
- Extraction of a maximum of 100,000t/yr in Stage 2 for a period of 20 years.
- A maximum extraction volume of 4,450,000 tonnes over the life of the proposal.
- Conventional drill and blast techniques to extract the hard rock resource.
- Mobile plant to crush and screen the extracted material to produce a range of quarry products, including aggregates, railway ballast, road base and general fill.
- Establishment of a stockpile area for Stage 1.
- Processing and stockpiling of quarry products within the extraction footprint of Stage 2.
- Loading and transportation of quarry products via the site access road to the local road network.
- Surface water management infrastructure including sediment basins, diversion bunds and drains.
- Ancillary infrastructure, including temporary demountable site office, amenities and workshop facilities.

- Progressive rehabilitation of the site to achieve a post extraction landform suitable for rural activities such as cattle grazing or cropping.

The proposal involves the development of quarry pits and access roads comprising an area of approximately 28.1 hectares. A breakdown of proposed site area requirements is below:

- Stage 1 proposed extraction area of 13.03 hectares.
- Stage 1 proposed processing and stockpiling area of 5.47 hectares.
- Stage 1 proposed environmental exclusion zone area of 1.99 hectares.
- Stage 2 proposed processing, stockpiling and extraction area of 7.65 hectares.

Sediment basins will be contained within the above-mentioned disturbance areas. Site access roads linking pits to Weenya Road will also be constructed in addition to the above disturbance areas.

The proposed hours of operation are:

- Extraction and processing, 6am to 6pm Monday to Friday and 7am to 1pm Saturdays.
- Truck loading and dispatch, 6am to 6pm Monday to Friday and 7am to 1pm Saturdays.
- Blasting, 9am to 3pm Monday to Friday.
- No operations on Sundays or Public Holidays.

The EIS states that between 5 and 10 staff are anticipated to be required for Stage 1 of the proposal. Staff will be sourced locally where possible and if staff or support crews come from the wider region they will be accommodated in the local township.

The proposal would produce up to 490,000tpa of hard rock material (Stage 1) and up to 100,000tpa of hard rock material in Stage 2. Material transport in Stage 1 would be to support the construction of the Inland Rail project in and around the Mt Tenandra area. During Stage 1 works, the proposed Ralston Quarry will essentially function as a borrow pit to the Inland Rail project, whereby product will be processed and stored at the quarry site, ready for delivery to the rail project as and when required.

The applicant envisages that much of the material haulage operations in Stage 1 will be conducted directly to the Inland Rail corridor for haulage up and down the corridor access road. However, this is dependent on the approval of SSI-9487 for the N2N section of the Inland Railway and RGA and / or haulage contractors being successful in negotiating access over the Inland Rail corridor with ARTC.

The applicant is therefore unable to finalise any arrangements with ARTC regarding material orders and rail access arrangements. The EIS therefore commits to haulage operations via public roads, until alternative arrangements are made to permit haulage along the rail corridor in addition to public road haulage. The haulage operations are treated solely on the public road network for the purposes of the assessment of this EIS. The Ralston Quarry, Mount Tenandra Road Transport Assessment, prepared by The Transport Planning Partnership dated 22 July 2020 advises the proposal-generated road haulage traffic would travel either to the north via Weenya Road and then onto Tooraweenah Road and Goorianawa Road, or to the south via Weenya Road and then onto Box Ridge Road / National Park Road.

Upon completion of the Inland Railway project, the Ralston Quarry would move into Stage 2 operational phase, whereby the quarry would continue to operate on a smaller scale to service road construction and maintenance programs and other construction projects requiring a range of hard rock material products. Haulage operations under Stage 2 would be via the public road network via Weenya Road, and then further afield.

The EIS states that haulage would take place 12 hours per weekday and 7 hours per Saturday over 50 weeks per year. A mix of vehicle types would be used for product haulage, typically truck and trailer combinations, and B-doubles and Type 1 A-double road trains where approved routes are available. The EIS indicates the traffic generation of Stage 1 would be:

- 20 light vehicle trips per day; and
- 264 heavy vehicle trips per day (maximum 24 heavy vehicle trips per hour).

By comparison, during Stage 1, the EIS indicates average weekday daily traffic generation would be:

- 20 light vehicle trips per day; and
- 92 heavy vehicle trips per day (maximum 24 heavy vehicle trips per hour).

It is assumed that the workforce would all commute from Coonamble to the quarry in light vehicles.

8. Environmental Planning Assessment

Section 4.15 of the *Environmental Planning and Assessment Act 1979* provides the matters for consideration in the assessment of development proposals. An environmental planning assessment of the proposed Ralston Quarry is documented in this section.

8.1. S4.15(1)(a)(i) The provisions of any environmental planning instrument

8.1.1. Coonamble Local Environmental Plan 2011

The Coonamble Local Environmental Plan 2011 applies to all land within the Coonamble Local Government Area. The site of the proposed development is zoned RU1 Primary Production under the Coonamble Local Environmental Plan 2011. The Land Use Table for the RU1 Primary Production Zone permits extractive industries (quarry) with consent.

Clause 2.3(2) of Coonamble Local Environmental Plan 2011 provides that the consent authority shall have regard to the objectives for development in a zone when determining a development application in respect of land within the zone. The objectives of the RU1 Primary Production zone are:

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To encourage diversity in primary industry enterprises and systems appropriate for the area.
- To minimise the fragmentation and alienation of resource lands.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.

The proposed extractive industry is assessed to be consistent with the objectives of the zone. The proposal involves the primary production of hard rock materials that will contribute to the local economy. The proposal provides employment opportunities and contributes positively to the local economy. The quarry operation is well setback from nearby farming properties and associated dwellings. The proposed quarry would not impact, alienate, fragment or conflict with agricultural land-uses in the locality.

The following provisions of the Coonamble Local Environmental Plan 2011 have been especially considered in the assessment of the proposal:

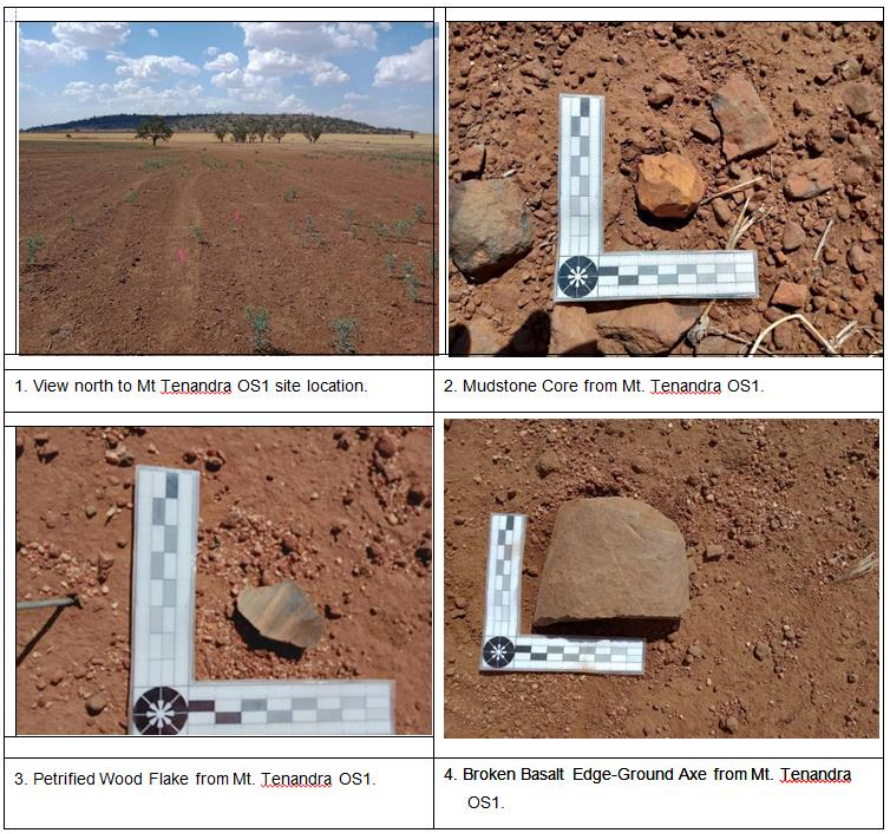
Clause 5.10 Heritage conservation

This clause requires consent for changes to heritage items or in a heritage conservation area that is identified under the Coonamble Local Environmental Plan 2011, or to an Aboriginal object.

Review of Schedule 5 of the Coonamble Local Environmental Plan 2011 reveals no heritage sites or heritage conservation areas on the Northwood property listed under the local environmental plan, or within close proximity to the site.

A search of the AHIMS database within a 25 kilometre radius of the Ralston Quarry site was completed by OzArk on 21 October 2019. The search returned 103 Aboriginal sites, with no sites being recorded on the Northwood property. The closest known Aboriginal sites to the study area are modified trees lying within the Gulargambone Road corridor, between 4.1 and 4.5 kilometres south of the study area, as well as a group of sites at Tenandra Creek and on the far side of Tenandra Hill, located between 1.6 and 2.5 kilometres to the north of the Ralston Quarry site (see Figure 2-1 of the OzArk report for a map of the nearest recorded sites in proximity to the Ralston Quarry site).

Visual inspection of the study area was undertaken on 24 October 2019 by an OzArk Archaeologist resulted in one previously unrecorded Aboriginal site being identified during the visual inspection in the north-eastern sector of the Stage 1 area. The site comprises a relatively low density of artefacts over a site 230m x 100m. The site coordinates are recorded in the OzArk report and the site has been given the reference of Mt Tenandra OS1. Photographs of selected artefacts recorded at the site are shown in Figure 3-1 of the OzArk report, and repeated below:



1. View north to Mt Tenandra OS1 site location.

2. Mudstone Core from Mt. Tenandra OS1.

3. Petrified Wood Flake from Mt. Tenandra OS1.

4. Broken Basalt Edge-Ground Axe from Mt. Tenandra OS1.

Source: OzArk Aboriginal Due Diligence and Historic Heritage Assessment Report 2019

In their letter dated 15 January 2021, Heritage NSW recommends that the Aboriginal cultural assessment is guided by the following documents:

- Guide to Investigating, Assessment and Reporting on Aboriginal Cultural Heritage in NSW 2011.
- Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010.
- Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW 2010.

The EIS has been supported by an Aboriginal Due Diligence and Historic Heritage Assessment Report, prepared by OzArk, dated December 2019 (see Appendix 12 of EIS). The OzArk report notes the proposed Ralston Quarry site lies immediately to the south of the landscape feature known as Tenandra Hill, which rises 100 metres above the surrounding landscape. A small unnamed ephemeral drainage line bisects the proposed quarry sites.

Based on the findings of recorded AHIMS investigation and previous observations recorded in Archaeological studies (including the Ozark predictive model that was developed in 2016 to help identify Aboriginal site locations within Travelling Stock Reserves across the Central West Local Land Services administrative area) the Ozark report advises the following:

> *The remainder of the Stage 1 and Stage 2 areas (apart from the footprint of the newly recorded site) are unlikely to retain any archaeological signature given the extensive ground disturbance throughout the area. It is therefore considered that all other portions have a low potential to contain Aboriginal objects. Mt Tenandra OS1 was found within the original proposed extraction area and stockpile area. In order to minimise impact to the significant areas the quarry layout has been redesigned to ensure artefacts remain in place and unharmed by the proposal.*

The OzArk report recommends avoidance of Mt Tenandra OS1, with further conditions on site demarcation, fencing and warning signage. Provided the recommendations in their report are followed, the OzArk report advises the proposed work may proceed within the study without further archaeological investigations or Aboriginal community consultation.

As per the OzArk report recommendations, the EIS advises that the Aboriginal artefacts site (Mt Tenandra OS1) will be avoided to ensure artefacts remain in place and unharmed by the proposal. The EIS also indicates that, despite the low likelihood of discovering additional artefacts, special induction training will be undertaken for all work crews on avoidance areas and processes to deal with unanticipated finds.

It is assessed that avoidance of any development being carried out in or near the Mt Tenandra OS1 site results in no impacts on Aboriginal objects or places. It is assessed the recommendations in the OzArk Aboriginal Due Diligence and Historic Heritage Assessment Report, dated December 2019 can be relied upon to set conditions in the recommendations of this assessment report, including avoidance of Mt Tenandra OS1, work crew cultural heritage induction / training and use of an Unanticipated Finds Protocol, such as the examples shown in the Appendices of the OzArk report.

No adverse effects on the heritage significance of the area or impacts on heritage items, conservation areas, Aboriginal objects or places of heritage significance are assessed to occur.

Clause 5.14 Siding Spring Observatory - maintaining dark sky

This clause aims to protect observing conditions at the Siding Spring Observatory by promoting lighting practices that minimise light pollution. Clause 5.14(2) requires consideration of whether the development is likely to adversely affect observing conditions at the Siding Spring Observatory, taking into account the following matters:

- The amount and type of light to be emitted as a result of a development and the measures to be taken to minimise light pollution.
- The impact of light emissions cumulatively with other light emissions and whether the light emissions are likely to cause a critical level to be reached.
- Whether outside light fittings associated with a development are shielded light fittings.
- The measures to be taken to minimise dust associated with a development.
- The Dark Sky Planning Guideline published in the Gazette by the Planning Secretary.

The EIS documentation does not make specific mention of Clause 5.14 of the Coonamble Local Environmental Plan 2011 or the dark skies criteria listed in Clause 5.14(2). Groundwork Plus have advised that consideration of Clause 5.14 was not considered to be particularly relevant to the proposed Ralston Quarry, given the site is located approximately 30 kilometres from the Siding Spring Observatory and no quarry operations are proposed at night. No special mention of the Siding Spring Observatory or the criteria for maintaining dark skies was documented in the SEARs for the proposed Ralston Quarry.

DPIE in an undated letter (reference number IRF20/5814) requested additional information to help determine whether the proposal triggers the concurrence threshold under 5.14 of Coonamble Local Environmental Plan 2011. Attached to the DPIE letter was a letter from the Australian National University (ANU) dated 30 November 2020, questioning the levels of potential light and dust pollution from the proposed Ralston Quarry.

In response to the letters from DPIE and ANU, Groundwork Plus provided an email dated 1 February 2021, confirming the proposal does not require the concurrence of the Planning Secretary under Clause 5.14(5) of the Coonamble Local Environmental Plan 2011 because it is on land more than 18 kilometres away from the Siding Spring Observatory and will not result in emission of light of more than 50,000 lumens or more. The applicant also indicated their general acceptance of conditions being included in the recommendation to the Western Regional Planning Panel, aimed at limiting lighting impacts.

DPIE in an undated letter (reference number 545032) provided their concurrence under Clause 5.14 for the proposed Ralston Quarry, as proposed in the EIS and email from Groundwork Plus dated 1 February 2021. Attached to the DPIE letter was an email from ANU dated 2 February 2021, advising that the Observatory is comfortable with the lighting plan outlined for the proposed Ralston Quarry, as well as the air quality assessment findings provided in the Ralston Quarry Air Quality Impact Assessment prepared by Northstar, dated 16 December 2019.

It is assessed that the Planning Secretary's concurrence is not technically required for the development proposal as per the criteria listed in Clause 5.14 of the Coonamble Local Environmental Plan 2011. Notwithstanding, concurrence has been granted and no impacts on the observing conditions at the Siding Spring Observatory are assessed to occur as a result of the proposed Ralston Quarry.

Clause 6.1 Terrestrial biodiversity

Clause 6.1 applies to land identified as 'biodiversity' on the Natural Resource - Biodiversity Map of the Coonamble Local Environmental Plan 2011. A review of that map confirms that parts of the Ralston Quarry site are mapped as comprising 'biodiversity'.

Before determining a development application for development on land to which this clause applies, Clause 6.1(3) requires consideration of whether or not the development:

- Will cause any adverse impact on the condition, ecological value and significance of the fauna and flora on the land.
- Will cause any adverse impact on the importance of the vegetation on the land to the habitat and survival of native fauna.
- Has any potential to fragment, disturb or diminish the biodiversity structure, function and composition of the land.
- Will cause any adverse impact on the habitat elements providing connectivity.

Clause 6.1(4) also requires the consent authority to be satisfied with the following:

- That the development is designed, sited and will be managed to avoid any adverse environmental impact.
- That if impact cannot be avoided by adopting feasible alternatives, the development is designed, sited and will be managed to minimise that impact.
- That if impact cannot be minimized, the development will be managed to mitigate that impact.

The EIS advises the proposal will clear up to 16.18 hectares of native vegetation as a result of the proposed Ralston Quarry (8.64 hectares in Stage 1 and 7.54 hectares in Stage 2). As the proposal will clear more than 2 hectares of native vegetation, a Biodiversity Development Assessment Report (BDAR) has been prepared to assess the impacts of the proposal on biodiversity and the proponents offset obligations under the NSW Government's Biodiversity Offset Scheme.

The BDAR was revised in 2021 to reflect changes made to the guidelines for undertaking BDAR which resulted in identification that two (2) Plant Community Types (PCTs) are present on the subject site, described as:

- PCT 98 – Poplar Box - White Cypress Pine - Wilga - Ironwood shrubby woodland on red sandy-loam soils in the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion
- PCT 244 – Poplar Box grassy woodland on alluvial clay-loam soils mainly in the temperate (hot summer) climate zone of central NSW (wheatbelt).

PCT 98 is not associate with any This PCT is not part of any *Biodiversity Conservation Act 2016 or Environmental Protection and Biodiversity Conservation Act 1999* listed threatened ecological communities. However, the BDAR identified 54 ecosystem credits and 462 species credits are required to offset the proposal being:

- Stage 1 = 0 Ecosystem Credits and 45 Species Credits; and
- Stage 2 = 54 Ecosystem Credits and 417 Species Credits.

The applicant proposes to retire the credits in stages through direct payment into the Biodiversity Conservation Fund (BCF) or by purchasing and retiring the credits on the open market. It is assessed that the overall design of the Ralston Quarry will avoid / minimise areas of disturbance to the biodiversity areas mapped under the Coonamble Local Environmental Plan 2011 where

practical. Where disturbance cannot be avoided, the EIS has followed the established process of assessment and reporting under *Biodiversity Conservation Act 2016*, to quantify impacts and offsets to mitigate impacts. Referral of the proposal to OEH did not result in any specific submissions / requirements in relation to the proposal. As no impacts on areas of significant ecological value are assessed to occur, the findings of the BDAR can be relied upon as a means of addressing the requirements under Clause 6.1 of the Coonamble Local Environmental Plan 2011.

Conditions are included in the recommendation, requiring the offset of the impacts of the proposal prior to commencement of each stage by purchasing or retiring the correct number and type of species credits on the open market based on the like-for-like options. If the correct credits cannot be sourced, the proposal may offset by paying an amount directly to the Biodiversity Conservation Trust.

Clause 6.5 Essential services

Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required:

- The supply of water.
- The supply of electricity.
- The disposal and management of sewage.
- Stormwater drainage or on-site conservation.
- Suitable road access.

There are currently limited infrastructure, utilities or services located at the site. Due to the relative isolation of the quarry site from urban areas, the augmentation of centralised power, telecommunications, reticulated water supply and sewerage is limited and / or cost prohibitive. In their letter dated 23 November 2021 Essential Energy has provided their general requirements for the proposal.

Like other extractive industry operations in Regional NSW, the Ralston Quarry is proposed to be operated using mobile plant and machinery, on-site storage and recycling systems as well as delivery and removal services. The EIS advises electricity would be sourced from diesel generators. Potable water would be sourced from rainwater tanks or a licensed water supplier. Water for dust suppression would be sourced from the sediment basin water storages for each quarry pit. Telecommunications would be provided by mobile phone. Sewage and wastewater would be via a pump out facility serviced by a licensed waste contractor. A small diesel tank may also be stored on site in a self-bunded container and in accordance with AS 1940-2017 The Storage and Handling of Flammable and Combustible Liquids.

Management of stormwater drainage is a particularly important component of the operation, as the storage of water can also help manage a number of peripheral issues such as securing water supplies for dust management and to respond to emergency bushfires. A Ralston Quarry Surface Water Assessment and Stormwater Management Plan have been prepared by Groundwork Plus, to manage stormwater to controlled sediment basins. Water from these water storages will reused in quarry operations and for dust suppression purposes. The EIS advises the quarry should be self-sufficient with respect to surface water usage when developed. However, if external water supply is required, it is advised additional water would be sourced from external licensed water suppliers to meet the anticipated shortfalls for quarry operations.

It is assessed that the overall design of the Ralston Quarry has taken into consideration the requirements of Clause 6.5 to service the proposal, using a mix of mobile services, on-site surface

water management and storage systems and the existing road network to support the proposed quarry and haulage operations.

Clause 6.7 Earthworks

The main objective of this clause is to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.

Before granting development consent for earthworks, Clause 6.7(3) requires consideration of the following matters:

- The likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality.
- The effect of the proposed development on the likely future use or redevelopment of the land.
- The quality of the fill or the soil to be excavated, or both.
- The effect of the proposed development on the existing and likely amenity of adjoining properties.
- The source of any fill material and the destination of any excavated material.
- The likelihood of disturbing relics.
- The proximity to and potential for adverse impacts on any waterway, drinking water catchment or environmentally sensitive area.

The proposal is expected to involve the extraction of approximately 4.45 million tonnes of hard rock material over the life of the Ralston Quarry within an area of approximately 28.14 hectares on the property Northwood.

The extent of earthworks have been documented in the EIS, including details of land disturbance, topsoil removal and baulk earthworks, extraction volumes, roadworks and drainage works. Quarry design and conceptual final landform can be seen on Figure 5 - Conceptual Final Land Form and Figure 6 - Conceptual Final Land Form (Cross Sections) and Figure 7 - Rehabilitation Management Plan of the EIS.

Stage 1 will effectively slice the targeted elevated resource from the surrounding agricultural plains with subsequent access to deeper resources resulting in a final landform of a large flat pad at RL 281m AHD. A terminal face will be left on the southern and western boundary of the extraction area of approximately 8 metres in height. Stage 2 will work into the southern face of the Tenandra Hill will result in a large flat pad at RL 290m AHD rising to the terminal benches on the northern boundary of the extraction area with three (3) twenty (20) metre high benches.

Extraction would use standard quarrying methodologies that involve clearing, topsoil and overburden stripping, drilling and blasting, extraction, processing and stockpiling with the final products sold for use in the construction industry. A Conceptual On-site Extractive Operations Diagram is included on page 12 of the EIS to show this process. A Ralston Quarry Surface Water Assessment and Stormwater Management Plan have also been prepared by Groundwork Plus to show how drainage and soil stability can be managed in the locality. The development is not located near any significant waterways or drinking water catchments and it is proposed to divert clean surface water away from quarry sites and drain quarry sites into sediment basins.

The proposed quarry development is unlikely to affect the existing and likely amenity of adjoining properties. Adjoining properties are primarily used for agricultural purposes and are well setback /

separated from quarry pits, processing areas and internal roads. The potential for dust and soil erosion impacts will be managed as per the EIS.

An Aboriginal Due Diligence and Historic Heritage Assessment Report has been prepared by OzArk, dated December 2019. The OzArk report advises that one previously unrecorded Aboriginal site has been identified on the Northwood site that comprises a relatively low density of artefacts over a site 230m x 100m east of the proposed Stage 1 Quarry site. The EIS proposed a quarry design that avoids the artefacts site (Mt Tenandra OS1), and proposed on-site demarcation, fencing and warning signage. Provided the recommendations in the OzArk report and EIS are followed, the likelihood of relic disturbance during earthworks is low.

It is considered that the proposed development has been designed to control and minimise any potential negative impacts that may arise during earthworks. It is assessed the proposed development and associated earthworks will not detrimentally impact drainage lines, soil stability, amenity of adjoining properties, heritage issues or any environmental sensitive areas.

The quarry pits are not proposed to be refilled as the development would not generate enough waste material. Subsequently, the site would be left with two voids that would be rehabilitated to function as livestock grazing and shelter areas. The balance of the Northwood property would also continue to be used for agricultural activities.

8.1.2. State Environmental Planning Policies

The following SEPPs are specifically relevant to the assessment of the proposed development:

SEPP (State and Regional Development) 2011

The State and Regional Development SEPP identifies significant development and infrastructure and confer functions on regional planning panels to determine development applications.

Pursuant to Schedule 1 of the State and Regional Development SEPP, the proposed extractive industry operation does not constitute a State Significant Development as:

- No more than 490,000 tonnes of extractive material will be extracted per year.
- Site geological assessments estimates that the resource is approximately 4,450,000 tonnes.
- The extraction will not be from an environmentally sensitive area of State significance.

The proposal meets the criterion for Regionally Significant Development as per Schedule 2 of State and Regional Development SEPP, given it is an extractive industry meeting the requirements for Designated Development under the *Environmental Planning and Assessment Regulation 2000*. As Regionally Significant Development, the proposal will be assessed by Coonamble Shire Council and determined by the Western Regional Planning Panel as per State Environmental Planning Policy (State and Regional Development) 2011.

State Environmental Planning Policy – Mining, Petroleum Production and Extractive Industries 2007

The Mining, Petroleum Production and Extractive Industries SEPP recognises the importance of mining, petroleum production and extractive industries to NSW and aims to provide for the proper management and the orderly development of land containing minerals, petroleum products and extractive materials. The SEPP aims to establish appropriate planning controls to encourage ecologically sustainable development through the environmental assessment and sustainable management of these resources.

Part 3 of SEPP Mining, Petroleum, Production and Extractive Industries 2007 outlines the matters for consideration with any development proposal for extractive industries. The SEPP requires a consideration of a number of matters prior to determining an application for an extractive industry, as follows:

Section 12AB of the SEPP lists the non-discretionary development standards, that if the proposal meets, a consent authority cannot impose more onerous standards. The EIS demonstrates compliance can be achieved with the non-discretionary development standards and recommended mitigation measures. EPA have issued their GTAs, which are integrated in the recommendations at the end of this report.

Section 12 of the SEPP provides several matters that a consent authority must consider before determining a development application to determine compatibility of the proposed quarry with surrounding land-uses, as follows:

(a) (i) the existing uses and approved uses of land in the vicinity of the development, and
(ii) whether or not the development is likely to have a significant impact on the uses that, in the opinion of the consent authority having regard to land-use trends, are likely to be the preferred uses of land in the vicinity of the development, and
(iii) any ways in which the development may be incompatible with any of those existing, approved or likely preferred uses, and
(b) evaluate and compare the respective public benefits of the development and the land uses referred to in paragraph (a) (i) and (ii), and
(c) evaluate any measures proposed by the applicant to avoid or minimise any incompatibility, as referred to in paragraph (a) (iii).

Having regard to the above, the proposed quarry is located within a larger rural holding (Lot 82 DP 820705, "Northwood"), which comprises a rural holding of 682.35 hectares. The quarrying operations would be well-contained within the property. Surrounding land-uses are predominantly broad-acre farming enterprises and associated isolated dwellings. The closest residence not associated with Northwood activities is located approximately 1.8 kilometres south-east of the proposed quarry operational area. The EIS confirms the proposed quarry expansion can be operated without resulting in significant impacts on nearby land-uses, including nearby dwellings. EPA have issued their GTAs for the proposed Ralston Quarry, and conditions have been incorporated into the recommendations to control noise, vibration, dust, groundwater, and waterway issues to acceptable levels. Taking into consideration the location, proposed quarry operations, mitigating measures and draft conditions, the proposed quarry is considered to be compatible with surrounding land-uses.

Section 12A of the SEPP requires consideration of any applicable voluntary land acquisition and mitigation policy provisions. The proposed development is not subject to any voluntary land acquisition.

Section 13 of the SEPP requires consideration of the compatibility of development proposal on land in the vicinity of existing mines etc. or of land containing mineral or extractive resources. This provision is to ensure that these resources are not sterilized by incompatible development on surrounding land and is a matter for Council to consider. A review of the MinView online database confirms there are several base / precious metal occurrences in the region. However, there are no other mines, petroleum production facilities or extractive industries within close proximity to the proposed Ralston Quarry. The area is not identified in any environmental planning instrument as a location of significant resources of minerals, petroleum or extractive materials. The proposed development involves a long-term plan to maintain access to the available geological resource. It is assessed the quarry is a compatible land-use in the locality, as it does not impact on high value agricultural land or any known valuable resources. In their letter dated 20 August 2019, DPIE

Resource Regulator advised the proposed development is not a mining operation and does not involve the extraction of material classified as a mineral under Schedule 1 of the Mining Regulation 2016. In addition, the land comprising the proposed development is not the subject of a mining lease granted pursuant to the *Mining Act 1992*.

Section 14 of the SEPP requires the consent authority to consider whether or not consent should be issued subject to conditions aimed to ensure the development is undertaken in an environmentally responsible manner. The conditions issued must ensure the following:

- That impacts on significant water resources, including surface and groundwater resources, are avoided, or are minimised to the greatest extent practicable.
- That impacts on threatened species and biodiversity, are avoided, or are minimised to the greatest extent practicable.
- That greenhouse gas emissions are minimised to the greatest extent practicable.

The EIS provides a thorough examination of all of the above criteria. A Ralston Quarry Surface Water Assessment and Stormwater Management Plan has been prepared by Groundwork Plus to manage drainage and soil stability in the locality.

A Biodiversity Development Assessment Report (BDAR) has been prepared to assess the impacts of the proposal on biodiversity and the proponents offset obligations under the NSW Government's Biodiversity Offset Scheme. An assessment of potential greenhouse gas emissions is provided in the EIS. The EIS states the emissions from the quarry are minimal in the overall context of national emissions. EPA has issued their GTAs for the proposed quarry, including conditions to control air quality to acceptable levels.

Section 15 of the SEPP requires consideration as to whether the proposed resource recovery is efficient. Modern equipment and best practice management principles will be used in the operation of the proposed quarry to ensure recovery is efficient and economically viable. The EIS states the proposal would generate minimal waste rock due to the quality of the rock available. Overburden and topsoil material will be re-used on-site for bunding and rehabilitation purposes. Wastes generated from the site office and amenities can be suitably controlled as conditions.

Section 16 of the SEPP requires consideration as to whether consent should contain conditions to:

- Require that some or all of the transport materials in connection with the development is not to be by public road.
- Limit to preclude truck movements, in connection with the development, that occur on roads in residential areas or on roads near to schools.
- Require the preparation and implementation, in relation to the development, of a code of conduct relating to the transport of materials on public roads.

The EIS indicates that haulage of materials would be via public roads and potentially the Inland Rail corridor. Material leaving the site would be via Weenya Road. Haulage hours are to be restricted to avoid haulage in school bus times. The EIS and various submissions have highlighted the need for a Drivers Code of Conduct to be prepared. Conditions have also been included in regard to road haulage transport operations and road network upgrades and maintenance requirements.

The applicant envisages that much of the material haulage operations in Stage 1 will be conducted directly to the Inland Rail corridor for haulage up and down the corridor access road. However, this is dependent on the approval of SSI-9487 for the N2N section of the Inland Railway and RGA and / or haulage contractors being successful in negotiating access over the Inland Rail corridor with ARTC. As a means of illustrating how the proposed Ralston Quarry may interact with the N2N Inland Rail Project, Groundwork Plus have provide a revised Concept Site Layout Plan showing the

location of the proposed quarry operations to the proposed ARTC material compound proposed under State Infrastructure Application No. SSI-9487, directly north-east of the quarry site.

Section 17 requires consideration of conditions aimed at ensuring the rehabilitation of land that will be affected by the development. A conceptual final landform and rehabilitation plan are included in the EIS. Conditions are included in the recommendation to ensure rehabilitation is undertaken in accordance with the EIS documentation.

It is assessed the proposed quarry expansion complies with the relevant provisions of State Environmental Planning Policy (Mining, Petroleum, Production and Extractive Industries) 2007.

SEPP 33 – Hazardous and Offensive Development

Hazardous and offensive industries, and potentially hazardous and offensive industries, relate to industries that, without the implementation of appropriate impact minimisation measures, would, or potentially would, pose a significant risk in relation to the locality, to human health, life or property, or to the biophysical environment.

The hazardous materials to be held within the subject site are required to be identified and classified in accordance with the risk screening method contained within the NSW Hazardous and Offensive Development Application Guidelines 2011. In accordance with Clause 8 consideration must be given to the current guidelines published by the Department of Planning to determine whether a development is a potentially offensive / hazardous industry or an offensive / hazardous industry.

The EIS advises the potentially hazardous goods that would be used / stored within the quarry site would include diesel and other hydrocarbons such as oils and greases. The Hazardous and Offensive Development Application Guidelines - Applying to SEPP 33 and the Australian Code for the Transportation of Dangerous Goods by Road and Rail identifies that engine oil, hydraulic oil, transmission oil and diesel fuel are not dangerous goods. Diesel fuel is identified as a combustible liquid; however, is exempted where it is stored in a separate bund or storage area where there are no flammable materials stored.

The EIS advises that ammonium nitrate would not be stored on site; rather it would be transported to the site for blasting on the day of the blast, with the quantity required for each blast not exceeding the relevant thresholds for Class 5.1 materials.

The proposed development therefore does not involve hazardous goods, or comprise a potential hazardous or offensive industry, and a preliminary hazard analysis is not required.

SEPP 44 - Koala Habitat Protection

SEPP 44 applies to the site given that it exceeds 1 hectare in size and is located within the Coonamble Local Government Area to which the SEPP applies. Part 2 of the SEPP requires consideration as to whether the land, the subject of the application, comprises potential or subsequently core koala habit.

An assessment of potential koala habitat on site was conducted in accordance with SEPP 44 as part of the ecological impact assessment carried out by OzArk Environmental and Heritage. Investigations included inspections of feed tree species for koalas, breeding females and koala scats. The investigations did not reveal any evidence of koalas and was the conclusion of OzArk that the land does not comprise a core koala habitat. Based on the OzArk report it is considered unnecessary to proceed further with a SEPP 44 assessment.

SEPP (Infrastructure) 2007

The Infrastructure SEPP seeks to protect and facilitate appropriate infrastructure. Clause 45 of SEPP Infrastructure requires consideration of electricity supply requirements, where the development is:

- Within or immediately adjacent to an easement for electricity purposes (whether or not the electricity infrastructure exists).
- Immediately adjacent to an electricity substation.
- Within 5m of an overhead power line.
- Includes installation of a swimming pool any part of which is: within 30m of a structure supporting an overhead electricity transmission line and/or within 5m of an overhead electricity power line.
- Placement of power lines underground.

The proposal is not within or immediately adjacent to any of the above infrastructure. There are no aspects of the development proposal that impacts on electricity supply services, as per Clause 45 requirements.

Schedule 3 of SEPP (Infrastructure) 2007 requires any development with over 200 or more motor vehicles to be referred to Transport for NSW (TfNSW) for comment. The proposed development is not identified in Schedule 3 of the SEPP as traffic generating development to be referred to the Roads and Maritime Services. Referral advice has been sought from TfNSW, which is dealt with in more detail in other sections of this report.

Clause 85 of SEPP (Infrastructure) 2007 requires the consent authority to consider whether any development proposal on land that is in or immediately adjacent to a rail corridor is:

- Likely to have an adverse effect on rail safety.
- Involves the placing of a metal finish on a structure and the rail corridor concerned is used by electric trains.
- Involves the use of a crane in air space above any rail corridor.

At this stage there is no dedicated rail corridor within close proximity to the proposed Ralston Quarry. However, the proposed Inland Railway is to be constructed and operated within close proximity to the proposed Ralston Quarry site, as per State Significant Infrastructure (SSI) Application No SSI-9487 which is currently being assessed by the NSW government.

The Ralston Quarry EIS states that Stage 1 would supply construction materials to the Inland Rail project and associated road projects. The EIS advises it is anticipated that access to the Inland Rail corridor would be available via Tooraweenah Road and / or Box Ridge Road, with trucks using the rail corridor to access any Inland Rail construction or stockpile sites. The Ralston Quarry, Mount Tenandra Road Transport Assessment, prepared by The Transport Planning Partnership dated 22 July 2020 advises the proposal-generated haulage traffic would travel either to the north via Weenya Road and then onto Tooraweenah Road and Goorianawa Road, or to the south via Weenya Road and then onto Box Ridge Road / National Park Road.

The exact location of the access points onto the Inland Rail corridor have not been indicated in the EIS, nor any details as to whether a rail siding or hardstand would be required for storage of quarried materials. The applicant advises that consultation with the ARTC is ongoing to determine how best to provide material from the proposed Ralston Quarry to the Inland Rail project.

It is assessed that the requirements of the Infrastructure SEPP to consult with road and rail authorities has been satisfied. Conditions have been included in the recommendation to ensure all relevant road and rail authorities will have input into the final details of allowing temporary access only onto the proposed Inland Railway corridor.

SEPP 55 - Remediation of Land

Clause 7 of SEPP 55 requires consideration as to whether the land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable for the development in its contaminated state, or that appropriate arrangements have been made to remediate the site prior to the development being carried out.

An assessment of existing and potential contamination is detailed in Section 15 of the EIS. The EIS states that a search of the NSW contaminated land register was undertaken. The site is not considered as contaminated land as it has not historically been subjected to any contaminating activities. The site is not identified as contaminated land according to the NSW EPA contaminated land records. The site is not identified on Council's Contaminated Sites Register.

A visual inspection and review of the EIS and the contaminated land planning guidelines reveals a number of activities which could lead to potential contamination, including agricultural activities, extractive industries (existing quarry), oil and chemical storage and an existing waste storage area. Upon the cessation of resource extraction, the proposal will involve full rehabilitation of the site including removal of infrastructure.

Given the lack of historical evidence suggesting the site may be contaminated, a Preliminary Site Investigation is not considered necessary.

State Environmental Planning Policy (Primary Production and Rural Development) 2019

The SEPP aims to facilitate development on rural land that is orderly and economic, promotes the social, economic and environmental welfare of the State and avoids land use conflicts with existing agriculture. It also allows government authorities to identify State significant agricultural land and ensure the ongoing viability of agriculture in the State.

The EIS states the land that would be affected by the proposal has not been identified as State or regionally significant agricultural land by Schedule 1 of the SEPP. Further, the proposal would not impact on any additional land currently managed for agriculture, nor would it be incompatible with continued agricultural land use of the site. Protection of the land that is the subject of the proposal would not provide any public benefit, and the employment and local economic stimulus that would be generated by the proposal is considered to be of wider public benefit.

It is assessed that the proposed Ralston Quarry, comprising an area of approximately 28.14 hectares will not compromise the objectives of the Primary Production and Rural Development SEPP. DPI (Ag) have provided comments, which have been considered in this report.

8.2. S4.15(1)(a)(ii) any proposed environmental planning instrument

There are no draft LEPs or draft SEPPs that apply to the subject land.

8.3. S4.15(1)(a)(iii) any development control plan

There are no development control plans that apply to the subject land, or to the operation of extractive industries in the Coonamble Shire.

8.4. S4.15(1)(a)(iiia) any planning agreement or any draft planning agreement

There are no formal planning agreements relating to the site. The applicant has not requested Council to enter into any form of planning agreement.

8.5. S4.15(a)(iv) the regulations

Division 8 of Part 6 of the Environmental Planning and Assessment Regulation 2000 specifies additional matters that must be taken into consideration by a consent authority in determining a development application. Consideration of these matters is included below:

- Clause 92 Government Coastal Policy - Not applicable to the Coonamble Shire Local Government Area.
- Clause 92 Building Demolition - Not relevant to the proposal.
- Clauses 93 & 94 Fire Safety Upgrades - No fire safety upgrades are required.
- Clause 94A Temporary Structures - Portable site office and amenities are proposed.
- Clause 95 Deferred Commencement - Not relevant to the proposal.
- Clause 96 Ancillary aspects of development - Not relevant to the proposal.
- Clause 97 Modification or surrender of development consent or existing use - Not relevant to the proposal.
- Clause 97A Fulfilment of BASIX commitments - The proposal is not a BASIX affected development.

8.6. S4.15(1)(b) the likely impacts on the natural and built environment(s) and the likely social and/or economic impact on the locality.

8.6.1. Context and Setting

The proposed Ralston Quarry is located on a rural property Northwood (Lot 82 DP 9820705) which has an area approximately 682.35 hectares and is situated at Mount Tenandra, a rural area in Central West NSW. The property is currently used for dryland farming activities (predominantly livestock grazing and cropping).

The proposed quarry sites are located towards the centre of Northwood, with access proposed from Weenya Road. The total area of proposed quarry activities, including stage 1 and 2 pits, processing and stockpile areas, sediment basins and access roads is approximately 28.14 hectares. The existing Northwood farm residence and associated rural outbuildings are located on the site, to the north of the proposed extractive industry operations, with access to Tooraweenah Road.

The land-uses surrounding the proposal primarily include agricultural livestock grazing and cropping activities. A number of isolated private dwellings and associated outbuildings and infrastructure are located on nearby farming properties, with the closest residence not associated with Northwood activities being located approximately 1.8 kilometres south-east of the proposed quarry operational area. Nearby farms and associated dwellings are shown on the Landholders Map in Figure 9 of the EIS.

The proposed extraction, processing and stockpiling areas of Stage 1 are located on the eastern border ridgeline of Lot 82 DP 9820705 and Stage 2 is located further north. The surrounding landscape is mildly undulating with some steep peaks signifying volcanic plugs in the landscape. The proposal has the potential to be visible from surrounding viewpoints.

The Stage 1 project area is on a low rise in the southern section of the site. Stage 1 has a north-easterly aspect, which by virtue of the surrounding topography is screened from surrounding residences. The Stage 2 project area extends from the lower to upper slope of a small hill known as Tenandra Hill, located in the northern section of the site. Based on the elevation and aspect of this landscape, Stage 2 quarry operations may have some visibility to residents from the south and the west.

A visual amenity assessment has been undertaken in Section 5.8 of the EIS. The assessment work advises the proposal has been limited to areas of the site which will have the least visibility to the greatest number of nearby sensitive receptors seeking to avoid potential impacts to the greatest practical extent possible. The EIS advises the proposal will be visible to only a limited number of nearby sensitive receptors and therefore will have a minimal impact on the visual amenity of the area.

The proposal would also be visible from Weenya Road to the east of the quarry sites, and from the Inland Railway as proposed under State Significant Infrastructure (SSI) Application No SSI-9487, which is currently being assessed by the NSW government.

It is assessed that the proposed Ralston Quarry will not significantly alter the existing context and setting of the area.

8.6.2. Land Use Conflict

The subject land is zoned RU1 Primary Production. The proposed quarry is located within a larger rural holding (Lot 82 DP 9820705, Northwood). The proposed quarrying operations will be well-contained within the property. Surrounding land-uses are zoned RU1 Primary Production and predominantly broad-acre farming enterprises and associated dwellings.

The EIS notes the potential impacts for land-use conflicts with sensitive receptors are typically caused by environmental nuisance in the form of dust, noise, odour, and visual impacts. These aspects have been assessed in the EIS and it is considered that the proposal will not detrimentally impact the amenity of nearby sensitive receptors. Buffers in excess of 1,000 metres are provided between the proposal and surrounding sensitive receptors.

The proposal is considered permissible within the current zoning and complies with all recommended pollution controls and separation distances. With the implementation of the proposed mitigation and management measures, the EIS advises the proposed development will not introduce any new impacts, to such an extent as to unacceptably reduce the amenity of surrounding sensitive land-uses and rural residents.

No land-use conflicts are assessed to likely occur as a result of the proposed Ralston Quarry and the proposal is considered to be compatible with surrounding land-uses.

8.6.3. Access and Traffic

The subject land is located on the corner of Weenya Road and Tooraweenah Road. Access to the proposed quarry is located towards the middle of the site, off Weenya Road. All traffic is proposed to enter and leave the site via Weenya Road, and then onto other roads in the wider road network.

A mix of vehicle types would be used for product haulage, typically truck and trailer combinations, and B-doubles and Type 1 A-double road trains where approved routes are available. The EIS indicates the traffic generation of Stage 1 would be:

- 20 light vehicle trips per day; and

- 264 heavy vehicle trips per day (maximum 24 heavy vehicle trips per hour).

By comparison, during Stage 1, the EIS indicates average weekday daily traffic generation would be:

- 20 light vehicle trips per day; and
- 92 heavy vehicle trips per day (maximum 24 heavy vehicle trips per hour).

The EIS states that the Stage 1 traffic generation would coincide with construction activity for the Inland Rail project. The Ralston Quarry, Mount Tenandra Road Transport Assessment, prepared by The Transport Planning Partnership dated 22 July 2020 advises the proposal-generated haulage traffic would travel either to the north via Weenya Road and then onto Tooraweenah Road and Goorianawa Road, or to the south via Weenya Road and then onto Box Ridge Road / National Park Road. It is assumed that the workforce would all commute travel from Coonamble in light vehicles.

Stage 2 of the Project would provide on-going aggregate supply to local road or rail projects as they arise, which may require haulage anywhere along the road or rail network via Weenya Road, and then further afield. Workforce commuters are still assumed to travel from Coonamble under Stage 2 operations.

The EIS advises the existing Northwood access to Weenya Road would be upgraded to form a Basic Auxiliary Left (BAL) and Basic Auxiliary Right (BAR) to accommodate heavy vehicle movements. No other road upgrade measures are proposed in the EIS to provide additional capacity to accommodate the proposal, as the existing approved heavy vehicle routes are considered by the applicant to be of an adequate standard to accommodate the proposal.

The EIS states a Traffic Management Plan (TMP) would be developed subject to development consent for the proposal. The EIS notes the ARTC have been consulting with impacted local government authorities during the planning of the Inland Rail project, and that Coonamble Shire Council would have been informed that ARTC will take on the burden of maintaining the local road network during delivery of the IRP. The EIS highlights the road maintenance arrangements under the Parkes to Narromine Section of the Inland Rail project approval (SSI 7475) that included the following condition:

> *E40 - If damage to roads occurs as a result of the construction of CSSI, the Proponent must either (at the landowner's discretion):*
>
> *(a) rectify the damage so as to restore the road to at least the condition it was in pre—construction; or*
> *(b) compensate the relevant road authority(ies) and/or landowner for the damage so caused.*
>
> *The amount of compensation may be agreed with the relevant road authority(ies) and landowner, but compensation must be paid even if no agreement is reached.*

In addition, the EIS states that it is expected that traffic noise impacts associated with the proposed quarry and haulage operations will meet the criterion in the NSW Road Noise Policy.

The proposed development has been referred to TfNSW who have provided the following observations, comments and recommendations:

- The development, particularly Stage 1, will result in proportionally significant increases in heavy vehicle traffic on the local road network. Whilst the traffic volumes would not exceed road capacities, Council should satisfy themselves that the road geometry and surfaces are suitable to accommodate the vehicles proposed to be utilized by the development.

Consideration should also be given to project related heavy vehicle traffic interactions with tourist traffic volumes on the local road network.

- The increase in traffic volumes associated with the development would not result in adverse impacts on capacity of intersections such as level of service or delays. Nevertheless, Council needs to be satisfied that intersection geometry is suitable to accommodate the vehicles proposed to be utilised by the development to ensure that they do not traverse the opposing traffic lane when performing turning movements.

- Prior to the commencement of haulage operations, the proponent is to prepare and implement a Driver Code of Conduct for the task of transporting materials on public roads, this is to also apply to any haulage undertaken via contractors. The Driver Code of Conduct is to be submitted and approved to the satisfaction of the consent authority.

- Safe Intersection Sight Distance in accordance with Part 4A of Austroads Guide to Road Design is to be provided and maintained at all the intersections along the haulage routes.

- Haulage operations coinciding with local student school bus pick up / drop off times and locations is to be avoided. Relevant consultation with local schools and local school bus operators is to be undertaken and demonstrated in any subsequent Driver Code of Conduct.

Warrumbungle Shire Council and Gilgandra Shire Council also provided submissions to the proposed development, advising that haulage traffic from the proposed quarry will potentially utilise the road network in the respective LGAs. Both Warrumbungle and Gilgandra Shire Councils request conditions restricting haulage on their shire roads and / or road upgrades.

Several submissions received from members of the public were also concerned about the impact of the proposed haulage operations on local roads. A number of comments were made about the current condition of roads not being able to safely accommodate existing and proposed new traffic. It was also highlighted that upgrades should be undertaken prior to haulage operations to ensure safe road conditions.

Groundwork Plus has provided a letter dated 16 February 2021 that responds to all of the issues raised in submissions received from government agencies and private landowners regarding access and traffic. A further letter from the Groundwork Plus dated 8 March 2021 has also been received in response to a meeting between Council and the applicant on 4 March 2021 to discuss road impacts and mitigation strategies. In these letters the applicant has provided more detailed information on how the proposed Ralston Quarry will interact with the Inland Rail project and local road network during Stage 1 phase of the quarry operations.

Agreement has been reached between the applicant and Coonamble Shire Council for the following road upgrades.

- **Internal access roads** - to meet the requirements of section 4.1.3 (2) of Planning for Bush Fire Protection 2006.

- **Access on Weenya Road** - the Proponent voluntarily agrees to upgrade the existing 'Northwood' property access to Weenya Road to form a Basic Auxiliary Left (BAL) and Basic Auxiliary Right (BAR) to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **Weenya Road** - the Proponent voluntarily agrees to upgrade Weenya Road to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **Tooraweenah Road** - 50 metres east and west of its intersection with Weenya Road as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **National Park Road** - 50 metres east and west of its intersection with Weenya Road as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

In addition to the above road work improvements, agreement has been reached between the applicant and Coonamble Shire Council for the following road maintenance regime:

- **Road Maintenance Contribution** - Heavy vehicle contribution of $0.58/tonne, subject to annual indexation by Sydney CPI. Payments would be made on a quarterly basis based on the amount of material hauled on the local road network from the anniversary of commencement on the local road network.

In addition to the above road work improvements and road maintenance regime, agreement has been reached between the applicant and Coonamble Shire Council on the following road management plans / strategies:

- **Traffic Management Plan** - prior to the commencement of haulage operations.

- **Driver Code of Conduct** - prior to the commencement of haulage operations.

- **Haulage Limits** - maximum daily number of truck movements not exceeding 264 truck movements (total in and out of the premises)

- **School Bus Time Limits** – minimization and wherever possible avoidance of haulage operations coinciding with local student school bus pick-up and drop-off times and locations.

In addition to the above road work improvements, road maintenance regime and road management plans, the following limitations on road haulage are proposed:

- Quarry trucks (laden or unladen) are not permitted to use the local road network in either Warrambungle or Gilgandra Shire for the of the Ralston Quarry, unless agreement has been reached between the proponent and these Councils.

Conditions are included in the recommendation requiring road upgrades (identified above) prior to the commencement of Stage 1 haulage operations on the local road network. By completing these works in preparation for haulage operations, Council (as the local road authority) is confident that it will avoid situations where there is simultaneous large scale road reconstruction and haulage operations being undertaken, which could be further exacerbated by wet weather, harvest and school bus times.

Conditions are also included in the recommendation requiring payment of the contribution for the maintenance of local roads affected by material haulage in either Stage 1 or 2 operations on a

quarterly basis based on the amount of material hauled on the local road network. With the receipt of quarterly contributions, Council is confident that it will be able to maintain local roads used by haulage trucks from the Ralston Quarry to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6.

Conditions are also included in the recommendation requiring preparation of a Traffic Management Plan and a Driver Code of Conduct as well as limiting haulage operations as detailed above.

8.6.4. Public Domain

The proposed development will not compromise the availability and enjoyment of public recreational opportunities in the locality. No adverse impacts are assessed.

8.6.5. Utilities

There are currently limited infrastructure, utilities or services located at the site. Due to the relative isolation of the quarry site from urban areas, the augmentation of centralised power, telecommunications, reticulated water supply and sewerage is not proposed. The Ralston Quarry is proposed to be operated using mobile plant and machinery, on-site storage and recycling systems as well as delivery and removal services.

The EIS advises electricity would be sourced from diesel generators. Potable water would be sourced from on-site water storages or a licensed water supplier. Water for dust suppression would also be sourced from sediment basins located at each quarry site. Telecommunications would be provided by mobile phone. Sewage and wastewater would be managed via a pump out facility serviced by a licensed waste contractor. A small diesel tank may also be stored on site in a self-bunded container and in accordance with AS 1940-2017 The Storage and Handling of Flammable and Combustible Liquids.

The proposed quarry sites are not within or immediately adjacent to overhead powerlines that could pose a safety risk. In their letter dated 23 November 2021 Essential Energy provided their general requirements for the proposal.

It is assessed that the overall design of the Ralston Quarry has taken into consideration the utility service requirements of the proposal, using a mix of mobile services, on-site surface water management and storage systems and the existing road network to support the proposed quarry and haulage operations.

8.6.6. Heritage

An Aboriginal Due Diligence and Historic Heritage Assessment Report has been undertaken by OzArk and is presented as Appendix 12 of the EIS.

The OzArk report advises a search of the AHIMS database was completed on 21 October 2019 within a 25 kilometre radius of the Ralston Quarry site. The search returned 103 Aboriginal sites, with no sites being recorded on the Northwood property. The closest known Aboriginal sites to the study area are modified trees lying within the Gulargambone Road corridor, between 4.1 and 4.5 kilometres south of the study area, as well as a group of sites at Tenandra Creek and on the far side of Tenandra Hill, located between 1.6 and 2.5 kilometres to the north of the Ralston Quarry site (see Figure 2-1 of the OzArk report for a map of the nearest recorded sites in proximity to the Ralston Quarry site).

As part of their due diligence assessment, a visual inspection of the study area was undertaken on 24 October 2019 by an OzArk Archaeologist. The OzArk report advises that one previously

unrecorded Aboriginal site was identified during the visual inspection in the north-eastern sector of the Stage 1 area. The site comprises a relatively low density of artefacts over a site 230m x 100m. The site coordinates are recorded in the OzArk report. The previously unrecorded Aboriginal site has been identified as Mt. Tenandra OS1. The OzArk report recommends avoidance of Mt Tenandra OS1 by means of site demarcation, fencing and warning signage.

Review of Schedule 5 of the Coonamble Local Environmental Plan 2011 reveals no other heritage sites or heritage conservation areas on the Northwood property, or within close proximity to the site.

It is assessed that the proposed development will have no adverse effects on the heritage significance of the area or impacts on heritage items, conservation areas or Aboriginal objects or places of heritage significance. In particular, no Aboriginal objects or intact archaeological deposits will be harmed by the proposal as the new site at Mt. Tenandra OS1 will be avoided.

Despite the low likelihood of discovering additional artefacts, special induction training will be required to be undertaken for all work crews on avoidance areas and processes to deal with unanticipated finds.

8.6.7. Other land resources

The proposal will alter the topography and soil resource as a result of the disturbance activities. In their letter dated 15 January 2021, DPI provided advice on how the proposal should be strengthened in line with the requirements for considering agricultural land-use, including site specific soil classification and management, impacts on adjoining agricultural lands and enterprises, site rehabilitation and weeds / disease and feral animal management.

The EIS has undertaken a review of the NSW Soil and Land Information Database, eSPADE, managed by the NSW Office of Environment and Heritage. The EIS advises proposal is largely contained within the Chromosol soil type area, the description of which accords well with observations made during the site inspections and resource investigations. Quarry activity will be limited to the area mapped as Land Capability Class 4, and not in areas of highly productive agricultural land. Appropriate mitigation measures are proposed in the EIS to manage the potential land resource impacts, including an Environmental Management Plan, Stormwater Management Plan, Erosion and Sediment Control Plan and Rehabilitation Plan.

The proposed development will not affect any water supply catchments.

8.6.8. Bushfire

The site is mapped as comprising bushfire prone land as shown on Figure 30 of the EIS. The Stage 1 pit is not mapped as bushfire prone land. The Stage 2 pit is mapped as comprising bushfire prone land. The access from Stage 1 and Stage 2 to Weeyna Road is not mapped as comprising bushfire prone land.

The EIS states that a bush fire management plan would be included in the Environmental Management Plan that would be prepared in consultation with the local Rural Fire Service. In their letter dated 19 January 2021 RFS had no specific requirements for the proposal.

Section 4.14 of the EP&A Act 1979 requires development located in bushfire prone land to conform to the specifications and requirements of the document entitled ‘Planning for Bush Fire Protection’ (RFS, 2006). The EIS advises the procedure detailed in Planning for Bush Fire Protection has been adopted to identify the potential hazards for the proposal. The EIS also advises the bushfire assessment has considered the description of the local vegetation provided in the BDAR prepared in support of the proposed Ralston Quarry.

The EIS advises the proposal would not require construction of infrastructure that would require protection from bushfire attack. The assets considered most at risk include employees and the local community. The operational area of quarries will be devoid of vegetation and there will be clear / safe evacuation routes to Weeyna Road.

With the implementation of the proposed safeguards and controls, it is considered that the bush fire hazard associated with the proposal would be acceptable and would not significantly contribute to raising the risk of bush fires impacting the community, property or environmental assets.

8.6.9. Surface Water

The EIS advises the site is located within the Macquarie - Castlereagh Water Resource Plan Catchment is governed by the following groundwater sharing plans:

- The Macquarie – Castlereagh Alluvium Water Resource Plan February 2017.
- Water Sharing Plan for the NSW Murray Darling Basin Fractured Rock Groundwater Sources 2020. Specifically, the site is situated within the Murray Darling Basin Fractured Rock (Lachlan Fold Belt) groundwater management unit.

The site is not located in a flood prone area identified by Council. The EIS advises the likelihood of a flood inundating the site is low.

A Surface Water Assessment (SWA) was prepared for the proposal by Groundwork Plus Pty Ltd and is presented as Appendix 11 of the EIS. It is proposed to manage the quarry areas by diverting all surface water to a sediment basin within each stage of quarry development as shown on Figure 23 of the SWA. The sediment basins are proposed to be used for the treatment of surface water and also for reuse into quarry operations. The sediment basins are proposed to be designed, constructed and operated to retain the disturbed area runoff at the site in accordance with DECC (2008) Managing Urban Stormwater - Soils and Construction (Volume 2E).

Other mitigation measures are also proposed in the EIS to manage surface waters, including an Environmental Management Plan, Stormwater Management Plan, Erosion and Sediment Control Plan and a Rehabilitation Plan.

EPA have issued their GTAs for the proposed quarry, which are incorporated into the recommended conditions.

8.6.10. Groundwater

The proposal does not include the extraction of groundwater or any operations likely to impact on the quality of groundwater.

The site is not within any area mapped as groundwater vulnerable land under the Coonamble Local Environmental Plan 2011.

The EIS identifies a number of bores from the Water NSW database (refer Figure 22 – Groundwater Bores of the EIS). A summary of available information from these groundwater bores is provided below in Table 14 - Groundwater Data Summary of the EIS, showing depth of bores ranging from 276.1 metres to 33.8 metres.

The EIS advises the proposed Stage 1 extraction area will extract from a natural ground level of around RL 285m AHD down to a proposed pit floor of RL 281m AHD. The upper northern reaches of the quarry in proposed Stage 2 are situated at RL 320m AHD, with the extraction proposed to reach

approximately RL 290m AHD. Based on available groundwater data from the Water NSW database (including GW013442.1.1 which is located west of the site at about RL 260m AHD) the proponent does not anticipate intercepting groundwater due to the elevation of pit floors about known groundwater.

The EIS advises a search has been undertaken to determine if any shallower aquifers exist in close proximity to the site as these may be more susceptible to impacts from site operations, including investigative drilling during the resource investigation conducted by Groundwork Plus which did not encounter groundwater.

The post extraction land form will be free draining pit floors that will be rehabilitated to be suitable for continuing rural activities.

The EPA have issued their GTAs for the proposed quarry, which include requirements for environmental management plans as well as other recommended conditions aimed at minimising potential for groundwater impacts.

8.6.11. Soils

Earthworks will be required to construct pit and bunded areas. The EIS provides a comprehensive suite of commitments and mitigation strategies to control soil issues and impacts. The EPA have issued their GTAs for the proposed quarry, which are incorporated into the recommended conditions.

8.6.12. Air & Microclimate

An Air Quality Impact Assessment (AQIA) has been prepared for the proposal by Northstar Air Quality Pty Ltd and is presented in Appendix 9 of the EIS. This assessment work was undertaken in accordance with the NSW EPA approved CALPUFF atmospheric dispersion model. The work involved modelling of construction and operating scenarios, using a quantitative dispersion modelling approach, performed in accordance with the relevant NSW guidelines.

The EIS notes the continual application of water to large areas is likely to be unmanageable in periods of water shortage. For example, there may be periods when water may not be readily available and haul road watering may be restricted and low silt aggregate may be used along internal haul roads, in conjunction with a lowering of vehicle speeds, to result in similar off-site impacts. By not applying emissions reduction strategies in the air quality modelling assessment, such as continual watering of hardstand and access roads, the EIS states the assessment work provides assurances that the air quality criteria can be met at all surrounding sensitive receptor locations, without this additional level of control.

The results of the air quality modelling assessment work indicate that during the construction phase, and both stages of operation, the relevant air quality criteria can be achieved.

In addition to the AQIA, the EIS notes that an Environmental Management Plan is proposed to be prepared, using the Trigger Action Response Plan (TARP) method to respond to visible dust generated from the quarry site and / or certain wind conditions. A range of actions would be adopted to reduce visible dust generation, until such time as the adopted trigger levels have reduced, including:

- Dust control on drill rig.
- Application of water on haulage routes (internal).
- Application of water sprays on materials crushing operations.
- Application of water sprays on materials screening operations.

- Retention of particulate matter within the pit for activities occurring in the pit.
- Covering loads with a tarpaulin.
- Limit load sizes to ensure material is not above the level of truck sidewalls.
- Minimising travel speeds and distances.

The EIS makes reference / commitments to the development of other management plans (e.g. Erosion and Sediment Control Plan, Stormwater Management Plan, Driver Code of Conduct, Traffic Management Plan) which can be used as a means of controlling dust. The EIS also notes off-site haulage for Stage 1 will be carried out by contractors associated with the Inland Rail Project and would be subject to the management plans and conditions of approval of the Inland Rail project.

The EPA have assessed the AQIA and proposed mitigation measures in the EIS and have issued their GTAs for the proposed quarry, which are incorporated into the recommended conditions.

8.6.13. Noise and Vibration

A Noise Impact Assessment (NIA) has been prepared for the proposal by Muller Acoustic Consulting Pty Ltd (MAC) and is presented in Appendix 10 of the EIS. This assessment work was undertaken in accordance with the EPA Noise Policy for Industry 2017, NSW Road Noise Policy 2011, NSW Interim Construction Noise Guideline 2009 and the NSW Assessing Vibration: a technical guide 2016. The work involved predictive noise modelling to assess the potential impacts of noise emissions from overburden stripping, drilling, blasting, haulage trucks and the new aggregate plant. The results of the predictive modelling shows that compliance with the noise and vibration limits can be achieved under normal operating hours.

The EIS advises construction activities will generally be completed within the standard hours for construction activities from Monday to Friday, with works on Saturday only as required. There is no out-of-hours construction work proposed. Blasting would typically occur once per month but possibly up to once a week during peak periods.

EPA have assessed the NIA and proposed mitigation measures and have issued their GTAs for the proposed quarry, which are incorporated into the recommended conditions.

8.6.14. Flora and Fauna

The proposal involves clearing of up to 16.18 hectares of native vegetation for the development of the Stage 1 Quarry and 7.54 hectares in Stage 2. No clearing of native vegetation will be required for any access tracks.

The native vegetation consists of one Plant Community Type, as described below:

- PCT 49 - Partly derived Windmill Grass - copperburr alluvial plains shrubby grassland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion.

This PCT is not part of any threatened ecological communities. Minor watercourses located on the site, which are not mapped as Key Fish Habitat by the Department of Primary Industries - Fisheries. There are no wetlands on the site or adjoining lands.

A Biodiversity Development Assessment Report (BDAR) was prepared for the proposal by OzArk Environmental & Heritage and is presented in Appendix 8 of the EIS. The findings of the BDAR are that the impacts of the proposal must be offset prior to commencement of each stage by purchasing or retiring the correct number and type of species credits on the open market based on the like-for-like options. If the correct credits cannot be sourced, the proposal may offset by paying an amount directly to the Biodiversity Conservation Trust.

8.6.15. Waste

An assessment of waste generation and potential impacts is documented in Section 5.9 of the EIS.

The EIS states the proposal would generate minimal waste rock due to the quality of the rock available. Overburden and topsoil material will be re-used on site for bunding and rehabilitation purposes.

Wastes generated from the site office, sheds and amenities can be suitably controlled. The EIS advises other waste generated by the proposal is likely to be moderate and can be managed appropriately and assuming adherence to industry standard waste management measures, such as the waste management strategies listed on page 104 of the EIS, and repeated below:

- Appropriate waste receptacles must be provided for the segregation and storage for waste.
- All wastes will be segregated onsite and disposed of with specific licensed waste services providers.
- Waste storage areas would be more than 150m from mapped bushfire prone land.
- Bins and storage areas must be maintained so they are free of vermin (mice, rats, cockroaches, flies).
- Littering is not permitted. All worksites must be free of litter, including cigarette butts.
- No waste is to be burnt on site.
- Store hydrocarbons and hazardous materials in bunded, impervious areas undercover in accordance with the relevant Australian Standard, including AS1940 – The Storage and Handling of Flammable and Combustible Liquids.
- All waste streams are to be removed off site by a licensed waste contractor to a lawful point of disposal.
- The Environmental Management Plan would incorporate a waste management strategy.

EPA have assessed the EIS and proposed waste management strategies, and have issued their GTAs for the proposed quarry, which are incorporated into the recommended conditions.

8.6.16. Natural Hazards

The EIS has taken into consideration comments raised by the Department of Primary Industries, Rural Fire Service (RFS), Council and the EPA as part of the SEARs in relation to natural hazards. The site is not flood prone or prone to landslip. There is no evidence to of sulphide-bearing material in or around the quarry sites. It is considered that the bush fire hazard associated with the proposal would be acceptable and would not significantly contribute to raising the risk of bush fires impacting the community, property or environmental assets.

8.6.17. Technological Hazards

The EIS has taken into consideration comments raised by the Department of Primary Industries, RFS, Council and the EPA as part of the SEARs in relation to technological hazards. Investigation of past use and visual inspection of the property reveals no evidence of contamination associated with the storage of oils and chemicals and operation of machinery, and from an existing waste dump on the quarry sites.

8.6.18. Safety Security and Crime Prevention

In relation to public safety risks associated with unauthorised access to the site, the site is fenced, gates would be locked when not in use and appropriate signage alerting the public to the quarry

would be placed at the entrance to the access to the proposal. In addition, the landowner's residence is located within the site and there has been no known history of unauthorised access to the site. As a result, public safety risks associated with unauthorised access to the site are considered to be low. The proposal does not pose a safety security or crime prevention risk.

8.6.19. Social and Economic Impact in the Locality

An assessment of potential social impacts of the proposed development has been undertaken with regards to scoping methodology outlined in the Social Impact Assessment Guideline (2017) (SIA Guideline), published by the Department of Planning and Environment. The findings of the social impact assessment are recorded in Table 22 of the EIS. In general, the social impact assessment concludes the proposed development will support the ongoing development of infrastructure in Coonamble and the Central West Region of NSW.

It is the findings of this assessment that the proposed development will result in positive impacts on the local economy throughout the operation of the quarry, through employment opportunities and the supply of high-quality quarry products to the region. The proposed development has the potential to provide a valuable resource to facilitate large infrastructure projects in the Coonamble Shire and will therefore support the development of the local economy. The proposal would provide a range of specialist / high quality products for the local market in the long term and the Inland Rail Project and associated road projects in the short term.

8.6.20. Site Design and Internal Design

The proposed Ralston Quarry design has taken into consideration the existing site features of the land and drainage patterns. The development proposal has been designed to minimise impacts on the environment and road network, as well as nearby isolated dwellings.

8.6.21. Cumulative Impacts

The site is located in an area where agriculture is the dominant land use. Stage 1 of the proposal is located on a previously modified landscape as a result of historical agricultural development.

Indirect impacts to surrounding landholders have been assessed in the EIS and are considered similar to existing rural activities.

The EIS states the proposal includes positive contributions which counterbalance the potential negative impacts. As such the proposal is considered compatible with the site and its surrounds and does not contribute to having a significant cumulative impact.

The proposal is consistent with the Coonamble Local Environmental Plan 2011 and the site is zoned for primary production purposes. Adequate control measures are in place to mitigate and manage noise, dust, traffic, stormwater, soil erosion and the like. It is assessed that the cumulative impacts of the proposed development are minimal and manageable.

8.6.22. Site Suitability Assessment:

The site is zoned RU1 Primary Production on which an extractive industry quarry is permissible with consent. The proposal involves the expansion of an existing quarry. The proposed expanded use is considered suitable for the site given the land features an existing quarry, features appropriate setbacks from neighbouring dwellings, requires minimal vegetation clearance and has suitable transport networks through the local road network and adjoining rail infrastructure. It is assessed that the site has the capacity to support the proposal without creating adverse impacts on the site and adjoining land.

9. Submissions Review and Assessment

The EIS for the development proposal was publicly exhibited from 25 November 2020 to 15 January 2021 in accordance with the *Environmental Planning and Assessment Regulation 2000* and the Coonamble Shire Council Community Participation Plan 2019. Neighbouring landowners were directly notified of the development proposal and invited to make a written submission by the end date of the exhibition period. Relevant government authorities were also invited to comment on the proposal, including NSW EPA who was nominated as an Integrated Approval Body for the purposes of obtaining the General Terms of Approval (GTAs) for the issue of an Environment Protection License for the quarry.

DPI, RFS, Heritage NSW, TfNSW, Warrumbungle Shire Council, Gilgandra Shire Council and Essential Energy all provided a response to the proposed development, raising no objections subject to conditions. The EPA also provided their GTAs for the proposed development. DPIE also provided their concurrence under Clause 5.14 of the Coonamble Local Environmental Plan 2011 to minimise light pollution impacting on the Siding Spring Observatory. Copies of authority submissions are included in Attachment 2 and summarised below:

Authority Submission 1: WarrumbungleShire Council

Advise that in the absence of designated haul roads in the Ralston Quarry EIS, Warrumbungle Shire Council does not agree to their shire roads being used as haul roads unless consent conditions address maintenance, repair and traffic safety issues on these roads.

Assessment Response

The comments raised by Warrumbungle Shire Council are noted and form the basis of Council's assessment of traffic impacts associated with the proposal, in addition to the EIS and the Ralston Quarry, Mount Tenandra Road Transport Assessment, prepared by The Transport Planning Partnership dated 22 July 2020, TfNSW comments, letters received from Groundwork Plus dated 16 February 2021 and 8 March 2021, as well as its own understanding of local road conditions. Groundwork Plus has provided an additional letter dated 8 April 2021 to address the Warrumbungle Shire Council submission.

Council has held several meetings with the applicant to arrive at a robust suit of road upgrades and maintenance contributions as a means of mitigating traffic impacts for Stage 1 and 2 quarry operations.

The potential for significant volumes of road haulage on local roads within the Warrumbungle Shire is assessed to be reasonably low. No conditions have been included in the recommendation at the end of this report to require the Proponent to upgrade local roads within the Warrumbungle Shire. A condition has been included in the recommendation restricting quarry trucks from Ralston Quarry to travel on local roads within the Warrumbungle Shire, unless otherwise agreed to by Warrumbungle Shire Council through a Formal Contract Agreement between the proponent and the Council.

Authority Submission 2: Gilgandra Shire Council

Advise of inconsistencies in regard to the number of truck haulage movements per day and highlight the 'busy day' projected traffic for heavy vehicles to and from the quarry is 264 per day. Advise the majority of haulage traffic from the proposed Ralston Quarry will utilise the local road network, including sections of National Park Road which are unsealed. Request the imposition of conditions relating the following:

- Upgrading and sealing of a 4.5 kilometre section of National Park Road within 12 months of the commencement of the quarry operation, or alternatively a contribution of $495,000 to Gilgandra Shire Council to undertake road work improvements.
- Detailed road design plans for construction works on National Park Road, including drainage requirements for approval by Gilgandra Shire Council.
- Code of Conduct for the transportation of materials on public roads for approval by Coonamble and Gilgandra Shire Councils.
- Traffic Management Plan for approval by Coonamble and Gilgandra Shire Councils.

Assessment Response

The Groundwork Plus letter dated 16 February 2021 advises there are no inconsistencies in their reporting of truck haulage numbers.

The other comments raised by Gilgandra Shire Council are noted and form the basis of Council's assessment of traffic impacts associated with the proposal, in addition to the EIS and the Ralston Quarry, Mount Tenandra Road Transport Assessment, prepared by The Transport Planning Partnership dated 22 July 2020, TfNSW comments, letters received from Groundwork Plus dated 16 February 2021 and 8 March 2021, as well as its own understanding of local road conditions.

Council has held several meetings with the applicant to arrive at a robust suit of road upgrades and maintenance contributions as a means of mitigating traffic impacts for Stage 1 and 2 quarry operations.

In relation to the request from Gilgandra Shire Council for upgrades to National Park Road, the applicant has advised that sealing of the 4.5 kilometre section of National Park Road or alternatively making upfront payment of $495,000 to Gilgandra Shire Council is not a viable option for the quarry. The level of upgrades required by Gilgandra Shire Council are also at odds with Council's assessment of the road upgrades required, including consideration of the findings of the EIS and Road Transport Assessment and comments received from TfNSW.

No conditions have been included in the recommendation at the end of this report to require the Proponent to upgrade National Park Road, other than at its intersection with Weenya Road. Conditions have been included however, to require a Driver Code of Conduct and detailed road design plans for required road upgrade works, as requested by Gilgandra Shire Council. Conditions have also been included in the recommendation restricting quarry trucks from Ralston Quarry to travel on local roads within the Gilgandra Shire, unless otherwise agreed to by Gilgandra Shire Council through a Formal Contract Agreement between the proponent and the Council.

Authority Submission 3: Transport for NSW

Note the proposed development, particularly Stage 1, will result in proportionally significant increases in heavy vehicle traffic on the local road network. Whilst traffic volumes do not exceed road and intersection capacities, Council should satisfy itself that the road geometry and surfaces are suitable to accommodate the vehicles proposed. Consideration should also be given to project related heavy vehicle traffic interactions with tourist traffic volumes on the local road network. Request the imposition of conditions relating the following:

- Preparation of a Drive Code of Conduct for the task of transporting materials on public roads prior to commencement of haulage operations for approval by Council.
- Provision / maintenance of Safe Intersection Sight Distance in accordance with Part 4A of the Austroads Guide to Road Design.

- Avoidance of haulage operations coinciding with local student school bus pick-up and drop-off times and locations.

Assessment Response

The comments from TfNSW are noted and form the basis of Council's assessment of traffic impacts associated with the proposal, in addition to the EIS and the Ralston Quarry, Mount Tenandra Road Transport Assessment, prepared by The Transport Planning Partnership dated 22 July 2020, as well as its own understanding of local road conditions.

Council has held several meetings with the applicant to arrive at a robust suit of road upgrades and maintenance contributions as a means of mitigating traffic impacts for Stage 1 and 2 quarry operations.

Conditions have been included in the recommendation to this report to address road upgrade requirements and maintenance contributions, including conditions recommended by TfNSW.

Authority Submission 4: Department of Planning Infrastructure and Environment

Clause 5.14 of the Coonamble Local Environmental Plan 2011 requires the Planning Secretary's concurrence on certain developments that have potential to create light impacts on the Siding Spring Observatory. DPIE in their undated letter (reference number 545032) provided their concurrence under Clause 5.14 for the proposed Ralston Quarry, as proposed in the EIS and additional information emailed correspondence dated 1 February 2021. Attached to the DPIE letter was an email from ANU dated 2 February 2021, advising that the Observatory is comfortable with the lighting plan outlined for the proposed Ralston Quarry, as well as the air quality assessment findings provided in the Ralston Quarry Air Quality Impact Assessment prepared by Northstar, dated 16 December 2019.

Assessment Response

Groundwork Plus provided an email dated 1 February 2021, confirming the proposal does not require the concurrence of the Planning Secretary under Clause 5.14(5) of the Coonamble Local Environmental Plan 2011 because it is on land more than 18 kilometres away from the Siding Spring Observatory and will not result in emission of light of more than 50,000 lumens or more.

It is assessed that the Planning Secretary's concurrence is not technically required for the development proposal as per the criteria listed in Clause 5.14 of the Coonamble Local Environmental Plan 2011. Notwithstanding, concurrence has been granted and no impacts on the observing conditions at the Siding Spring Observatory are assessed to occur as a result of the proposed Ralston Quarry.

Authority Submission 5: Environment Protection Authority

The NSW EPA has provided advice that it is able to issue an environment protection licence for the proposal under the *Protection of the Environment Operations Act 1997*, subject to conditions.

Assessment Response

The EPA GTAs / conditions have been included in the recommendation to this report to address noise and vibration, dust, erosion and sediment control and site-wide water management risks.

Authority Submission 6: Department of Primary Industries

The NSW DPI (Ag) has provided advice on how the proposal should be strengthened in line with the requirements for considering agricultural land-use, including site specific soil classification and management, impacts on adjoining agricultural lands and enterprises, site rehabilitation and weeds / disease and feral animal management.

Assessment Response

All of DPI recommendations have been considered in the finalization of this assessment report and the drafting of conditions.

Authority Submission 7: Heritage NSW

Heritage NSW recommends that the Aboriginal cultural assessment is guided by the following documents:

- Guide to Investigating, Assessment and Reporting on Aboriginal Cultural Heritage in NSW 2011.
- Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010.
- Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW 2010.

Assessment Response

All of Heritage NSW recommendations have been considered in the finalization of this assessment report and the drafting conditions. The EIS has been supported by an Aboriginal Due Diligence and Historic Heritage Assessment Report, prepared by OzArk, dated December 2019 which proposes a robust system of managing the identified Mt Tenandra OS1 site.

Authority Submission 8: NSW RFS

In their letter dated 19 January 2021 RFS had no specific requirements for the proposal.

Assessment Response

The EIS states that a bush fire management plan would be included in the Environmental Management Plan that would be prepared in consultation with the local Rural Fire Service. A condition is proposed to require internal access roads to meet the requirements of Section 4.1.3 (2) of Planning for Bush Fire Protection 2006.

Authority Submission 9: Essential Energy

In their letter dated 23 November 2021 Essential Energy provided their general requirements for the proposal in relation to setbacks / buffers from their infrastructure.

Assessment Response

All of the requirements of Essential Energy have been considered in the finalization of this assessment report and the drafting of conditions.

Four submissions were also received from members of the public. Copies of all public submissions will be provided to the Western Region Planning Panel. A summary of the issues raised is below:

Public Submission 1

Objects to the proposal on local road impacts and road safety grounds, with the following key points being made:

- Sections of the proposed gravel haulage route are already sub-standard (e.g: Goorianawa Road from the Five-Ways to Mt Tenandra and sections along the Weenya Road) which raises concerns about maintenance of local standards during supply to the Inland Rail Project.
- Proposed haulage route roads form the mail run between Gulargambone and Baradine and highlights traffic safety concerns.
- Advise the suggesting (in the EIS) that peak operating days would be offset by periods of lower activity is plainly ludicrous.
- Advise the conclusion (in the EIS) that "the contribution that the proposal can make to the delivery of the Inland Rail project and the local market the socio-economic impacts of the proposal are positive" is flawed. Suggest these perceived "benefits" will be invisible after the first fatality.
- Questions whether Council is going to totally reconstruct these roads before the quarry begins.
- Questions whether school buses use these roads and highlights potential dangers for existing / future school bus users.

Assessment Response

In relation to the issues raised about road impacts and traffic safety, Council has held several meetings with the applicant to arrive at a robust suit of road upgrades, road maintenance contributions and road management strategies as a means of mitigating traffic impacts for Stage 1 and 2 quarry operations. Council has raised the issues of public safety of all road users, including local traffic, heavy traffic, school buses, mail run contractors, tourists, and livestock movement. Council has raised concerns about certain sections of local roads in need of repair and / or upgrading as a consequence of recent storm events.

Groundwork Plus has provided a letter dated 16 February 2021 that responds to all of the issues raised in submissions received from government agencies and private landowners regarding access and traffic. A further letter from Groundwork Plus dated 8 March 2021 has also been received in response to a meeting between Council and the applicant on 4 March 2021 to discuss road impacts and mitigation strategies. In these letters the applicant has provided more detailed information on how the proposed Ralston Quarry will interact with the Inland Rail project and local road network during Stage 1 phase of the quarry operations.

Agreement has been reached between the applicant and Coonamble Shire Council for the following road upgrades.

- **Internal access roads** - to meet the requirements of Section 4.1.3 (2) of Planning for Bush Fire Protection 2006.

- **Access on Weenya Road** - to upgrade the existing 'Northwood' property access to Weenya Road to form a Basic Auxiliary Left (BAL) and Basic Auxiliary Right (BAR) to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and to the satisfaction of

Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **Weenya Road** - to upgrade Weenya Road to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **Tooraweenah Road** - 50 metres east and west of its intersection with Weenya Road as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **National Park Road** - 50 metres east and west of its intersection with Weenya Road as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

In addition to the above road work improvements, agreement has been reached between the applicant and Coonamble Shire Council for the following road maintenance regime:

- **Road Maintenance Contribution** - Heavy vehicle contribution of $0.58/tonne, subject to annual indexation by Sydney CPI. Payments would be made on a quarterly basis based on the amount of material hauled on the local road network from the anniversary of commencement on the local road network.

In addition to the above road work improvements and road maintenance regime, agreement has been reached between the applicant and Coonamble Shire Council on the following road management plans / strategies:

- **Traffic Management Plan** - prior to the commencement of haulage operations.

- **Driver Code of Conduct** - prior to the commencement of haulage operations.

- **Haulage Limits** - maximum daily number of truck movements not exceeding 264 truck movements (total in and out of the premises)

- **School Bus Time Limits** – minimization and wherever possible avoidance of haulage operations coinciding with local student school bus pick-up and drop-off times and locations.

Conditions are included in the recommendation requiring road upgrades (identified above) prior to the commencement of Stage 1 haulage operations. By completing these works in preparation for haulage operations, Council (as the local road authority) is confident that it will avoid situations where there is simultaneous large scale road reconstruction and haulage operations being undertaken, which could be further exacerbated by wet weather, harvest and school bus times.

Conditions are also included in the recommendation requiring payment of the annual contribution for the maintenance of local roads affected by material haulage in either Stage 1 or 2 operations. With the receipt of annual contributions, Council is confident that it will be able to maintain local roads used by haulage trucks from the Ralston Quarry to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6.

Conditions are also included in the recommendation requiring preparation of a Traffic Management Plan and a Driver Code of Conduct as well as limiting haulage operations as detailed above.

In relation to the comments made about the positive socio-economic impacts of the proposal being flawed, it is the findings of this assessment that the proposed development will result in positive impacts on the local economy through local employment opportunities and the supply of high-quality quarry products to the region. The proposal would provide a range of specialist / high quality products for the local market in the long term and the Inland Rail Project and associated road projects in the short term, and will therefore support the development of the local economy.

Public Submission 2

Raise concerns regarding blasting and trucks using local roads and the inland rail corridor near their property that adjoins the proposed Ralston Quarry. Also raises other issues as follows:

- Advises their property is divided by Weenya Lane and members of their farming family are constantly crossing the public road to access either side of the property. Raise safety concerns for ourselves, our children and grandchildren as well as that of our stock that often are moved between the divided sections of our property.
- Highlights the sub-standard roads near their property as practically undriveable / closed during wet periods with minimal traffic.
- Highlights the damage that has occurred in a short time from harvest along the Boxridge Road into Gulargambone.
- Questions how roads will withstand onslaught of haulage traffic.
- Questions what contingency plans will be in place to counteract the safety and the damage to the roads.
- Raise concerns about blasting at the proposed quarry.
- Questions whether the corridor is going to be the only road used to move the quarry product?
- Asks Council to arrange a meeting to address concerns.

Assessment Response

Proposed blasting operations were assessed under the EIS as well as the Noise Impact Assessment (NIA) prepared for the proposal by Muller Acoustic Consulting Pty Ltd that is presented in Appendix 10 of the EIS.

This assessment work was undertaken in accordance with the EPA Noise Policy for Industry 2017, NSW Road Noise Policy 2011, NSW Interim Construction Noise Guideline 2009 and the NSW Assessing Vibration: a technical guide 2016. The results of the assessment show that compliance with the noise and vibration limits for all operations, including blasting, can be achieved under all predicted operating scenarios. The EPA have assessed the NIA and the proposed mitigation measures in the EIS and have advised they are prepared to issue their GTAs for the proposed quarry, which are incorporated into the recommended conditions.

In relation to the issues raised about road asset impacts and traffic safety, Council has held several meetings with the applicant to arrive at a robust suite of road upgrades, road maintenance contributions and road management strategies as a means of mitigating traffic impacts for Stage 1 and 2 quarry operations. In these meetings Council has raised the issues of public safety of all road users, including local traffic, heavy traffic, school buses, mail run contractors, tourists and livestock movement. Council has raised concerns about certain sections of local roads currently in need of repair and / or upgrading as a consequence of recent storm events and other factors.

Groundwork Plus has provided a letter dated 16 February 2021 that responds to all of the issues raised in submissions received from government agencies and private landowners regarding access and traffic. A further letter from Groundwork Plus dated 8 March 2021 has also been received in response to a meeting between Council and the applicant on 4 March 2021 to discuss road impacts and mitigation strategies. In these letters the applicant has provided more detailed information on how the proposed Ralston Quarry will interact with the Inland Rail project and local road network during Stage 1 phase of the quarry operations.

Agreement has been reached between the applicant and Coonamble Shire Council for the following road upgrades.

- **Internal access roads** - to meet the requirements of Section 4.1.3 (2) of Planning for Bush Fire Protection 2006.

- **Access on Weenya Road** - to upgrade the existing 'Northwood' property access to Weenya Road to form a Basic Auxiliary Left (BAL) and Basic Auxiliary Right (BAR) to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on local road network.

- **Weenya Road** - to upgrade Weenya Road to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **Tooraweenah Road** - 50 metres east and west of its intersection with Weenya Road as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **National Park Road** - 50 metres east and west of its intersection with Weenya Road as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

In addition to the above road work improvements, agreement has been reached between the applicant and Coonamble Shire Council for the following road maintenance regime:

- **Road Maintenance Contribution** - Heavy vehicle contribution of $0.58/tonne, subject to annual indexation by Sydney CPI. Payments would be made on a quarterly basis based on the amount of material hauled on the local road network from the anniversary of commencement on the local road network.

In addition to the above road work improvements and road maintenance regime, agreement has been reached between the applicant and Coonamble Shire Council on the following road management plans / strategies:

- **Traffic Management Plan** - prior to the commencement of haulage operations.

- **Driver Code of Conduct** - prior to the commencement of haulage operations.

- **Haulage Limits** - maximum daily number of truck movements not exceeding 264 truck movements (total in and out of the premises)

- **School Bus Time Limits** – minimization and wherever possible avoidance of haulage operations coinciding with local student school bus pick-up and drop-off times and locations.

Conditions have been included in the recommendation to this report to require road upgrades and maintenance contributions and road management strategies as a means of addressing traffic issues raised.

At this stage it is not proposed for Council to hold any meetings to address landholder concerns, other than to report all issues to the Western Regional Planning Panel for determination of the proposed Ralston Quarry in accordance with the relevant requirements of the *Environmental Planning and Assessment Act 1979.*

Public Submission 3

Opposed to the proposal on local road impacts and road safety grounds and the uncertainty about rail corridor gravel haulage when such roads and the logistics of constructing such roads are not properly detailed in the Ralston Quarry EIS, or the EIS for the Inland Railway. Key points in this submission are as follows:

- There is an under estimation of how suited the roads are to the amount of traffic from the Ralston Quarry.
- The projected capital cost of the Ralston Quarry Development Application ($26,320) shows that there is no investment in roads or protection of other assets.
- Shire roads have been in poor condition for decades, despite Council's best efforts to keep roads accessible within constrained budgets.
- The width of gravel and sealed roads are not wide enough for trucks.
- Existing road conditions (including Weenya Road) will not cope with proposed haulage and will become significantly damaged under rainfall conditions.
- The statements in the EIS that trucks will use the Inland Rail Project Corridor as a gravel haulage corridor are questioned when no planned haulage roads are shown in the Inland Rail EIS.
- The logistics of hauling gravel from the proposed Ralston Quarry to the Inland Rail Project have not been thoroughly considered, and DA027/2020 should not go ahead until all planning of haulage roads and there is mitigation and an appropriate budget.
- Raise impacts about biodiversity impacts due to cumulative effects of habitat loss and loss of wildlife from roadkill.
- Questions where the haulage roads are going to be, the proportions of haulage along public roads and private land and the methods to mitigate damage to shire roads and to private landowners.
- Questions whether the rainfall data used to inform the Stormwater Management Plan in the EIS included heavy rainfall events such that was experienced on 4 January 2021 and highlights the need for robust stormwater planning and mitigation to avoid changes to waterways and damage to roads and farm property assets.
- Questions how the inland rail corridor can be used as a gravel haulage corridor due to the number of waterway crossings and culverts / bridges required.
- Advise that for the section of the Inland Railway near Ralston Quarry, the Inland Railway EIS shows that 306 culverts and 3 bridges will need to be constructed.
- Question why the applicant answered 'no' to the question on the Development Application Form that was submitted to Council, asking 'will your development affect Public roads, Crown Road, a highway, main road or a freeway or a Tollway', when the proposal involves gravel haulage on public and private roads.

- Question whether all surrounding landowners impacted by the development had been consulted as required under the SEARs and suggests that consultation within 10 kilometres of the proposed quarry should have been undertaken by the proponent.
- Question the health and safety rules for gravel haulage drivers in accessing the settlements of Coonamble and Gulargambone at the end of their shifts.
- Question whether Regional Quarries Australia will meet the cost of road widening, tree removal and associated biodiversity offsets.
- Highlight the economic impact on the wider community if roads are closed due to deterioration from heavy traffic.
- Highlights errors in the Site Map (Figure 1 of EIS) with Quanda and Mt Tenandra marked incorrectly.
- Question use of Coonamble Airport wind roses to assess wind and dust issues.
- Question whether an agreement will be made in writing before permission is granted for the Ralston Quarry.
- Question whether the visual loss of beauty along the Tooraweenah Road, which is a very scenic route that connects Coonamble to the Warrumbungle National Park.
- Question whether the economic impacts from loss of tourism income has been considered.
- Question whether the Ralston Quarry will stop the Warrumbungle National Park from applying / securing a GEOPARK rating.
- Dust impacts – impacts on siding springs Observatory and local landowners and crops and machinery.
- Questions whether local truck companies will be able to secure market share to cart gravel.
- Suggest Magometon Quarry on the Tooraweenah Road (owned by Coonamble Shire Council) is capable of supplying gravel.

Assessment Response

In relation to the issues raised about road asset impacts, traffic safety and biodiversity impacts, Council has held several meetings with the applicant to arrive at a robust suit of road upgrades, road maintenance contributions and road management strategies as a means of mitigating impacts associated with Stage 1 and 2 quarry and haulage operations. Council has raised the issues of public safety of all road users, including local traffic, heavy traffic, school buses, mail run contractors, tourists, livestock and native fauna movements. Council has raised concerns about certain sections of local roads in need of repair and / or upgrading as a consequence of recent storm events.

Groundwork Plus has provided a letter dated 16 February 2021 that responds to all of the issues raised in submissions received from government agencies and private landowners regarding access and traffic. A further letter from Groundwork Plus dated 8 March 2021 has also been received in response to a meeting between Council and the applicant on 4 March 2021 to discuss road impacts and mitigation strategies. In these letters the applicant has provided more detailed information on how the proposed Ralston Quarry will interact with the Inland Rail project and local road network during Stage 1 phase of the quarry operations.

Agreement has been reached between the applicant and Coonamble Shire Council for the following road upgrades.

- **Internal access roads** - to meet the requirements of Section 4.1.3 (2) of Planning for Bush Fire Protection 2006.

- **Access on Weenya Road** - to upgrade the existing 'Northwood' property access to Weenya Road to form a Basic Auxiliary Left (BAL) and Basic Auxiliary Right (BAR) to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and to the satisfaction of

Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **Weenya Road** - to upgrade Weenya Road to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **Tooraweenah Road** - 50 metres east and west of its intersection with Weenya Road as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **National Park Road** - 50 metres east and west of its intersection with Weenya Road as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

In addition to the above road work improvements, agreement has been reached between the applicant and Coonamble Shire Council for the following road maintenance regime:

- **Road Maintenance Contribution** - Heavy vehicle contribution of $0.58/tonne, subject to annual indexation by Sydney CPI. Payments would be made on a quarterly basis based on the amount of material hauled on the local road network from the anniversary of commencement on the local road network.

In addition to the above road work improvements and road maintenance regime, agreement has been reached between the applicant and Coonamble Shire Council on the following road management plans / strategies:

- **Traffic Management Plan** - prior to the commencement of haulage operations.

- **Driver Code of Conduct** - prior to the commencement of haulage operations.

- **Haulage Limits** - maximum daily number of truck movements not exceeding 264 truck movements (total in and out of the premises)

- **School Bus Time Limits** – minimization and wherever possible avoidance of haulage operations coinciding with local student school bus pick-up and drop-off times and locations.

Conditions have been included in the recommendation to this report to require road upgrades and maintenance contributions and road management strategies as a means of addressing traffic issues raised.

In relation to issues raised about landowner consultation as required under the SEARs, it is the findings of this assessment that a robust consultation process has been followed to allow stakeholders and interested members of the public to provide comments on the proposal.

In relation to the statement about errors in the EIS documentation and questioning the findings of assessment work in relation to available wind rose and rainfall data, dust, dark skies, stormwater, visual and economic impact assessment work, it is the findings of this assessment that adequate information has been made available in the EIS and other specialist studies to allow a thorough

assessment of the proposal to be documented for further consideration by the Western Regional Planning Panel.

Public Submission 4

Concerned about how the Tooraweenah Road and Boxridge Road will cope with increased volume of heavy traffic and questions whether roads will be upgraded and maintained to handle traffic volumes. Also concerned about dust and noise from traffic due to the close proximity of roads to their farmhouse.

Assessment Response

In relation to the issues raised about road impacts and traffic safety, Council has held several meetings with the applicant to arrive at a robust suit of road upgrades, road maintenance contributions and road management strategies as a means of mitigating traffic impacts for Stage 1 and 2 quarry operations. Council has raised the issues of public safety of all road users, including local traffic, heavy traffic, school buses, mail run contractors, tourists and livestock movement. Council has raised concerns about certain sections of local roads in need of repair and / or upgrading as a consequence of recent storm events.

Groundwork Plus has provided a letter dated 16 February 2021 that responds to all of the issues raised in submissions received from government agencies and private landowners regarding access and traffic. A further letter from Groundwork Plus dated 8 March 2021 has also been received in response to a meeting between Council and the applicant on 4 March 2021 to discuss road impacts and mitigation strategies. In these letters the applicant has provided more detailed information on how the proposed Ralston Quarry will interact with the Inland Rail project and local road network during Stage 1 phase of the quarry operations.

Agreement has been reached between the applicant and Coonamble Shire Council for the following road upgrades.

- **Internal access roads** - to meet the requirements of Section 4.1.3 (2) of Planning for Bush Fire Protection 2006.

- **Access on Weenya Road** - to upgrade the existing 'Northwood' property access to Weenya Road to form a Basic Auxiliary Left (BAL) and Basic Auxiliary Right (BAR) to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **Weenya Road** - to upgrade Weenya Road to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **Tooraweenah Road** - 50 metres east and west of its intersection with Weenya Road as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

- **National Park Road** - 50 metres east and west of its intersection with Weenya Road as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement

Technology Part 6, and to the satisfaction of Coonamble Shire Council prior to the commencement of haulage operations on the local road network.

In addition to the above road work improvements, agreement has been reached between the applicant and Coonamble Shire Council for the following road maintenance regime:

- **Road Maintenance Contribution** - Heavy vehicle contribution of $0.58/tonne, subject to annual indexation by Sydney CPI. Payments would be made on a quarterly basis based on the amount of material hauled on the local road network from the anniversary of commencement on the local road network.

In addition to the above road work improvements and road maintenance regime, agreement has been reached between the applicant and Coonamble Shire Council on the following road management plans / strategies:

- **Traffic Management Plan** - prior to the commencement of haulage operations.
- **Driver Code of Conduct** - prior to the commencement of haulage operations.
- **Haulage Limits** - maximum daily number of truck movements not exceeding 264 truck movements (total in and out of the premises)
- **School Bus Time Limits** – minimization and wherever possible avoidance of haulage operations coinciding with local student school bus pick-up and drop-off times and locations.

Conditions have been included in the recommendation to this report to require road upgrades and maintenance contributions and road management strategies as a means of addressing traffic issues raised.

10. Public Interest Assessment

The proposed freight transport facility is permitted in the RU1 Primary Production Zone. There are no specific policy statements from either Federal or State Government that are relevant to this proposal, nor any planning studies or strategies. There is no management plan, planning guideline or advisory document that is applicable to the development. There are no covenants, easements, or agreements that affect the proposal.

11. Contributions Assessment

The development proposal is not subject to any contributions plans adopted by Coonamble Shire Council. Coonamble Shire Council has held several meetings with the applicant to arrive at a robust response to access and traffic issues raised by stakeholders. The road contribution figures included in the recommendations relating to the maintenance of the local road network in the Coonamble Local Government Area have been agreed upon by both Council and the applicant.

12. Assessment Conclusion / Recommendation

Consent be granted subject to condition(s) detailed below:

A. Approved Plans and Documentation

1. The development shall be carried out in accordance with:

    a) The development application DA027/2020 submitted to Coonamble Shire Council on 24 August 2020.
    b) The approved stamped Environmental Impact Statement prepared by Groundwork Plus, dated August 2020.
    c) The approved stamped Aboriginal Due Diligence and Historic Heritage Assessment Report prepared by OzArk Environment and Heritage, dated December 2019.
    d) The approved stamped Ralston Quarry, Mount Tenandra Road Transport Assessment prepared by The Transport Planning Partnership, dated 22 July 2020.
    e) The approved stamped Ralston Quarry Air Quality Impact Assessment prepared by Northstar Air Quality, dated 16 December 2019.
    f) The approved stamped Ralston Quarry Noise Impact Assessment prepared by Muller Acoustic Consulting, dated November 2019.
    g) The approved Ralston Quarry Surface Water Assessment prepared by Groundwork Plus, dated December 2019.
    h) The approved stamped Site Office Plan No. MS-200108-101 and M/F Toilet Plan No. MS-200305-B20-101, prepared by MBS Modular Building Systems.
    i) The approved stamped letters from Groundwork Plus letter dated 16 February 2021 and 8 March 2021.
    j) The approved stamped Biodiversity Development Assessment Report prepared by OzArk Environment and Heritage, dated March 2021.

except as varied by the conditions listed herein or as marked in red on the plans. A current and approved copy of the approved stamped by Coonamble Shire Council is to be maintained on site for constructional and reference purposes.

B. Approved Hours of Operation

2. The hours of operation are:

    - **Extraction and processing**: 6am to 6pm Monday to Friday and 7am to 1pm Saturdays.
    - **Truck loading and dispatch:** 6am to 6pm Monday to Friday and 7am to 1pm Saturdays.
    - **Blasting:** 9am to 3pm Monday to Friday.

    No operations are permitted on Sundays or Public Holidays.

C. General Terms of Approval - Environment Protection Authority

3. Except as expressly provided by any conditions of approval issued by the Coonamble Shire Council, these General Terms of Approval (GTAs) or the conditions of an in-force environment protection licence issued by the Environment Protection Authority, works and activities must be carried out in accordance with the proposal contained in:

    a) The development application DA027/2020 submitted to Coonamble Shire Council on 24 August 2020.

b) The Environmental Assessment titled "Ralston Quarry - Environmental Impact Statement" prepared by Groundwork Plus Pty Ltd dated August 2020 relating to the Development Application identified above; and
c) The specialist assessments accompanying the Environmental Assessment identified above.

The EPA licence conditions for the above Proposal are included in Attachment A to this consent. The licence conditions must be read in conjunction with the GTA's listed in conditions 4 to 14 below. In the event that the Proposal is modified either by the Proponent prior to the granting of any approval or as a result of the conditions proposed to be attached to any approvals, it will be necessary to consult with EPA about the changes before approval is issued. This will enable EPA to determine whether its GTAs need to be modified in light of the proposed changes.

4. Should any conflict exist between the abovementioned documents, the most recent document or revision supersedes the conflict, except where superseded by any conditions of approval issued by Council or the conditions of an in-force environment protection licence issued by the Environment Protection Authority.

5. The proponent, or any subsequent proponent, must apply for and hold an in-force environment protection licence issued by the Environment Protection Authority prior to and while undertaking any scheduled activity listed under Schedule 1 of the *Protection of the Environment Operations Act 1997*.

6. The proponent, or any subsequent proponent, must comply with any additional requirements imposed by an in-force environment protection licence issued by the Environment Protection Authority, as varied from time to time.

7. Stage 1 extraction and processing activities, as defined by the Ralston Quarry Environmental Impact Statement prepared by Groundwork Plus Pty Ltd dated August 2020, are limited to no more than 490,000 tonnes extracted or processed per annum.

8. Stage 2 extraction and processing activities, as defined by the Ralston Quarry Environmental Impact Statement prepared by Groundwork Plus Pty Ltd dated August 2020, are limited to no more than 100,000 tonnes extracted or processed per annum once Stage 1 is completed.

9. The maximum disturbance area due to the approved operations (including extraction, processing, stockpiling and water management areas) must not exceed 30 hectares (ha).

10. The maximum daily number of truck movements must not exceed 264 truck movements (total in and out of the premises), not limited to conditions 6 or 7 above.

11. The Proponent must install a meteorology station on-site in accordance with AS3580.14.

12. The Proponent, or any subsequent proponent, must operate the meteorology station on-site that measures and records air temperature at 2 metres, air temperature at 10 metres, wind direction at 10 metres, wind speed at 10 metres, sigma theta, rainfall and relative humidity.

13. The Proponent must keep a record of the amount of material extracted, processed and sold to consumers, in tonnes, on a per day or per week basis, or both.

14. Any record required to be kept in accordance with any conditions of approval issued by Coonamble Shire Council, these General Terms of Approval or the conditions of an in-force

environment protection licence issued by the Environment Protection Authority must be retained for a minimum of four (4) years.

D. Prior to Commencement

15. The following management plans specific to the Ralston Quarry site and surrounds must be prepared and finalised prior to commencement of any surface disturbance:

    a) Environmental Management Plan.
    b) Bushfire Management Plan.
    c) Traffic Management Plan.
    d) Stormwater Management Plan.
    e) Erosion and Sediment Control Plan.
    f) Waste Management Plan.
    g) Final Land Form Plan.
    h) Rehabilitation Management Plan.

    The required management plans must adequately deal with all mitigation measures documented in the Ralston Quarry Environmental Impact Statement prepared by Groundwork Plus Pty Ltd, dated August 2020 and other conditions in this consent and submitted to Coonamble Shire Council for approval. The management plans must be implemented during operation of the quarry and haulage operations. All personnel are to be inducted to be aware of all management plans in place for the site, with current copies to be maintained on site for reference purposes.

16. Prior to commencement of any surface disturbance, the Aboriginal artefacts site (Mt Tenandra OS1) will be properly demarcated with perimeter fencing and warning signage to ensure artefacts remain in place and unharmed by the proposal, and in accordance with the OzArk Aboriginal Due Diligence and Historic Heritage Assessment Report, dated December 2019.

17. Prior to commencement of any surface disturbance, an Unanticipated Finds Protocol shall be prepared and finalised in accordance with the recommendations of the OzArk Aboriginal Due Diligence and Historic Heritage Assessment Report, dated December 2019.

18. Prior to the commencement of any haulage operations, the Proponent is to prepare and implement a Driver Code of Conduct for the task of transporting materials on public roads. The Driver Code of Conduct shall include, among other things, the minimization and wherever possible avoidance of haulage operations coinciding with local student school bus pick-up and drop-off times and locations. The Driver Code of Conduct is required to be approved by Coonamble Shire Council prior to implementation and implemented for the life of the development.

19. Prior to the commencement of any haulage operations, the Proponent is to upgrade the existing Northwood property access to Weenya Road to form a Basic Auxiliary Left (BAL) and Basic Auxiliary Right (BAR) to the satisfaction of Coonamble Shire Council, including the provision / maintenance of Safe Intersection Sight Distance in accordance with Part 4A of the Austroads Guide to Road Design prior to the commencement of any haulage operations on the local road network.

20. Prior to the commencement of any haulage operations on the local road network, the following sections of local roads shall be upgraded:

a) **Weenya Road** to a rural unsealed standard as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council.

b) **Tooraweenah Road** to a rural unsealed standard 50 metres east and west of its intersection with Weenya Road as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council.

c) **National Park Road** to a rural unsealed standard 50 metres east and west of its intersection with Weenya Road as per the Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6, and to the satisfaction of Coonamble Shire Council.

21. Prior to the commencement of any haulage operations on the local road network, detailed engineering drawing(s) shall be prepared for the road works required to be undertaken in accordance with Condition 20, for approval by Coonamble Shire Council.

22. Prior to locating any prefabricated buildings onto the site, the person having the benefit of this consent:

a) Shall appoint a Principal Certifying Authority (PCA).
b) Shall ensure a Construction Certificate is issued by the PCA.
c) Shall notify Council of their intention to commence the site works, at least 2 days prior to commencement of work.

23. Prior to the commencement of any work on the site, a Construction Certificate is to be obtained from either Council or an Accredited Certifier, certifying that the proposed footings for prefabricated buildings are in accordance with this consent and the applicable standards.

24. In accordance with the Biodiversity Development Assessment Report (BDAR) prepared by OzArk for the development, the class and number of species credits must be retired to offset the residual biodiversity impacts of the development. The retirement of the credits shall be in stages as outlined in the BDAR Table 7.4. The staged retirement of the credits may be satisfied by payment to the Biodiversity Conservation Fund of an amount equivalent to the class and number of species credits as calculated by the BAM Credit Calculator (BAM-C) in the BDAR or by purchasing and retiring credits on the open market. Evidence of the retirement of credits (either by payment to the Biodiversity Conservation Fund or securing the Biodiversity Offset Management Plan) must be provided to Council prior to the commencement of disturbance for each stage of the development.

Table 7-4 Ecosystem and species credits required for each Stage (Generated on 16/03/21)

Stage	Ecosystem Credits Generated	Species Credits Generated	Approximate cost based on 16.03.2021 (excluding GST & admin)
Stage 1 Southern Pit	0	45	$13,160.90
Stage 2 Northern Pit	54	417	$390,617.58
Total	54	462	$403,778.49

E. During Works

25. All loading, unloading and storage of hard rock materials, plant, and equipment, building materials and the like, or the carrying out of building operations related to the development proposal, shall be carried out within the confines of the quarry site. No loading, unloading and storage of goods, equipment, tools and building materials, or the carrying out of building operations related to the development proposal shall be carried out on the balance of the Northwood property or public roadway system.

26. All internal access roads shall comply with the following requirements of section 4.1.3 (2) of Planning for Bush Fire Protection 2006 including as follows:

    a) A minimum carriageway width of 4 metres.
    b) A minimum vertical clearance of 4 metres to any overhanging obstruction, including tree branches.
    c) A turning circle with a minimum 12 metre outer radius.
    d) Curves have a minimum inner radius of 6 metres and are minimal in number to allow for rapid access and egress.
    e) The minimum distance between the inner and outer curves is 6 metres.
    f) The crossfall does not to exceed 10 degrees.
    g) Maximum grades for sealed roads do not exceed 15 degrees and not more than 10 degrees for unsealed roads.

27. Any damage caused to public roadways, table drains, utility installations and the like by reason of construction / quarry operations shall be made good and repaired to a standard equivalent to that existing prior to commencement of construction. The full cost of restoration / repairs of property or services damaged during the works shall be met by the Proponent.

28. No lighting is permitted to be installed at the quarry site, including no security lighting, without prior written approval from Coonamble Shire Council.

F. Prior to Commencement of Use and Operational Conditions

29. The Proponent is to obtain an Occupation Certificate in accordance with the *Environmental Planning and Assessment Act 1979*, from the Principal Certifying Authority prior to occupation of prefabricated buildings.

30. Prior to the issue of an Occupation Certificate, a rural address marker must be clearly displayed at the entrance to the property in accordance with Coonamble Shire Council's Engineering Specifications and Australian Standard 4819:2003.

31. The Proponent shall pay a quarterly monetary contribution to Coonamble Shire Council for local road maintenance, as per the following agreed road maintenance contributions rate:

Contribution Agreement Subject	**Per annum rate**
Road maintenance	$0.58 cents per tonne

The quarterly contribution will be accompanied by a report from the Proponent verifying the actual tonnages of material transported from the quarry site via public roads. The quarterly contribution and report shall be provided within one month of the anniversary of the commencement of haulage on the local road network. The agreed road maintenance contributions rate set out above will be adjusted at the time of payment in accordance with the Consumer Price Index (CPI) (All Groups Index for Sydney) published by the Australian Bureau of Statistic (ABS).

The process for calculating and collecting the contribution will generally be as follows:

i) Identify the quantity of material extracted / processed as at the end of the reporting quarter.
ii) Identify the quantity of material (tonnes) transported from the site onto the public road network as at the end of the reporting quarter.
iii) Identify the quantity of material (tonnes) transported from the site via any new rail corridor as at the end of the reporting quarter.
iv) Subtract 3 from 2 to calculate the actual annual contribution, as adjusted by Sydney CPI.

32. Unless otherwise agreed to by Warrumbungle Shire Council through a Formal Contract Agreement between the Proponent and Warrumbungle Shire Council, haulage trucks (laden or unladen from the Ralston Quarry) are not permitted to local roads within the Warrumbungle Local Government Area.

33. Unless otherwise agreed to by Gilgandra Shire Council through a Formal Contract Agreement between the Proponent and Gilgandra Shire Council, haulage trucks (laden or unladen from the Ralston Quarry) are not permitted to use National Park Road in its entirety for the life of the Ralston Quarry.

G. Prescribed Conditions

34. The work must be carried out in accordance with the requirements of the Building Code of Australia.

35. A sign must be erected in a prominent position on any site on which building work, subdivision work or demolition work is being carried out:

a) showing the name, address and telephone number of the principal certifying authority for the work, and
b) showing the name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours, and
c) stating that unauthorised entry to the site is prohibited.

Any such sign is to be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

36. Where development involves an excavation that extends below the level of the base of the footings of a building on adjoining land, the person having the benefit of the certificate must at the person's own expense:

a) protect and support the adjoining premises from possible damage from the excavation, and
b) where necessary, underpin the adjoining premises to prevent any such damage.

Attachment A – EPA CONDITIONS

EPA CONDITIONS TO BE INCLUDED ON THE ISSUED ENVIRONMENT PROTECTION LICENCE, SHOULD APPROVAL BE GRANTED

Administrative Conditions

A1 What the licence authorises and regulates.

A1.1) This environment protection licence authorises the carrying out of the following activities at the premises specified in condition A2 below. The activities are listed according to their scheduled activity classification, fee-based activity classification and the scale of the operation (as per the *Protection of the Environment Operations Act 1997*).

Unless otherwise further restricted by a condition of this Development Approval or an environment protection licence, the scale at which the activity is carried out must not exceed the maximum scale specified in this condition.

Scheduled Activity	Fee Based Activity	Scale
Extractive activities	Extractive activities	100000-500000
Crushing, grinding or separating	Extractive activities	100000-500000

A1.2) Notwithstanding condition A1.1 above, extractive activity and crushing, grinding or separating production rates at the premises must not exceed:

a) 490,000 tonnes per annum during Stage 1 activities as defined by the Environmental Assessment titled "Ralston Quarry - Environmental Impact Statement" prepared by Groundwork Plus Pty Ltd dated August 2020; and
b) 100,000 tonnes per annum during Stage 2 activities as defined by the Environmental Assessment titled "Ralston Quarry - Environmental Impact Statement" prepared by Groundwork Plus Pty Ltd dated August 2020.

A2 Premises or plant to which this licence applies.

A2.1) This environment protection licence applies to the following premises:

a) Ralston Quarry at 4948 Tooraweenah Road, Mount Tenandra, NSW being Lot 82; DP 820705.

A3 Information supplied to the EPA

A3.1) Works and activities must be carried out in accordance with the proposal contained in the environment protection licence application, except as expressly provided by a condition of this licence. In this condition the reference to "the licence application" includes a reference to:

a) the applications for any licences (including former pollution control approvals) which this licence replaces under the *Protection of the Environment Operations (Savings and Transitional) Regulation 1998*; and
b) the licence information form provided by the Proponent to the Environment Protection

Authority to assist the Environment Protection Authority in connection with the issuing of the licence.

A3.2) Any other document and/or management plan is not to be taken as part of the documentation in condition A3.1 above, other than those documents and/or management plans specifically referenced in this environment protection licence.

Discharges to Air and Water and Applications to Land

P1 Location of monitoring/discharge points and areas

P1.1) The following points referred to in the table below are identified in this environment protection licence for the purposes of weather monitoring, or as otherwise stipulated in this licence.

EPA identification no.	Type of monitoring point	Location description
1	Meteorological weather monitoring	Meteorological weather station installed in accordance with AS3580.14 which the exact location to be negotiated with Coonamble Shire Council and the Environment Protection Authority if approval is granted and prior to undertaking any site activities.

P1.2) The following points referred to in the table are identified in this environment protection licence for the purposes of the monitoring and/or the setting of limits for discharges of pollutants to water from the point.

EPA identification no.	Type of monitoring point	Location description
2	Discharge to waters Discharge quality monitoring	Discharge from sediment basin SB1 marked and shown as SB1 in drawing 2418.DRG.007, Revision 1 titled "Figure 1 - Stormwater Management Plan".
3	Discharge to waters Discharge quality monitoring	Discharge from sediment basin SB2 marked and shown as SB2 in drawing 2418.DRG.007, Revision 1 titled "Figure 1 - Stormwater Management Plan".

Limit Conditions

L1 Noise limits - Construction

L1.1) Unless otherwise further restricted or otherwise stipulated by a condition of this environment protection licence, construction activities at the premises must only occur during the

following time periods:

a) 7am to 6pm Monday to Friday;
b) 8am to 1pm Saturdays; and
c) at no time on Sundays or Public Holidays.

L1.2) Condition L1.1 above does not apply to the delivery of material outside the hours of the permitted timeframes if that delivery is required by police or other authorities for safety reasons and/or the operation or personnel or equipment are endangered. In such circumstances, prior notification must be provided to the EPA and affected residents as soon as possible, or within 24 hours in the case of emergency.

L1.3) The licensee must implement all reasonable and feasible noise and vibration mitigation measures to minimise construction noise and vibration impacts in accordance with the "Interim Construction Noise Guidelines" (DECC, 2009) and "Assessing Vibration: a technical guideline" (DEC, 2006).

L2 Noise limits - Operation

L2.1) Unless otherwise further restricted or otherwise stipulated by a condition of this environment protection licence, operational activities (including extraction and processing and truck loading and despatch) at the premises must only occur during the following time periods:

a) 6am to 6pm Monday to Friday;
b) 7am to 1pm Saturdays; and
c) at no time on Sundays or Public Holidays.

L2.2) Noise generated at the premises must not exceed the noise limits at the times and locations in the table below.

Location	Noise Limits in dB(A)		
	Morning Shoulder		Day
	LAeq (15 minute)	LAmax	LAeq(15 minute)
All Residential Receivers	35	52	40

L2.3) For the purposes of condition L2.2 above:

a) Morning Shoulder means the period from 6am to 7am Monday to Saturday; and
b) Day means the period from 7am to 6pm Monday to Saturday and the period from 8am to 6pm Sunday and public holidays.

L2.4) The noise limits set out in condition L2.2 of this environment protection licence apply under the following meteorological conditions:

Assessment Period	Meteorological Conditions
Day	Stability Categories A, B, C and D with wind speeds up to and including 3m/s at 10m above ground level.

Assessment Period	Meteorological Conditions
Evening	Stability Categories A, B, C and D with wind speeds up to and including 3m/s at 10m above ground level.
Night	Stability Categories A, B, C and D with wind speeds up to and including 3m/s at 10m above ground level; or Stability category E and F with wind speeds up to and including 2m/s at 10m above ground level.

L2.5) For those meteorological conditions not referred to in condition L2.4 above, the noise limits that apply are the noise limits in condition L2.2 of this environment protection licence plus 5dB.

L2.6) For the purposes of condition L2.4 of this environment protection licence:

a) The meteorological conditions are to be determined from meteorological data obtained from the meteorological weather station identified as Bureau of Meteorology AWS at Coonamble; and
b) Stability category shall be determined using the following method from Fact Sheet D of the Noise Policy for Industry (NSW EPA, 2017): Pasquill-Gifford stability classification scheme (section D1.3.1).

L2.7) To assess compliance:

a) with the LAeq(15 minutes) or the LAmax noise limits in conditions L2.2 and L2.4 of this environment protection licence, the noise measurement equipment must be located:
   i. approximately on the property boundary, where any residence is situated 30 metres or less from the property boundary closest to premises; or where applicable,
   ii. in an area within 30 metres of a residence façade, but not closer than 3 metres where any residence on the property is situated more than 30 metres from the property boundary closest to the premises; or, where applicable,
   iii. in an area within 50 metres of the boundary of a National Park or Nature Reserve,
   iv. at any other location identified in condition L2.2 of this environment protection licence.
b) with the LAeq(15 minutes) or the LAmax noise limits in conditions L2.2 and L2.4 of this environment protection licence, the noise measurement equipment must be located:
   i. at the reasonably most affected point at a location where there is no residence at the location; or,
   ii. at the reasonably most affected point within an area at a location prescribed by condition L2.7 (a) above.

L2.8) A non-compliance of conditions L2.2 and L2.4 of this environment protection licence will still occur where noise generated from the premises is measured in excess of the noise limit at a point other than the reasonably most affected point at the locations referred to in condition L2.6 (a) or L2.6 (b) of this environment protection licence.

Note: to conditions L2.7 and L2.8: The reasonably most affected point is a point at a location or

within an area at a location experiencing or expected to experience the highest sound pressure level from the premises.

L2.9) For the purpose of determining the noise generated from the premises, the modifying factor corrections in Table C1 in Fact Sheet C of the Noise Policy for Industry (NSW EPA, 2017) may be applied, if appropriate, to the noise measurements by the noise monitoring equipment.

L2.10) Noise measurements must not be undertaken where rain or wind speed at microphone level will affect the acquisition of valid measurements.

L3 Blast limits

L3.1) The airblast overpressure level from blasting operations at the premises must not exceed 120dB (Lin Peak) at any time at any noise sensitive locations. Error margins associated with any monitoring equipment used to measure this are not to be taken into account in determining whether or not the limit has been exceeded.

L3.2) The airblast overpressure level from blasting operations at the premises must not exceed 115dB (Lin Peak) at any noise sensitive locations for more than five per cent of the total number of blasts over each reporting period. Error margins associated with any monitoring equipment used to measure this are not to be taken into account in determining whether or not the limit has been exceeded.

L3.3) Ground vibration peak particle velocity from the blasting operations at the premises must not exceed 10mm/sec at any time at any noise sensitive locations. Error margins associated with any monitoring equipment used to measure this are not to be taken into account in determining whether or not the limit has been exceeded.

L3.4) Ground vibration peak particle velocity from the blasting operations at the premises must not exceed 5mm/sec at any noise sensitive locations for more than five per cent of the total number of blasts over each reporting period. Error margins associated with any monitoring equipment used to measure this are not to be taken into account in determining whether or not the limit has been exceeded.

L3.5) Blasting at the premises may only take place between 9:00am-3:00pm Monday to Friday. Blasting is not permitted on Saturday, Sundays or public holidays.

L3.6) Blasting outside of the hours specified in condition L3.5 above can only take place with the written approval of the EPA.

L3.7) The airblast overpressure and ground vibration levels in conditions L3.1 to L3.4 of this environment protection licence do not apply at noise sensitive locations that are owned by the licensee or subject to a private agreement, relating to airblast overpressure and ground vibration levels, between the licensee and landowner.

L3.8) Blasting at the premises is limited to 1 blast on each day on which blasting is permitted.

L4 Pollution of waters

L4.1) Except as may be expressly provided in any other condition of this environment protection licence, the licensee must comply with section 120 of the *Protection of the Environment Operations Act 1997*.

L5 Concentration limits

L5.1) For each discharge point or utilisation area specified in the table/s below, the concentration of a pollutant discharged at that point, or applied to that area, must not exceed the concentrations limits specified for that pollutant in the table.

L5.2) Where a pH quality limit is specified in the Table, the specified percentage of samples must be within the specified ranges.

L5.3) To avoid any doubt, this condition does not authorise the discharge or emission of any other pollutants.

L5.4) Water and/or land concentration limits.

Point(s) 2, 3

Pollutant	**Unit of measure**	**50 percentile concentration limit**	**90 percentile concentration limit**	**97 percentile concentration limit**	**100 percentile concentration limit**
Oil and Grease	mg/L				10
pH	pH				6.5-8.5
Total suspended solids	mg/L				50

L5.5) The total suspended solids concentration limits stipulated by condition L5.4 above for EPA Identification Points 2 and 3 are deemed not to apply when:

a) the discharge from the stormwater control structures (sediment basins) occurs solely as a result of rainfall measured at the premises which exceeds a total of 50.7 millimetres of rainfall over any consecutive 5 day period; and
b) all other conditions of this environment protection licence are complied with.

Note: A 50.7mm rainfall event is defined by the EPA endorsed publication "Managing urban stormwater: soils and construction" (Landcom, 2004) as the rainfall depth in millimetres for a 95th percentile, 5 day rainfall event for Dubbo which is also consistent with the storage capacity (recommended minimum design criteria) for Type D sediment basins for mines and quarries (see "Managing urban stormwater: soils and construction, Volume 2E, mines and quarries" (DECC, 2008)).

L6 Waste

L6.1) The licensee must not cause, permit or allow any waste generated outside the premises to be received at the premises for storage, treatment, processing, reprocessing or disposal or any waste generated at the premises to be disposed of at the premises, except as expressly permitted by an environment protection licence under the *Protection of the Environment Operations Act 1997*.

L7 Odour

L7.1) No condition of this environment protection licence identifies a potentially offensive odour for the purposes of Section 129 of the *Protection of the Environment Operations Act 1997*.

Note: Section 129 of the *Protection of the Environment Operations Act 1997*, provides that the licensee must not cause or permit the emission of any offensive odour from the premises but provides a defence if the emission is identified in the relevant environment protection licence as a potentially offensive odour and the odour was emitted in accordance with the conditions of that licence directed at minimising odour.

Operating Conditions

O1 Activities must be carried out in a competent manner

O1.1) Licensed activities must be carried out in a competent manner. This includes:

a) the processing, handling, movement and storage of materials and substances used to carry out the activity; and
b) the treatment, storage, processing, reprocessing, transport and disposal of waste generated by the activity.

O2 Maintenance of plant and equipment

O2.1) All plant and equipment installed at the premises or used in connection with the licensed activity:

a) must be maintained in a proper and efficient condition; and
b) must be operated in a proper and efficient manner.

O3 Dust

O3.1) The premises must be maintained in a condition which prevents or minimises the emission of dust from the premises.

O3.2) All operations and activities occurring at the premises must be carried out in a manner that prevents or minimises the emission of dust from the premises.

O3.3) Trucks entering and leaving the premises that are carrying loads of materials which have the potential to cause emissions dust must have their loads covered at all times, except during loading and unloading.

O4 Emergency response

Note: The licensee must maintain, and implement as necessary, a current Pollution Incident Response Management Plan (PIRMP) for the premises in accordance with Part 5.7A of the *Protection of the Environment Operations Act 1997* and Part 3A of the *Protection of the Environment Operations (General) Regulation 2009*.

O5 Processes and management

O5.1) The licensee must maximise the diversion of run-on waters from lands upslope and around the site whilst land disturbance activities are being undertaken.

O5.2) The licensee must maximise the diversion of stormwater runoff containing suspended solids to sediment basins installed on the premises.

O5.3) The drainage from all areas that will mobilise suspended solids when stormwater runs over these areas must be controlled and diverted through appropriate erosion and sediment control measures.

O5.4) Unless otherwise approved in writing by the environment protection authority, where stormwater control structures (sediment basins) are necessary or are designed, sediment basins and associated drainage must be installed and commissioned prior to the commencement of any grubbing or clearing works within the catchment area of the sediment basin that may cause sediment to leave the site (excluding that work required for the sediment basins and associated drainage).

O5.5) The stormwater control structures (sediment basins) identified as EPA Identification Points 1 and 2 must be drained or pumped out as necessary to maintain each basins design storage capacity within 5 days following rainfall.

O5.4) The licensee must undertake maintenance as necessary to desilt any stormwater control structures (sediment basins) identified as EPA Identification Points 1 and 2 in order to retain each basins design storage capacity.

O6 Waste management

O6.1) The licensee must, as far as possible, follow the waste hierarchy principals contained within the *Waste Avoidance and Resource Recovery Act 2001* when dealing with any waste generated at the premises.

O6.2) The licensee must assess and classify any waste generated at the premises in accordance with the "Waste Classification Guidelines – Part 1: Classifying waste", as in force from time to time, and manage this waste in a lawful manner.

O6.3) The licensee must maintain a waste register that tracks any waste received at or transported from the premises that clearly identifies each entity and vehicle involved in the waste transaction and the premises from which or to which the waste originated or was transported to.

O7 Other operating conditions

O7.1) The licensee must store and handle all liquid chemicals and hazardous materials used at the premises within bunded areas that are constructed and maintained in accordance with the following:

a) any relevant Australian Standards for the liquids being stored;
b) within a bunded area with a minimum bund capacity of 110% of the volume of the largest single stored vessel within the bund;

c) the Storing and Handling Liquids: Environmental Protection Participant's Manual DECC, 2007); and where any conflict exists between these requirements, the most stringent requirements apply.

O7.2) For the purpose of this condition, any tanks or other storage vessels that are interconnected and may distribute their contents either by gravity or automated pumps must be considered a single vessel.

O7.3) Prior to the commencement of any surface disturbance and/or construction activities, the licensee must install and maintain appropriate erosion and sediment control measures at the premises in accordance with the publication Managing Urban Stormwater: Soils and construction – Volume 1 (Landcom, 2004) and Managing Urban Stormwater: Soils and construction – Volume 2E, Mines and Quarries (DECC, 2008).

Monitoring and Recording Conditions

M1 Monitoring records

M1.1) The results of any monitoring required to be conducted by this environment protection or a load calculation protocol must be recorded and retained as set out in these conditions.

M1.2) All records required to be kept by this environment protection licence must be:

a) in a legible form, or in a form that can readily be reduced to a legible form;
b) kept for at least 4 years after the monitoring or event to which they relate took place; and
c) produced in a legible form to any authorised officer of the Environment Protection Authority who asks to see them.

M1.3) The following records must be kept in respect of any samples required to be collected for the purposes of this environment protection licence:

a) the date(s) on which the sample was taken;
b) the time(s) at which the sample was collected;
c) the point at which the sample was taken; and
d) the name of the person who collected the sample.

M2 Requirement to monitor concentration of pollutants discharged Weather Monitoring

M2.1) The licensee must monitor (by sampling and obtaining results by analysis) the parameters specified in Column 1 of the table below, using the corresponding units of measure, frequency, averaging period and sampling method, specified opposite in the Columns 2, 3, 4 and 5 respectively.

M2.2) The licensee must maintain and calibrate the meteorological monitoring station in accordance with the reference test methods and manufacturer's specifications and keep relevant records associated with this calibration in accordance with condition M1.2 of this environment protection licence.

M2.3) The licensee must develop and implement a quality assurance/quality control procedure for the data collected from the meteorological monitoring station. Outcomes from the procedure must kept in accordance with condition M1.2 of this environment protection licence.

Noise monitoring

M2.4) The licensee, following the receipt of a noise related complaint and if required by the environment protection authority, must undertake noise monitoring as required in writing by the environment protection authority.

Blast monitoring

M2.5) The licensee must undertake blast monitoring as outlined below to determine compliance with Conditions L3.1 to L3.4:

a) Airblast overpressure and ground vibration levels must be measured and electronically recorded in accordance with the ANZECC guidelines for all production blasts carried out in or on the premises; and

b) The written record must include:
   i. the time and date of each blast;
   ii. the station(s) at which the noise was measured;
   iii. the ground vibration for each blast;
   iv. the airblast overpressure for each blast;
   v. evidence that during the past 12 month period, a calibration check had been carried out on each blast monitor to ensure accuracy of the reported data; and
   vi. the waveform for the ground vibration and overpressure for each blast that exceeds a ground vibration of 5mm/sec (peak particle velocity) or an airblast overpressure of 115dB(L).

c) Instrumentation used to measure the airblast overpressure and ground vibration levels must meet the requirements of Australian Standard 2187.2 of 2006.

Water and land monitoring

M2.6) For each monitoring/discharge point or utilisation area specified below (by a point number), the licensee must monitor (by sampling and obtaining results by analysis) the concentration of each pollutant specified in Column 1. The licensee must use the sampling method, units of measure, and sample at the frequency, specified opposite in the other columns:

M2.7) Water and/ or Land Monitoring Requirements

Point(s) 2 and 3

Parameter	Sampling method	Unit of measure	Averaging period	Frequency
Oil and grease	Representative sample	mg/L		Daily during any discharge
pH	Representative sample	pH		Daily during any discharge
Total suspended solids	Representative sample	mg/L		Daily during any discharge

M3 Testing methods – concentration limits

M3.1) Subject to any express provision to the contrary in this licence, monitoring for the concentration of a pollutant discharged to waters or applied to a utilisation area must be done in accordance with the Approved Methods Publication unless another method has been approved by the EPA in writing before any tests are conducted.

M4 Recording of pollution complaints.

M4.1) The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies.

M4.2) The record must include details of the following:

a) the date and time of the complaint;
b) the method by which the complaint was made;
c) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect;
d) the nature of the complaint;
e) the action taken by the licensee in relation to the complaint, including any follow-up contact with the\ complainant; and
f) if no action was taken by the licensee, the reasons why no action was taken.

M4.3) The record of a complaint must be kept for at least 4 years after the complaint was made.

M4.4) The record must be produced to any authorised officer of the environment protection who asks to see them.

M5 Telephone complaints line

M5.1) The licensee must operate during its operating hours a telephone complaints line for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by the vehicle or mobile plant, unless otherwise specified in this environment protection licence.

M5.2) The licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint.

M5.3) The preceding two conditions do not apply until 1 month from: the date of the issue of this environment protection licence.

Reporting Conditions

R1 Annual return documents

R1.1) The licensee must complete and supply to the environment protection authority an Annual Return in the approved form comprising:

1. a Statement of Compliance,

2. a Monitoring and Complaints Summary,
3. a Statement of Compliance - Licence Conditions,
4. a Statement of Compliance - Load based Fee,
5. a Statement of Compliance - Requirement to Prepare Pollution Incident Response Management Plan,
6. a Statement of Compliance - Requirement to Publish Pollution Monitoring Data; and
7. a Statement of Compliance - Environmental Management Systems and Practices.

At the end of each reporting period, the environment protection authority will provide to the licensee notification that the Annual Return is due.

R1.2) An Annual Return must be prepared in respect of each reporting period, except as provided below.

Note: The term "reporting period" is defined in the dictionary at the end of this licence. Do not complete the Annual Return until after the end of the reporting period.

R1.3) Where this environment protection licence is transferred from the licensee to a new licensee:

a) the transferring licensee must prepare an Annual Return for the period commencing on the first day of the reporting period and ending on the date the application for the transfer of the licence to the new licensee is granted; and
b) the new licensee must prepare an Annual Return for the period commencing on the date the application for the transfer of the licence is granted and ending on the last day of the reporting period.

Note: An application to transfer an environment protection licence must be made in the approved form for this purpose.

R1.4) Where this environment protection licence is surrendered by the licensee or revoked by the environment protection authority or Minister, the licensee must prepare an Annual Return in respect of the period commencing on the first day of the reporting period and ending on:

a) in relation to the surrender of a licence - the date when notice in writing of approval of the surrender is given; or
b) in relation to the revocation of the licence - the date from which notice revoking the licence operates.

R1.5) The Annual Return for the reporting period must be supplied to the environment protection authority via eConnect environment protection authority or by registered post not later than 60 days after the end of each reporting period or in the case of a transferring licence not later than 60 days after the date the transfer was granted (the 'due date').

R1.6) The licensee must retain a copy of the Annual Return supplied to the environment protection authority for a period of at least 4 years after the Annual Return was due to be supplied to the environment protection authority.

R1.7) Within the Annual Return, the Statements of Compliance must be certified, and the Monitoring and Complaints Summary must be signed by:

a) the licence holder; or
b) by a person approved in writing by the environment protection authority to sign on behalf of the licence holder.

R1.8) Where the licensee is unable to complete a part of the Annual Return by the due date because the licensee was unable to calculate the actual load of a pollutant due to circumstances beyond the licensee's control, the licensee must notify the environment protection authority in writing as soon as practicable, and in any event not later than the due date. The notification must specify:

a) the assessable pollutants for which the actual load could not be calculated; and
b) the relevant circumstances that were beyond the control of the licensee.

R2 Notification of environmental harm

Note: The licensee or its employees must notify all relevant authorities of incidents causing or threatening material harm to the environment immediately after the person becomes aware of the incident in accordance with the requirements of Part 5.7 of the *Protection of the Environment Operations Act 1997*.

R2.1) Notifications must be made by telephoning the Environment Line service on 131 555.

R2.2) The licensee must provide written details of the notification to the environment protection authority within 7 days of the date on which the incident occurred.

R3 Written report:

R3.1) Where an authorised officer of the environment protection authority suspects on reasonable grounds that:

a) where this environment protection licence applies to premises, an event has occurred at the premises; or
b) where this licence applies to vehicles or mobile plant, an event has occurred in connection with the carrying out of the activities authorised by this licence,

and the event has caused, is causing or is likely to cause material harm to the environment (whether the harm occurs on or off premises to which the licence applies), the authorised officer may request a written report of the event.

R3.2) The licensee must make all reasonable inquiries in relation to the event and supply the report to the environment protection authority within such time as may be specified in the request.

R3.3) The request may require a report which includes any or all of the following information:

a) the cause, time and duration of the event;
b) the type, volume and concentration of every pollutant discharged as a result of the event;
c) the name, address and business hours telephone number of employees or agents of the licensee, or a specified class of them, who witnessed the event;
d) the name, address and business hours telephone number of every other person

(of whom the licensee is aware) who witnessed the event, unless the licensee has been unable to obtain that information after making reasonable effort;

e) action taken by the licensee in relation to the event, including any follow-up contact with any complainants;
f) details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of such an event; and
g) any other relevant matters.

R3.4) The environment protection authority may make a written request for further details in relation to any of the above matters if it is not satisfied with the report provided by the licensee. The licensee must provide such further details to the environment protection authority within the time specified in the request.

R4 Other reporting conditions

R4.1) The licensee must notify the environment protection authority of any exceedances of any emission limit, concentration limit, noise limit or blast limit included as a condition of this environment protection licence at central.west@epa.nsw.gov.au in accordance with condition R2.1 of this licence as soon as practicable after becoming aware of the exceedance.

General Conditions

G1 Copy of environment protection licence kept at the premises or plant

G1.1) A copy of this environment protection licence must be kept at the premises to which the licence applies.

G1.2) The environment protection licence must be produced to any authorised officer of the environment protection authority who asks to see it.

G1.3) The environment protection licence must be available for inspection by any employee or agent of the licensee working at the premises.

G2 Contact number for incidents and responsible employees

G2.1) The licensee must operate 24-hour telephone contact lines for the purpose of enabling the environment protection authority to directly contact one or more representatives of the licensee who can:

a) respond at all times to incidents relating to the premises; and
b) contact the licensee's senior employees or agents authorised at all times to:
i) speak on behalf of the licensee; and
ii) provide any information or document required under this condition.

G2.1) The licensee is to inform the environment protection authority in writing of the appointment of any subsequent contact persons, or changes to the person's contact details as soon as practicable and in any event within fourteen days of the appointment or change.

G3 Signage

G3.1) Each monitoring, and discharge point must be clearly marked by a sign that indicates the EPA point identification number.