

### 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

Land Title:	Lot 82 DP 820705
Address:	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. DA027/2020 Overview

DA027/2020 proposes the extraction of hard rock products from a greenfield quarry at 4948 Tooraweenah Road, Mount Tenandra, identified as Lot 82 DP 820705. The site is located approximately 30 kilometres north-east of Gulargambone, 45 kilometres south-east of Coonamble and 2 kilometres west of the proposed railway for the Inland Rail Project.

On 27 May 2021 Coonamble Shire Council received correspondence from the Planning Panels Secretariat asking a number of questions to assist the Western Regional Planning Panel's (WRPP) assessment of the proposal.

This Addendum Assessment Report has been prepared by Coonamble Shire Council for consideration by the WRPP, and includes information provided by Groundwork Plus to assist with answers to questions raised by the panel. The report recommends no changes to the conditions in the Coonamble Shire Council Assessment Report that has been tabled with the WRPP.

## **4. ADDITIONAL INFORMATION ASSESSMENT**

On 27 May 2021 Coonamble Shire Council received an email from the Planning Panels Secretariat requesting clarification and expansion of discussion in relation to noise, dust, traffic and haulage movements and how the contributions agreement was arrived at in relation to Council's assessment of DA027/2020 for an extractive industry at 4948 Tooraweenah Road, Mount Tenandra.

The following provides a summary of information requested from the WRPP and Council's response to those questions.

### **WRPP Question 1**

Noise (expand on the potential impacts and the mitigation measures).

### **CSC Response to Question 1**

The proposed Ralston Quarry is located in a rural area that is isolated from sensitive land-uses such as private dwellings on nearby farming properties, with the closest residence (not associated with Northwood) being located approximately 1.8 kilometres south-east of the proposed quarry.

In relation to noise impacts and mitigation measures, Section 5.4 (Noise and Vibration) of the EIS provides detailed and complete assessment of potential impacts, including a Noise Impact Assessment (NIA) prepared by Muller Acoustic Consulting Pty Ltd (see 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 from modelling show that compliance with the noise and vibration limits can be achieved under normal operating hours (see Figure 18 – Noise Modelling Results in the NIA).

EPA have assessed the EIS and NIA and proposed mitigation measures, and have issued their GTAs for the proposed quarry which include:

- Noise limit (construction) conditions L1.1 to L1.3.
- Noise limit (operation) conditions L2.1 to L2.10.
- Blast limit conditions L3.1 to L3.8.
- Monitoring conditions.

It is the findings of Council's assessment of the EIS, NIA and EPA conditions on noise and blasting, that adjoining land-uses (in particular dwellings not associated with the proposed quarry) will not be adversely impacted by noise.

### **WRPP Question 2**

Dust (expand on the potential impacts and the mitigation measures).

### **CSC Response to Question 2**

The proposed Ralston Quarry is located in a rural area that is isolated from sensitive land-uses such as private dwellings on nearby farming properties, with the closest residence (not associated with Northwood) being located approximately 1.8 kilometres south-east of the proposed quarry.

In relation to dust impacts and mitigation measures, Section 5.3 (Air) of the EIS provides detailed and complete assessment of potential impacts, including an Air Quality Impact Assessment (AQIA) prepared by Northstar Air Quality Pty Ltd (see 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 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. The EIS advises 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.

EPA have assessed the EIS and AQIA and proposed mitigation measures, and have issued their GTAs for the proposed quarry which include:

- Dust conditions O3.1 to O3.3.
- Monitoring conditions.

It is the findings of Council's assessment of the EIS, AQIA and EPA conditions on dust that adjoining roads and land-uses (in particular dwellings not associated with the proposed quarry) will not be adversely impacted by dust.

### **WRPP Question 3**

Traffic and truck movements, particularly relating to adequacy of upgrade to single intersection (questions around the sufficiency of this)

### **CSC Response to Question 3**

In relation to the issues raised about the sufficiency of road / intersection upgrades, Section 2.7 of the EIS provides detailed information on access and haulage operations, and Section 5.1 provides an assessment of potential road relating impacts, including a Road Transport Assessment (RTA) undertaken by The Transport Planning Partnership (see Appendix 7 of the EIS).

Council has held several meetings with the applicant to learn more about the proposed interactions of the Ralston Quarry with public roads and rail corridors. Council has learnt that 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. 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.

Taking into account the submissions received from government agencies and members of the public, it was assessed as reasonable by Coonamble Shire Council to require upgrading of the following private and public roads and intersections:

- **Internal access roads** (draft condition 26).
- **Access on Weenya Road** (draft condition 19).
- **Weenya Road** (draft condition 20).
- **Tooraweenaa Road** (draft condition 20).
- **National Park Road** (draft condition 20).

Beyond these directly affected roads it was agreed by Coonamble Shire Council and Regional Group Australia to administer a road maintenance contributions regime of \$0.58/tonne, as per draft condition 31.

Council also included draft conditions 32 and 33 to prohibit haulage trucks from using roads within either the Warrumbungle or Gilgandra Local Government Areas without prior agreement from those councils.

In addition to the above road work improvements, restrictions 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** (draft condition 15).
- **Driver Code of Conduct** (draft condition 18).
- **Haulage Limits** (draft condition 10).
- **School Bus Time Limits** (draft condition 18).

It is the findings of Council's assessment of the EIS, RTA and submissions received, as well as the additional commitments agreed upon by the applicant, that a robust program of road improvements and safeguards will be in place to manage traffic and truck movements, including upgrades to the intersections of Weenya Road and Tooraweenaa Road and Weenya Road and National Park Road.

#### **WRPP Question 4**

Traffic and truck movements, particularly relating to how conditions 32 and 33 might practically work in relation to Warrumbungle and Gilgandra Shire Councils agreement for use of local roads by haulage trucks.

#### **CSC Response to Question 4**

The applicant is aware of the restrictions proposed under draft conditions 32 and 33 that restrict haulage trucks from using roads within either the Warrumbungle or Gilgandra Local Government Areas without prior agreement from those councils.

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. Upon completion of the Inland Railway project, the applicant envisages that 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.

The applicant has agreed to draft conditions 32 and 33 being included in Council's assessment report tabled with the WRPP. Should haulage operations require use of roads within either the Warrumbungle or Gilgandra Local Government Areas, the applicant is aware that it would be necessary to reach agreement with those road authorities on any necessary road work improvements, restrictions and/or road maintenance regime, similar to the process it undertook with Coonamble Shire Council.

#### **WRPP Question 5**

Traffic and truck movements, particularly relating to further clarification around how the 58c per tonne figure arrived at in the Contributions Agreement (draft condition 31).

#### **CSC Response to Question 5**

Coonamble Shire Council does not have a Section 7.11 Contributions Plan for heavy vehicles. As a consequence, Council held several meetings with Regional Group Australia and Groundwork Plus to discuss traffic and transport issues and the need to reach agreement on 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.

At a meeting held on 4 March 2021 between Council and members of Regional Group Australia and Groundwork Plus, the issue of road contributions was discussed in detail. It was agreed that a review of Section 7.11 Contributions Plan for heavy vehicles prepared by other Council's in the region should be undertaken, as a means of informing Council's assessment of road haulage impacts and reaching agreement on possible mitigation measures partly through a heavy vehicle road contributions regime.

On 8 March 2021, Groundwork Plus wrote to Coonamble Shire Council advising that they had reviewed the current contributions plans administered by Narromine Shire Council and Narrabri Shire Council and are of the view that they are comparable to the context and circumstances of Coonamble Shire. The current contribution rates (\$0.0584/t/km for Narromine and \$0.053/t/km for Narrabri) were advised and subsequently considered by Council. Based on an averaged 10km haulage route from Ralston Quarry, Council and the applicant reached agreement on the application of a heavy vehicle haulage contribution rate of \$0.58/t, which was subsequently detailed in draft condition 31.