

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 2 June 2021, the Western Regional Planning Panel (WRPP) undertook a site inspection of the Ralston Quarry with officers of Coonamble Shire Council. Several issues were discussed relating primarily to the impact of the proposed extractive industry on local roads and how impacts were to be managed both in Coonamble Shire and adjoining shires. WRPP members were particularly interested to understand the implications of the planned development of the Inland Railway (currently being assessed by DPIE under SSI 9487) and the proposed Ralston Quarry under DA027/2020, as the proposed route for the Inland Rail corridor is located in close proximity to the proposed quarry development and delivery of product directly to the Inland Railway was described as a key driver of Stage 1 quarrying and haulage operations, as indicated in the Environmental Impact Statement prepared by Groundwork Plus dated August 2020.

On 24 June 2021, the WRPP Planning Panel Secretariat wrote to Coonamble Shire Council and provided a Record of Briefing of the site meeting held on 2 June 2021, and listing several issues requiring further assessment and resolution prior to determination of the proposal Ralston Quarry by the WRPP.

This Addendum Assessment Report has been prepared by Coonamble Shire Council in response to the WRPP Record of Briefing. It references a letter received from Groundwork Plus dated 29 June 2021 on behalf of the applicant, that responds to the WRPP Record of Briefing. It also provides an assessment of the most recent issues raised by either the WRPP and / or Groundwork Plus in order for Council to provide a complete assessment of the proposed Ralston Quarry.

The Addendum Assessment Report should be read in conjunction with the following key documents:

- The Environmental Impact Statement (EIS) for the Ralston Quarry, prepared by Groundwork Plus, dated August 2020 and supporting specialist studies listed in the Appendix of the EIS.
- Groundwork Plus letter dated 16 February 2021 providing a response to submissions received from members of the public as a result of the public exhibition of DA027/2020 for the proposed Ralston Quarry.
- Groundwork Plus letter dated 8 March 2021 providing a response to Coonamble Shire Council regarding road contribution rates.
- Coonamble Shire Council letter dated 11 March 2021 advising on the road contribution rate for inclusion in assessment reporting.
- Coonamble Shire Council Assessment Report of DA027/2021 for the proposed Ralston Quarry, dated 8 April 2021.
- Coonamble Shire Council Addendum Report of DA027/2021 for the proposed Ralston Quarry, dated 31 May 2021 providing additional information requested from the WRPP Planning Panel Secretariat on 27 May 2021 on a number of questions to assist the WRPP's assessment of the proposal.

The above documents are available via the NSW Planning Portal.

4. ADDITIONAL INFORMATION ASSESSMENT

On 24 June 2021 Coonamble Shire Council received an email from the WRPP Planning Panel Secretariat that included a Record of Briefing raising several issues for further clarification and expansion in relation to the Ralston Quarry. The email was also sent to Groundwork Plus for information to the Applicant, with a request that any additional information provided from the Applicant be directed through Coonamble Shire Council for consideration.

The additional information requested by the WRPP related to local road network impacts, truck haulage volumes, air quality and noise assessment along haulage routes, EIS reporting on existing road conditions, management of the Aboriginal cultural heritage sites and clarification on how the impacts of the proposed Stage 1 and 2 operations are to be assessed.

In formulating a response to the issues and questions raised by the WRPP, Coonamble Shire Council considered a letter from Groundwork Plus dated 29 June 2021 providing a response to the issues / questions raised on behalf of the Applicant for the proposed Ralston Quarry - Regional Group Australia (RGA).

The following provides a summary of information requested by the WRPP, and Council's response to those issues / questions.

WRPP Issue / Question 1

The mitigation measures proposed appear to relate to repair of roads in dry conditions. What additional conditions need to be put in place with specific consideration to haulage in wet weather? Public submissions raise concerns about existing sub-standard roads. Neither the EIS nor the assessment report addresses the management of haulage trucks during wet weather periods.

CSC Response to Issue / Question 1

At the site meeting held on 2 June 2021 the issue of wet weather impacts was discussed, where Council officers advised the management of such detail was being relied upon to be addressed in the subsequent Traffic Management Plan, as per Condition 18 in the Coonamble Shire Council Assessment Report dated 8 April 2021. It was agreed that greater consideration of road impacts during wet weather periods was required.

In relation to haulage in wet weather, the letter received from Groundwork Plus dated 29 June 2021 states the following:

It is anticipated that concern about potential wet weather impacts is mainly related to Stage 1 of the proposal for supply to the ARTC Inland Rail Project. Council as the local road authority has the capacity to close roads during wet weather. Council can close roads to specific sized vehicles. As outlined in the EIS trucks hauling material from the Quarry to the ARTC Inland Rail Project (IRP) during Stage 1 of the proposed development would be larger mass trucks. Whereas it is understood that smaller mass trucks are typically used for local rural activities. If Council does close a road to heavy vehicles then the trucks hauling material from the quarry or the IRP must obey that direction. On that basis, it is anticipated that in the event of wet weather and concern of potential damage to a specific road on the haulage route that Council would close that road to larger heavy vehicles thereby restricting haulage to the IRP but not impacting on local vehicle movements.

The Traffic Management Plan would address wet weather conditions. Council had prepared a draft condition relating to the TMP. The applicant holds no objection to that condition being expanded to address the matters of wet weather, interaction with school busses and livestock as follows:

- 18. Prior to the commencement of any haulage operations, the Proponent is to prepare and implement a Traffic Management Plan and Driver Code of Conduct for the task of transporting materials on public roads. The Traffic Management Plan and 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. It shall also address the mitigation of local climate conditions that may affect road safety for vehicles used during construction, operation and decommissioning of the development (e.g. wet weather and flooding). It shall also require that drivers obey all road rules including directions in relation to road closures by the road authority, and interactions with school busses and livestock. The Traffic Management Plan and 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.*

Coonamble Shire Council has further assessed the requirements for a Traffic Management Plan and Driver Code of Conduct (as per Condition 18 in the Coonamble Shire Council Assessment Report, dated 8 April 2021) and believe the imposition of a condition requiring the development of a Traffic Management Plan and Driver Code of Conduct for Council approval provides an appropriate mechanism to deal with all traffic-related contingencies, including the closure of roads in and around the Ralston Quarry during wet weather events.

In a bid to address the issues raised about haulage in wet weather, as well as the suggested amendments from Groundwork Plus, the following amended condition is recommended by Council:

18. Prior to the commencement of any haulage operations, the Proponent is to prepare and implement a Traffic Management Plan and Driver Code of Conduct for the task of transporting materials on public roads. The Traffic Management Plan and Driver Code of Conduct shall include, among other things, the avoidance and / or limitation of haulage operations coinciding with wet weather and flooding events for both Stage 1 and 2 Quarry operations, including provision for extended road closures of quarry-related trucks over 15 tonne capacity to allow gravel roads sufficient time to dry out. Contingencies must also be developed to avoid and / or limit haulage operations for Stage 1 works coinciding with local student school bus pick-up and drop-off times and locations as well as livestock being moved on public roads as advised by landholders. The Traffic Management Plan and 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.

Note 1: Adequate consultation with affected stakeholders must be undertaken as part of the development of the required Traffic Management Plan and The Driver Code of Conduct, including consultation with bus operators, landowners interfacing haulage routes and other haulage operators in the area.

Note 2: The level and detail of the consultation carried out to determine the strategies / contingencies proposed must be fully documented in the required Traffic Management Plan and The Driver Code of Conduct, including consideration and assessment of all issues raised as a result of consultation.

The letter received from Groundwork Plus dated 29 June 2021 also advises:

It should also be noted that for Stage 1, trucks hauling material from the quarry will be delivering the material to the IRP. The various stages of the IRP have consistent conditions of consent, including for example SSI 7474 Narrabri to North Star section, 'C8 The traffic and Transport Management Sub-plan must be consistent with agreements with Councils and about the use of local roads and include: (a) measures to minimise impacts on seasonal traffic, including harvest-related vehicles, and public transport (including school buses and bus stops) and inform freight operators of changes to traffic conditions; and (b) measures to maintain pedestrian and vehicular access to affected properties, including mechanisms to consult with affected landowners and implement measures prior to any access disruption'. It is anticipated that the State will impose the same obligations on the N2N section of the IRP. Therefore, the haulage of material from the quarry to the IRP will be subject to obligations at the State and Local level.

Furthermore, SSI 7474 included condition 'E38 Construction traffic must not use local roads or privately-owned roads (other than to avoid direct access from ancillary facilities and construction sites to the Newell Highway) unless no alternative access is available. Use of private access roads must be in accordance with Conditions A19 and A20. Local or privately owned roads used for access to ancillary facilities and construction sites must be identified in the Construction Traffic, Transport and Access Management Sub-plan required by Condition 0'. This supports the assumptions made in the proposal that wherever possible haulage of materials is likely to occur within the construction alignment of the IRP minimising impacts to the local road network, however because that cannot be quantified the proposal adopted a conservative approach and assumed that all traffic would use the local road network. Therefore, the impacts outlined in the proposal are conservative and are representative of the worst case scenario.

Coonamble Shire Council is aware that conditions have been so far applied to SSI approvals for the Parkes to Narromine and Narrabri to North Star sections of the Inland Railway that place considerable responsibility on the ARTC to manage local road conditions and impacts caused by the Inland Rail Project. Council also acknowledges the statements in the Groundwork Plus EIS and subsequent letters about the applicant's expectation that a large proportion of quarry product under Stage 1

operations will be delivered directly to the Inland Railway corridor for use in the construction of the railway.

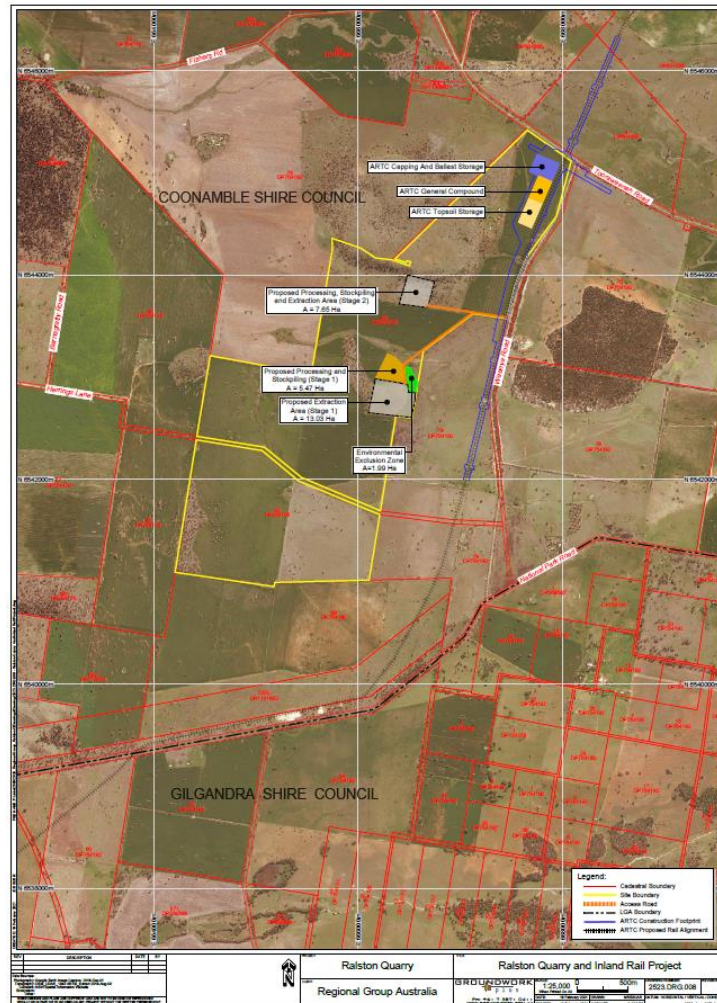
Given the State Infrastructure Application No. SSI-9487 Narramine to Narrabri section of the Inland Railway (N2N Project) has been lodged with the State government and has been processed to a point where government and public submissions have been received, Coonamble Shire Council has considered the proposal to be imminent development for the purposes of assessing DA027/2020 for the Ralston Quarry.

It is envisaged that any truck delivering material from Stage 1 of the Ralston Quarry to the N2N Project will need to comply with ARTC management plans as well as any management plan required specifically for the Ralston Quarry. Based on the Parkes to Narramine and Narrabri to North Star sections of the Inland Railway, the ARTC would prepare the following road management plans:

- Construction Traffic, Transport and Access Management Plan.
- Driver Code of Conduct.
- Road Dilapidation Report.
- Construction Environmental Management Plan.

The advice from Groundwork Plus about their assumptions that Stage 1 quarry product will be delivered directly to the Inland Railway corridor has relevance for consideration under DA027/2020, especially when Groundwork Plus advise the assumptions are based on discussions between RGA and ARTC representatives and their first-hand experience in delivering material to both the Parkes to Narramine and the Narrabri to North Star sections of the Inland Railway Project.

Coonamble Shire Council's Assessment Report of DA027/2021 for the proposed Ralston Quarry, dated 8 April 2021 included a layout plan of the proposed quarry operations and the ARTC material compound proposed under State Infrastructure Application No. SSI-9487 during Stage 1 quarry operations. This layout plan is repeated below for further consideration:



Source: Groundwork Plus letter dated 8 March 2021

Having regard to the layout plan provided by Groundwork Plus, the Ralston Quarry would be located in very close proximity to the Inland Railway corridor and a planned ARTC material storage compound.

Perusal of the ARTC Inland Rail website and associated environmental planning and reporting confirms the public company's commitment to addressing the impacts of the construction and operation of the railway, including minimization of local road impacts under a number of strategies such as avoidance, road upgrades and maintenance. The photograph below shows the construction of a section of the Inland Rail corridor under construction, with supporting road access within the rail corridor that is separate from the public road network.



Source: ARTC Inland Rail website

All of the above lends support to the assumptions made by Groundwork Plus in their EIS that Stage 1 quarry product would be used for the Inland Railway Project. Coonamble Shire Council therefore supports the commitments provided from Groundwork Plus in their letter dated 29 June 2021, which suggests amendments to Condition 7 in the Coonamble Shire Council Assessment Report, dated 8 April 2021 to link the Stage 1 Quarry to the supply of the Inland Rail Project only, as follows:

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 for supply to the Inland Rail Project (Narromine to Narrabri Section) and associated road upgrade projects.*

It is the findings of Council's assessment of the limitations proposed on the Ralston Quarry through the imposition of the amended Condition 7, that the issues raised about potential large volumes of quarry product being transported from the Stage 1 quarry to other locations via local roads, including local roads within other shires, will largely be addressed. Under the amended Condition 7, all extracted material from the Stage 1 quarry will only be permitted to be used on the Inland Railway Project, and likely transported to the proposed ARTC material compound (directly north-east of the Ralston Quarry) and along the rail corridor.

WRPP Issue / Question 2

The WRPP asked whether a weighbridge was warranted to track the amount of material extracted, given how close the extraction rate is the trigger from State Significance Development, and also enquired about the mechanism to quantify extraction rate and amount of transportation. The WRPP

requested the applicant be asked to provide to Council information on the quantity of material to be extracted and transported, and the mechanism to confirm these quantities (e.g. Smart track).

CSC Response to Question 2

In relation to questions about mechanisms to quantify the rate and amount of transportation, the letter received from Groundwork Plus dated 29 June 2021 states the following:

The quantity of material to be extracted and transported is clearly articulated by the EIS. As outlined in Section 2.3 of the EIS, front end loaders with calibrated scales will be used for loading haulage vehicles and will provide the mechanism to track and report on the amount of material transported from the quarry. Blast reports by the blasting contractor will provide the mechanism to track and report on the amount of material extracted. The proponent holds no objection to proposed condition 13 and 31 nominated by Council which address this matter. For ease of reference, those conditions are replicated below:

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.*
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.*

It is the findings of Council's assessment that the use of front-end loaders scales is an accepted method used by quarry operators, Local Government Authorities and NSW EPA to quantify the volume of material extracted, processed and transported from a quarry site. Daily or weekly reporting of the tonnes of material extracted and transported from the Ralston Quarry is required to be undertaken and reported to Council and NSW EPA as per the conditions in the Coonamble Shire Council Assessment Report of DA027/2021 for the proposed Ralston Quarry, dated 8 April 2021.

Note: see Groundwork Plus letter dated 8 March 2021 and Coonamble Shire Council letter dated 11 March 2021 for methodology and agreement on road contribution rates between Coonamble Shire Council and Regional Group Australia.

WRPP Issue / Question 3

The WRPP asked about the timing of vehicle movements and impact on local community – for example a submitter has raised a question about whether a proposed five-minute headway allowance is sufficient to allow for stock crossing. A number of public submissions were highlighted about haulage and stock movement impacts, and the WRPP queried how communication will operate between the quarry operator and the local residents moving livestock occur, and how school business impacts will be managed?

CSC Response to Question 3

In relation to questions on the timing of quarry-related vehicle and livestock movements, the letter received from Groundwork Plus dated 29 June 2021 advises the following:

No truck headway is specified for 'in bound' trucks because the quarry has no control over the timing of the 'in bound' trucks. The quarry only has the capacity to delay the 'out bound' trucks leaving the quarry. Furthermore, imposing a headway on 'in bound' trucks is not practicable because the delivery point will vary depending on client requirements which will in turn change the length of the 'in bound' trip for different trucks.

It is assumed that movement of livestock on public roads is currently occurring and that the appropriate 'stock crossing' signs have been erected to notify road users and that the member of the public then actively manages the crossing livestock and interaction with light and heavy vehicles. It is assumed that this will continue to occur. The proponent will establish a sign at the site providing site contact details in the event of a complaint or to provide notice to the quarry if stock movements are proposed. As outlined above in the revised wording for Condition 18, the traffic management plan and driver code of conduct will address interaction with livestock. Furthermore, it is noted that the General Terms of Approval from the EPA includes the following conditions, which could be replicated by Council if necessary:

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.*

Imposing a headway on 'in bound' trucks under Stage 2 quarry haulage operations would not appear practical as suggested by Groundwork Plus in their letter dated 29 June 2021, as in-bound trucks seeking product may be from a wide variety of clients not directly involved with the management of the Ralston Quarry.

It is assessed however, that it would be practical for the Applicant to design a procedure for both 'in-bound' and 'out bound' trucks involved in the transportation of gravel product from the Ralston Quarry in relation to Stage 1 quarry and haulage operations, as these transport operations will be confined to haulage operators directly contracted by either RGA or ARTC to deliver to the Inland Rail Project. Under these controlled conditions, it would be practical for the quarry to develop a communications protocol between landowners moving stock, bus operators and truck drivers aimed at avoiding and / or limiting haulage operations during regular school bus runs and with prior notice from landowners proposing to move livestock to the quarry manager to adjust loading and haulage operations.

In a bid to address the issues raised about the timing of quarry-related vehicle and livestock movements, the amended Condition 18 (see CSC response to issue 1 in this Addendum Assessment Report) as follows:

18. Prior to the commencement of any haulage operations, the Proponent is to prepare and implement a Traffic Management Plan and Driver Code of Conduct for the task of transporting materials on public roads. The Traffic Management Plan and Driver Code of Conduct shall include, among other things, the avoidance and / or limitation of haulage operations coinciding with wet weather and flooding events for both Stage 1 and 2 Quarry operations, including provision for extended road closures of quarry-related trucks over 15 tonne capacity to allow gravel roads sufficient time to dry out. Contingencies must also be developed to avoid and / or limit haulage operations for Stage 1 works coinciding with local student school bus pick-up and drop-off times and locations as well as livestock being moved on public roads as advised by landholders. The Traffic Management Plan and 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.

Note 1: Adequate consultation with affected stakeholders must be undertaken as part of the development of the required Traffic Management Plan and The Driver Code of Conduct, including consultation with bus operators, landowners interfacing haulage routes and other haulage operators in the area.

Note 2: The level and detail of the consultation carried out to determine the strategies / contingencies proposed must be fully documented in the required Traffic Management Plan and The Driver Code of Conduct, including consideration and assessment of all issues raised as a result of consultation.

With regards to the comments made by Groundwork Plus about Condition M5 of the EPA's General Terms of Approval for the Ralston Quarry, it should be noted this condition is integrated into the conditions of the Coonamble Shire Council Assessment Report, dated 8 April 2021. It is assessed that the use of a complaints line would provide further opportunity for refinement of haulage operations in response to complaints from rural landholders, bus operators and motorists which would be subject to review by both Council and NSW EPA.

WRPP Issue / Question 4

Clarity is required concerning the calculation of truck movements (and associated air quality and noise impacts), as there are different places through the documentation suggesting truck movements are assumed as either 132 or 264. Clarification is needed on the number of one-way truck movements and whether this value represents the average or maximum number of truck movements to and from the site.

CSC Response to Question 4

In relation to the need for clarification on truck movement numbers, the letter received from Groundwork Plus dated 29 June 2021 advises the following:

There is no inconsistency in reference to truck movements. The EIS and supporting documents consistently refer to 132 loaded truck movements (ie out) or 264 truck movements (ie 132 x 2 = 264 in and out bound movements). The reference to 'loaded' truck movements is because that is how the quarry operator thinks about how much material is delivered over time because the focus is on efficient loading of trucks from the quarry. Whereas, the traffic consultant, Council and Transport for NSW use terminology referring to in and out truck movements for the purposes of assessing potential road impacts.

Review of the Groundwork Plus EIS and specialist reports attached to the EIS confirms a consistent / conservative approach to the documentation and assessment of estimated truck movements and associated impacts.

WRPP Issue / Question 5

Clarity is required concerning the assessment and management of noise from construction work, given the Noise Impact Assessment advises compliance with the Interim Construction Noise Guideline (ICNG) which recommends standard construction hours from 7am to 6pm Monday to Friday, 8am to 1pm (only if required) on Saturday and no construction on Sundays or Public Holidays, whereas the applicant proposes construction work from 6am to 6pm Monday to Friday. Receptors are also inconsistently labelled and referred to in the main EIS compared to specialist studies (e.g. noise impact assessment).

CSC Response to Question 5

In relation to the need for clarification on hours of operation and other noise-related inconsistencies, the letter received from Groundwork Plus dated 29 June 2021 advises the following:

To be clear, the hours for construction are different to the hours of operation.

The proposed hours of construction for the construction phase of the quarry are the standard construction hours of 7am to 6pm Monday to Friday and 8am to 1pm Saturdays. This has been addressed by the NSW EPA General Terms of Approval condition L1.1. No objection is held to Council replicating that condition.

The Noise and Air Quality assessments assessed hours of operation of 6am to 6pm Monday to Friday and 6am to 1pm on Saturday. However, to avoid potential concern from the public on Saturday mornings, and as outlined in the EIS, the proponent adopted the proposed hours of operation of the quarry of 6am to 6pm Monday to Friday and 7am to 1pm Saturdays. This has been addressed by proposed condition 2 and the NSW EPA General Terms of Approval condition L2.1.

The road traffic noise assessment was conducted in accordance with the Department of Environment, Climate Change and Water NSW (DECCW), Road Noise Policy 2011 and considered both in bound and out bound truck movements. Muller Acoustic Consulting have confirmed that the assessment, "modelled 50% of the truck movements travelling via Weenya Road and Tooraweenah Road (66 laden trucks – 132 total), and 50% of the trucks movements travelling via Weenya Road and Box Hill Road (66 laden trucks – 132 total). Please note that if 100% of project related vehicles travelled along Weenya Road past the nearest receiver (~350m), road traffic noise would still remain significantly below 40dBA." Muller Acoustic Consulting have further clarified that during the morning shoulder (6am to 7am), the assessment "conservatively assumed a maximum rate of 12 inbound and 12 outbound trucks (total of 24 trucks) travelling along either route."

Review of the Groundwork Plus EIS and specialist reports attached to the EIS confirms a consistent / conservative approach to the documentation and assessment of noise during construction, operation and transport-related phases. It is noted that the modelled noise impacts on nearby receptors have been correctly carried out in accordance with the relevant EPA noise guidelines and that noise modelling was conservatively applied. NSW EPA General Terms of Approval have been integrated into the conditions of the Coonamble Shire Council Assessment Report, dated 8 April 2021.

WRPP Issue / Question 6

Clarity is required concerning the inconsistent labelling of receptors referred to in the EIS and the Noise Impact Assessment.

CSC Response to Question 6

In relation to the need for clarification on receptor labelling, the letter received from Groundwork Plus dated 29 June 2021 advises the following:

The landholders identified in the EIS (Figure 9) are the same as identified in the Noise Impact Assessment (Figure 4).

Review of the Groundwork Plus EIS and the Noise Impact Assessment prepared by Muller Acoustic Consulting Pty Ltd confirms a consistent approach to the labelling of receptors.

WRPP Issue / Question 7

Unclear how assumptions concerning truck movements were made.

CSC Response to Question 7

In relation to the need for clarification on truck movement assumptions, the letter received from Groundwork Plus dated 29 June 2021 advises the following:

The assumptions concerning truck movements (ie up to 5,000t of material to be transported per day in peak periods for Stage (1)) were made based on information provided by the Regional Group Australia following discussions with ARTC representatives for other sections of the IRP and based on the first hand experience of the Regional Group Australia delivering material to the Parkes to Narramine Section and the Narrabri to North Star Phase 1 Section.

WRPP Issue / Question 8

Clarification is required concerning the road width of Weenya Road, and other roads in the Road Transport Assessment, and in particular the Level of Service assessment.

CSC Response to Question 8

In relation to the need for clarification road width assessments and capacity planning, the letter received from Groundwork Plus dated 29 June 2021 advises the following:

The road width of Weenya Road was outlined in the Road Transport Assessment (RTA) prepared by a suitably qualified traffic engineer. Figure 3.2 of the RTA provides a photo of the typical cross section of the Weenya Road. The proponent supports proposed Condition 20 which requires the full construction of Weenya Road to a rural unsealed standard as per the Austroads Guide to Road Design 2017 which is a substantial and significant upgrade of that road. Condition 20 also requires the same upgrade to Tooraweenah Road and National Park Road for 50m east and west of the intersection with Weenya Road. The combined result of those works will be a significant improvement to the local road network rectifying any current deficiencies in road width and road design for the portion of the local road network most likely to be impacted by the proposal.

Condition 20 dealing with road upgrades is replicated in full as follows:

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.

The standards used for road upgrades (Austroads Guide to Road Design 2017 and the Austroads Guide to Pavement Technology Part 6) were advised by Transport for NSW as the appropriate standards for the Ralston Quarry proposal. Application of these standards involves assessment of multiple criteria against site specific conditions by a suitably qualified person to arrive at the correct standard of rural road upgrades. However, as a minimum Coonamble Shire Council would expect the upgrades listed above are the highest standards applied to its gravel shire road network and would be suitable for the passing of traffic, including the gravel haulage vehicles proposed to be used at the Ralston Quarry.

WRPP Issue / Question 9

The Panel expressed a strong view on operating hours, noting that 7am – 6pm is consistent with industry standards.

CSC Response to Question 9

The issue of haulage trucks impacting on school bus drop-off times was also raised at the site meeting as an issue by the WRPP in forming the view that haulage operations should be 7am to 6pm. In relation to the expressed view from the WRPP that the operating hours of the quarry, including haulage operations, should 7am to 6pm to be consistent with industry standards, the letter received from Groundwork Plus dated 29 June 2021 advises the following:

As outlined above, the proposed hours of operation of the quarry of 6am to 6pm Monday to Friday and 7am to 1pm Saturdays. The noise impact assessment confirmed that the operation of the quarry between 6am and 7am on Monday to Friday mornings would comply with the noise criteria at nearby sensitive receptors. The proposed hours of operation for Monday to Friday align with Section A8.8.2 of the EIS for the ARTC IRP Narromine to Narrabri section.

It is assessed that the hours of operation are justified by noise assessment modelling and are consistent with the applicable EPA guidelines and General Terms of Approval that have been integrated into the conditions of the Coonamble Shire Council Assessment Report, dated 8 April 2021.

It is assessed that the development of a Traffic Management Plan and Driver Code of Conduct for Council approval would provide the most appropriate mechanism to deal with all traffic-related contingencies, including the road haulage impacts on school drop-off times. Contingencies include avoiding and / or limiting haulage operations for Stage 1 works coinciding with local student school bus pick-up and drop-off times. This framework would also allow for monitoring, review and refinement of road haulage operations in the event of complaints being made or changes to local road network conditions, such as the construction phase of the planned development of the Inland Railway Project.

Coonamble Shire Council would therefore not be supportive of an arbitrary restriction on the operational hours at the Ralston Quarry without a justifiable planning purpose.

WRPP Issue / Question 10

The Panel sought clarification that the Aboriginal cultural heritage item found on site would be protected and how this would occur.

CSC Response to Question 10

In relation to the management of the Aboriginal cultural heritage item identified in the Aboriginal and Historic Due Diligence Assessment and EIS, the letter received from Groundwork Plus dated 29 June 2021 advises the following:

As stated in 5.6.2 of the EIS and 2.5.1 of the Aboriginal and Historic Due Diligence Assessment that upon discovery of the Aboriginal cultural heritage item within the project footprint, the proponent modified the area of disturbance to avoid the Aboriginal cultural heritage item and retain it undisturbed in situ in the 'Environmental Exclusion Zone' identified on the proposal plans. As stated in Section 5.6.4 of the EIS the environmental exclusion zone will be fenced with hi-vis flagging to alert quarry works that the area is a sensitive environmental zone.

From an abundance of caution and to provide certainty to the public, no objection is held to the following revisions to proposed condition 17:

17. Prior to commencement of any surface disturbance:

- a) an Unanticipated Finds Protocol must shall be prepared and finalised in accordance with the recommendations of the OzArk Aboriginal Due Diligence and Historic Heritage Assessment Report, dated December 2019; and*
- b) a licensed surveyor must survey and mark the boundaries of the Environmental Exclusion Zone as shown on the Conceptual Site Layout Plan (Drawing 2523 DRG 003 prepared by Groundwork Plus dated 17 July 2020; and*
- c) the proponent must erect high visibility flagging and signs around the Environmental Exclusion Zone prohibiting entry into the area;*
- d) evidence of completion of items a), b) and c) above must be provided to Coonamble Shire Council prior to commencement of any surface disturbance.*

Coonamble Shire Council supports the commitments provided from Groundwork Plus in their letter dated 29 June 2021 to further strengthen the protection measures proposed for the Aboriginal cultural heritage item found within the project footprint.

WRPP Issue / Question 11

The Panel sought clarification on how the impacts of the two stages are assessed.

CSC Response to Question 11

In relation to the staging of the Ralston Quarry, the letter received from Groundwork Plus dated 29 June 2021 advises the following:

The EIS and supporting technical assessments addressed the impacts of the two stages. It is noted that Council has nominated proposed condition 7 and 8 (replicated below for ease of reference) to accurately describe the nature of the two stages. No objection is held to the revision of those conditions to provide further clarification and certainty for the public:

- 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 for supply to the Inland Rail Project (Narromine to Narrabri Section) and associated road upgrade projects.*
- 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. Stage 2 is not permitted to operate at the same time as Stage 1 except for Stage 1 rehabilitation works. Prior to commencing Stage 2, the proponent must provide written evidence to Coonamble Shire Council that Stage 1 has been completed and Stage 1 rehabilitation works have commenced.*

Coonamble Shire Council supports the commitments provided from Groundwork Plus in their letter dated 29 June 2021, which suggests amendments to Condition 7 and 8 to provide greater certainty about the use of Stage 1 of the Ralston Quarry to supply material to the Inland Rail project only, and at separate times than Stage 2 quarry operations.

5. ASSESSMENT CONCLUSION / RECOMMENDATION

Consent be granted subject to the amended conditions 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 for supply to the Inland Rail Project (Narromine to Narrabri Section) and associated road upgrade projects.
- 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. Stage 2 is not permitted to operate at the same time as Stage 1 except for Stage 1 rehabilitation works. Prior to commencing Stage 2, the proponent must provide written evidence to Coonamble Shire Council that Stage 1 has been completed and Stage 1 rehabilitation works have commenced.
- 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:
 - a) 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; and
 - b) a licensed surveyor must survey and mark the boundaries of the Environmental Exclusion Zone as shown on the Conceptual Site Layout Plan (Drawing 2523 DRG 003 prepared by Groundwork Plus dated 17 July 2020; and
 - c) the proponent must erect high visibility flagging and signs around the Environmental Exclusion Zone prohibiting entry into the area;
 - d) evidence of completion of items a), b) and c) above must be provided to Coonamble Shire Council prior to commencement of any surface disturbance.
18. Prior to the commencement of any haulage operations, the Proponent is to prepare and implement a Traffic Management Plan and Driver Code of Conduct for the task of transporting materials on public roads. The Traffic Management Plan and Driver Code of Conduct shall include, among other things, the avoidance and / or limitation of haulage operations coinciding with wet weather and flooding events for both Stage 1 and 2 Quarry operations, including provision for extended road closures of quarry-related trucks over 15 tonne capacity to allow gravel roads sufficient time

to dry out. Contingencies must also be developed to avoid and / or limit haulage operations for Stage 1 works coinciding with local student school bus pick-up and drop-off times and locations as well as livestock being moved on public roads as advised by landholders. The Traffic Management Plan and 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.

Note 1: Adequate consultation with affected stakeholders must be undertaken as part of the development of the required Traffic Management Plan and The Driver Code of Conduct, including consultation with bus operators, landowners interfacing haulage routes and other haulage operators in the area.

Note 2: The level and detail of the consultation carried out to determine the strategies / contingencies proposed must be fully documented in the required Traffic Management Plan and The Driver Code of Conduct, including consideration and assessment of all issues raised as a result of consultation.

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:
 - d) **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.
 - e) **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.
 - f) **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 minimum carriageway width of 4 metres.
 - A minimum vertical clearance of 4 metres to any overhanging obstruction, including tree branches.
 - A turning circle with a minimum 12 metre outer radius.
 - Curves have a minimum inner radius of 6 metres and are minimal in number to allow for rapid access and egress.
 - The minimum distance between the inner and outer curves is 6 metres.
 - The crossfall does not to exceed 10 degrees.
 - 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:

- v) Identify the quantity of material extracted / processed as at the end of the reporting quarter.
 - vi) Identify the quantity of material (tonnes) transported from the site onto the public road network as at the end of the reporting quarter.
 - vii) Identify the quantity of material (tonnes) transported from the site via any new rail corridor as at the end of the reporting quarter.
 - viii) 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:

- 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
- 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:

- 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:
- 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
 - 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)	LAmx	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.
Evening	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
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:

- 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
- 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.

- 07.3)** 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.