

22 January 2025

Carl Dumpleton
Team Leader – Resource and Energy Assessments
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Carl

**Subject: Marulan Quarry (SSD 65146459)
Request for comments on the Environmental Impact Statement**

Thank you for the opportunity to make a submission on the Environmental Impact Statement (EIS) for the Marulan Quarry.

The Marulan Quarry proposal was considered by Council at the meeting held 17 December 2024 and the following resolution passed:

That:

- 1. The report from the Acting Director Planning & Environment be received.***
- 2. Council lodges its formal objection to the proposed Marulan Quarry development.***
- 3. The following matters be lodged as Councillor's submission in addition to the technical submission to be compiled by Council Officers:***
 - a. Adverse road and traffic impacts***
 - b. Adverse visual and air quality impacts***
 - c. Site suitability***
 - d. Impact of blasting on road safety and neighbours***
 - e. Lack of consultation with residents of Winfarthing Road.***

In addition to the above, a review of the Environmental Impact Statement (EIS) and appendices has been undertaken by Council officers and the following outlines items of consideration that have arisen from the review process to date. Council requests that the DPHI considers the following matters in its assessment of the application.

Community Concern

The proposed development has caused significant concern in the local community in particular residents with dwellings located in the area immediately around the proposed quarry. Council has received concerns relating to:

- Lack of meaningful consultation from the proponent with impacted residents
- The adequacy of information contained in the EIS
- Traffic and road safety impacts
- Impacts on amenity and property values

- Visual Impacts
- Air Quality
- Human health impacts
- Impact of blasting and lack of a blasting management plan
- Lack of consultation regarding impact of blasting management with impacted residents
- Impact on the wildlife corridor
- Suitability of the site
- Overland flooding impacts
- Meaningfulness of the Social Impact Assessment.

Social Impact Assessment

The Social Impact Assessment (SIA) has correctly identified two main areas of impact:

- Impacts on those dwelling within the area immediately around the proposed quarry; and
- The regional area focused on Goulburn.

In this case the social impacts of the proposal are quite distinct based on proximity. Impacts to local residents, primarily those located on Winfarthing Road, will likely be related to:

- Traffic
- Noise
- Dust
- Activity
- Visual impact.

The above issues are more centred around the amenity and health/safety impacts from those living in proximity to the site and sharing infrastructure such as the roads and intersections. The impacts of each of these matters is considered in a separate technical assessment supporting the EIS.

It is a significant finding that some issues identified in the SIA are rated as having a high negative impact on surrounding property owners, prior to mitigations being put in place. The residual significance of some matters remain identified as being “medium negative” following mitigations.

These impacts are:

Summary of Social impact	Stakeholders affected and phase	Pre-mitigation significance	Mitigation measure	Residual Significance
Uncertainty associated with the project consultation and approval process, and concerns about actual and perceived impacts of the project on way of life, is leading to frustration, stress and anxiety for some local residents. This has the potential to impact some individual's health, wellbeing and quality of life.	Local residents in close proximity to the project site Phase - Preconstruction Construction Operation	High Negative	CSEP Access to mental health and wellbeing support Community investment fund	Medium Negative

Summary of Social impact	Stakeholders affected and phase	Pre-mitigation significance	Mitigation measure	Residual Significance
Increased heavy vehicle movements and changed traffic conditions resulting from construction and operation of the project may lead to changed traffic condition and delays, which may contribute to existing safety concerns for motorists, local residents and school children.	Local residents in close proximity to the project site, School bus service Phase -Construction Operation	High Negative	Travel management plan CSEP Targeted consultation with school bus operator, Marulan Public School, local residents and stakeholders	Medium Negative
Dust generated from the project has the potential to disturb daily life for nearby residents, leading to people closing windows or spending less time outdoors, and more time cleaning and maintaining properties.	Local residents in close proximity to the project site Phase- Construction Operation	High Negative	Dust suppression measures Dust monitoring CSEP	Medium Negative
The project would result in permanent changes to the landscape. These changes may impact some residents' views from their properties and therefore their enjoyment and sense of place and connection to the local area. Given the high value placed on the amenity of the local area, some residents are expected to have a high level of sensitivity to these changes. Depending on the viewpoint and as revegetated areas become established, some residents may adapt to these changes over time.	Local residents in close proximity to the project site Phase – Construction Operation	High Negative	Revegetation CSEP	Medium Negative

The positive impacts are all identified as being in relation to the broader economy including employment.

Regional impacts are more likely to be economic in relation to employment and housing and other spin off effects. One of the main impacts from this development is likely to be on available short-term housing during the construction phase or where fly in fly out workers require housing.

The SIA identifies 30 FTE roles for the construction phase and 15 FTE for the operational phase. The section addressing worker accommodation does not provide specific details on the availability of short term accommodation other than to list the number of facilities available.

The occupation rate for these facilities is not provided, furthermore in the summary table in the EIS it finds that the occupation of short term accommodation is likely to be a “Medium Positive” impact.

This is in stark contrast to other SIAs reviewed for SSD projects which have typically identified this issue as high impact and make some specific recommendations around the need for accommodation strategies.

The SIA surmises that the loss of accommodation will typically affect tourists. The cumulative impact assessment has only focused on the other quarries currently approved and located in and around Marulan. This analysis fails to consider other pressures from proposed SSD in the immediate region which are also likely to put pressure on Goulburn’s stock of available short term rental accommodation.

The EIS identifies a construction workforce of 30 FTE over a 6 month period with an operational workforce of 10-15 staff.

The following table identifies other SSD projects in various stages in the SSD process and their identified construction and operational workforce.

Project	Description	Construction Workforce	Permanent Workforce
Cleary Bros Marulan Quarry Carrick Rd, Carrick	Material will be won by drill and blast methods and then will undergo crushing and screening to produce a range of hard rock products at a rate of up to 1 Million tonnes per annum.	Prepare SEARS	TBA
Woodlawn Advanced Energy Recovery Centre Project	Construction and operation of an energy recovery facility with a capacity to thermally treat up to 380,000 tpa of residual municipal solid waste and commercial & industrial waste and to generate approximately 39 MW of electrical energy	300	40
Gundry Solar Farm	400MW Solar Farm with Battery Energy Storage (961 Windellama Road, Gundry)	237 temporary incoming construction workers across the 1 hour driving distance to site	EIS on exhibition
Merino Solar Farm	450MW Solar Farm with Battery Energy Storage Southern Site – frontage to Braidwood Road and Painters Lane Southern Site – access potentially from Windellama Road/Gundry Lane or alternatively Braidwood Road	EIS not yet available being prepared 200-300 identified in SEARS scoping report.	4 FTE and 50 casual staff

Project	Description	Construction Workforce	Permanent Workforce
Marulan Solar Farm	Development of a 100MW solar farm with energy storage and associated infrastructure	300	Not permanently staffed. Visitation restricted to periodic routine maintenance and infrequent plant and equipment replacements
HumeLink	Outside of our LGA, but workforce will be sourced both locally and externally. Transgrid will build a fully serviced temporary accommodation facility for 200 staff in Tumbarumba.	200 maximum at any one location during the project.	200 maximum at any one location during the project.
Marulan Gas Fired Power Station 2	To develop either a peaking 250-350 MW open cycle gas-fired power station (Stage 1) or a intermediate/base load 400-450 MW combined cycle gas-fired power station (Stage 2) or develop the Stage 1 plant with later conversion to the Stage 2 plant.	Approved – documents not on Portal providing construction numbers.	
Wattle Creek Upper Lachlan LGA	Solar Farm and Battery Energy Storage System (BESS)	EIS nearly complete	EIS nearly complete
Develop Woodlawn	Zinc, copper and lead mine	NA	250-300
X-Elio – Willavale Park Renewable Hub	Solar farm and BESS	75-115 FTE – estimated to commence 2026	2-5 FTE

Whilst the proposed construction and permanent workforce is not large, the intention of the cumulative assessment is to put the impact in the context of other developments. There are potentially around 1,200 construction positions in the pipeline with SSDs in the local area. Focusing on employment of locally available staff/contractors may not be possible given the potential competition from other developments. Additionally, the unemployment rate for the LGA is currently low, being 2.8% in the June Quarter, and below the State/Regional unemployment rate.

The 2021 Goulburn Mulwaree SEIFA score was 972 which shows a higher level of disadvantage than all surrounding LGAs. The percentage of renters on low income in the lower socio-economic cohorts for Goulburn is relatively high suggesting significant vulnerability to any loss of affordable housing supply. In the Goulburn Mulwaree Council area, the 'lowest group' (for housing rental group dollar ranges) was the largest quartile, comprising 46% of renting households in 2021.

In conclusion, the EIS still identifies “medium negative” impacts to the local residents during both the construction and operational phases. Some of these impacts are difficult to mitigate including dust and traffic. Positive impacts to the economy identified in the assessment are identified as positive despite failures to adequately assess the cumulative impact of other SSD projects on housing and employment.

The SIA needs to be amended to include the consideration of cumulative impacts on the broader Local Government Areas due to multiple SSD proposals with large construction workforces, impacts on supply of housing and existing employers due to competition for construction staff.

Further consideration is required to be given to the residual significance of the impacts of the development to the economy following the revised cumulative impact assessment being undertaken.

An Accommodation Strategy is required to be developed.

These matters will require a complex assessment by DPHI and Council requests the issues be considered.

Site and surrounds

The EIS nominated approximately 25 rural residential properties located on Winfarthing Road with the closest residence located 500m from the nearest point of the proposed quarry pit and sensitive receivers are nominated.

In relation to sensitive receivers, Lot 23 in DP255379 known as 79 Winfarthing Road adjoins the site and while no dwelling has been constructed on the site to date, Lot 23 is benefited by dwelling entitlement under the provisions of clause 4.2A of the Goulburn Mulwaree Local Environmental Plan. The environmental impacts of the proposal on a future dwelling on Lot 23 are to be assessed.

In addition, a number of additional existing dwellings are not included as sensitive receivers within the EIS. A thorough audit of potential sensitive receivers should be conducted and the EIS and accompanying reports undated to consider and assess the impacts.

In respect of assessing the impacts of the proposal there is no understanding of the consideration of the potential for rural properties to lawfully contain more than one dwelling and vacant land assessment for potential dwelling entitlement, thereby understanding the potential number of sensitive receivers within the area. Further information is required to understand and assess the impact of the proposal on sensitive receivers including 79 Winfarthing Road.

Biodiversity

Council's Environment & Biodiversity Assessment Officer has reviewed the Biodiversity Development Assessment Report (BDAR) against criteria provided in Guidance for Local Government on undertaking a review of a Biodiversity Development Assessment Report (NSW DCCEEW 2024).

The BDAR has been prepared in accordance with all requirements of the BAM and certified by a BAM Accredited Assessor. The finalised biodiversity credit report from the BAM calculator has been submitted with the BDAR and certified within 14 days of the submission date.

The BDAR assesses native vegetation, threatened ecological communities and vegetation integrity through desktop and field surveys which have been conducted appropriately.

The project will result in direct impacts to approximately 30 hectares of native vegetation, and the site contains approximately 590 hectares of residual native vegetation that will not be impacted.

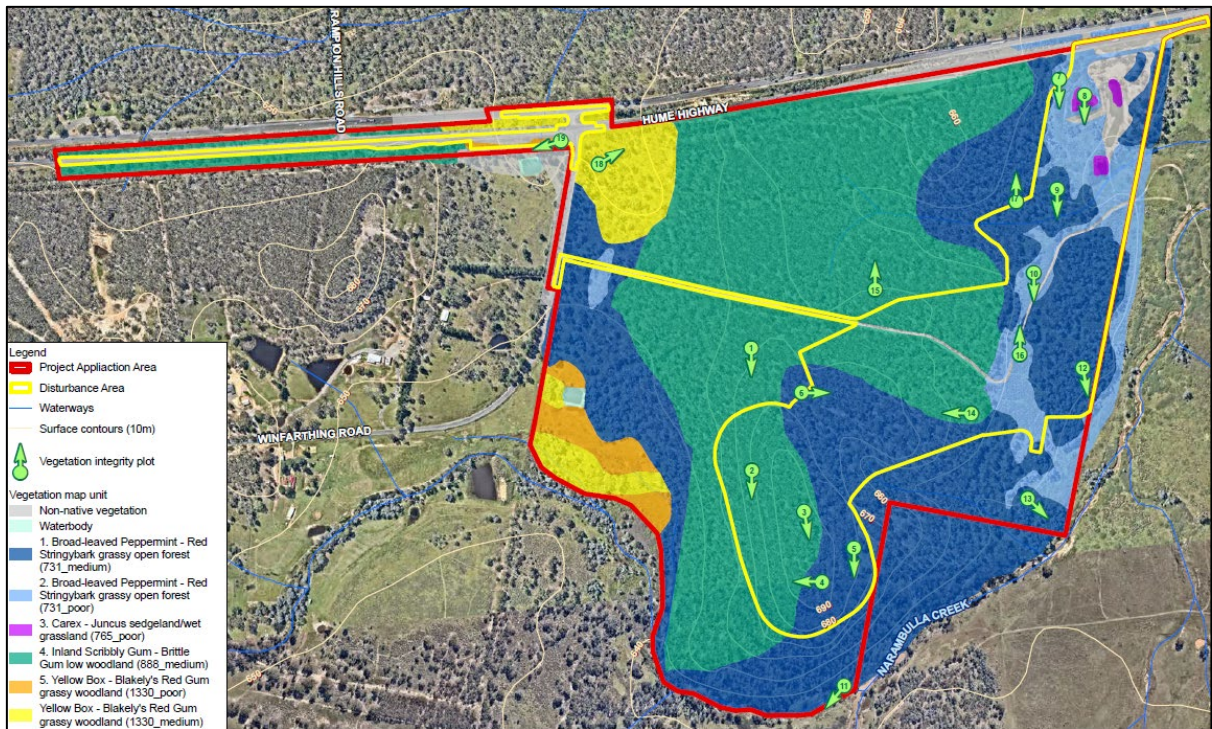


Figure 1 – Vegetation

The BDAR states that the proponent is exploring options to establish a Biodiversity Stewardship Agreement over this area that could be used to generate required ecosystem and species offset credits. However, this is not a strong commitment. It also does not specify how large the proposed stewardship site would be or provide any details on its proposed location.

Establishing a substantial biodiversity stewardship site would result in a positive outcome for protecting and improving biodiversity values of the local area and it is recommended that consideration be given to making this a condition of consent if the project is to be approved.

The stewardship site should be as large as is practicably possible, ie a maximum size is preferred to opting for the smallest area required to generate credits for this specific project.

The proposed power supply for the project and the associated impacts are not contained within the EIS. Council requests the Applicant provide further detail in regard to power supply and assessment of potential impacts.

Crown Land

The project site includes a lot in the ownership of the Crown and the EIS indicates Global Quarries are negotiating the purchase of the Crown land and landowners' consent for the lodgement of the application is within Appendix F.

This landowner's consent is not within the documents provided to Council. In the absence of landowners consent the application cannot be consented to.

Evidence is required to demonstrate that the Aboriginal Land Claim on the Crown Land has been removed.

These matters will require a complex assessment by DPHI and Council requests the issues be duly considered.

Traffic and Transport

The assessment is focused on interaction of the haulage trucks with the Hume Highway traffic. Little assessment has been undertaken in regard to the proposed quarry exit onto Winfarthing Road and transport along the local road.

The traffic count surveys were taken from a one-day survey conducted Thursday 1 November 2018. The location, timing and duration of the traffic counts are to be critically analysed to demonstrate adequacy.

Haulage truck entry to the site is proposed from a new left turn slip lane off the southbound carriageway of the Hume Highway. An existing forestry road is proposed as the exit for haulage trucks onto Winfarthing Road. It is proposed that all exiting haulage trucks will turn right onto Winfarthing Road then turn left at the Hume Highway into a new merging lane.



Figure 2 – New Quarry Intersection

It is proposed that haulage vehicles bound for the Sydney region will travel along the Hume Highway to the South Goulburn interchange then return north to travel to their destination in Sydney. Returning trucks will enter the site from the new slip lane off the Hume Highway. Similarly, it is proposed that haulage trucks returning from Goulburn destinations will travel up to the South Marulan interchange then back to the slip lane entry.

Council has previously raised concerns that the proposed haulage route for northbound traffic was nominated to be to the south in the first instance, with the South Goulburn interchange used as a turnaround point to return past the quarry site and travel further north. This proposal results in approximately an additional 50km to the route with obvious impacts on road capacity, road condition, safety and efficiency. The revised proposal retains these issues, but also introduces the desire for trucks to attempt to cross the southbound lanes to then turn right to travel north to avoid the lengthy detour. The intersection cannot accommodate this movement. A grade separated interchange should be established which will provide direct transport routes along the Hume Highway for all quarry products and deliveries while improving vehicular access for residents of Winfarthing Road.

The proposal to use Winfarthing Road for heavy vehicles leaving the quarry is problematic. Winfarthing Road provides access to nearly forty properties and is constructed as a light traffic rural road with a nominal 6m wide pavement and a 100 kph speed limit. The proposed exit point has limited sight distance to the south due to a horizontal bend, such that heavy vehicles exiting will increase traffic accident potential.

Should the DPHI assessment endorse a haulage exit to Winfarthing Road the local road will require upgrading to a suitable standard in consultation with Council. Additionally, maximum heavy vehicle movements and tonnage restrictions are required to be considered should the proposal be favourably considered, in order to spread movements out through the day and mitigate adverse impacts.

In summary, Council does not support the proposal in the absence of the Hume Highway / Winfarthing Road intersection and with the anticipated adverse impacts on road safety.

The EIS nominates 30 construction heavy vehicles per day however contains insufficient detail to understand how construction traffic is managed, the location of site access and mitigation of road safety impacts. These matters require clarification and detailed assessment of the associated impacts.

These matters will require a complex assessment by DPHI and Council requests the issues be duly considered and that Council is given the opportunity to further comment on the imposition of appropriate conditions.

School Bus

A review of the commentary within the EIS regarding the school bus route and movements is required as the details provided are inaccurate. Consultation with the local bus company is required to inform the proposal and establish a suitable site for the bus stop.

The location of the proposed school bus bay in Winfarthing Road is not supported by Council. The location will have insufficient sight distance to allow for safe turnaround and a safe option for the turning of the bus has not been accounted for.

Conflict between the school bus and heavy vehicles movements associated with the proposal have not been adequately considered and mitigated.

Visual Impact

The EIS finds that due to the magnitude of change to the landscape, the mitigation measures recommended will only partly mitigate impacts on sensitive receivers. Council considers that the visual impact from the Hume Highway will be significant and not adequately mitigated. The visual impact has the potential to significantly impact road safety on a section of the Hume Highway known for traffic safety concerns. A vehicle accident occurred on this section of the Hume Highway early January 2025 and the cause and safety factors of this accident should be considered when assessing impact on the safety of road users of the Hume Highway.

The cross sections provided are not adequate to accurately represent the proposal and demonstrate the visual impact.

Council does not agree with the assumptions made within the EIS in regard to visual impacts of the proposed development. The visual impact of the proposal when viewed from the Hume Highway and sensitive receivers will require a complex assessment by DPHI and Council requests this issue be considered.

Contribution Plan

Should consent be granted to the proposal, the proponent must pay Council an annual financial contribution toward the maintenance of Council owned roads along the primary transport routes. The contribution must be determined in accordance with the Goulburn Mulwaree Local Infrastructure Contributions Plan 2021 (LICP), or any subsequent relevant contributions plan adopted by the Council.

Alternately, the proponent could offer to enter into a Planning Agreement to construct and maintain the section of the Winfarthing Road during the life of the project.

Heritage

GMLEP Heritage Item I566 – “Wandi” former Plumb’s Inn 1845, is State Heritage listed and adjacent to the site. This item will potentially be affected by the proposed development by dust and vibration. These impacts are not considered and addressed within the EIS.

The Shelly Trig Station was gazetted in September 1893 and is proposed to be removed to accommodate the proposed development. Trig stations usually occupy the highest and most prominent point in the local area therefore demonstrating the significant visual impact of the proposed development. Although, the conditional approval to remove the Shelly Trig Station was provided by the NSW Government Spatial Service, Council requests DPHI undertake an objective assessment of this matter.

Buildings and Wastewater Treatment

The proposal includes buildings including site amenities and office. The EIS does not contain adequate detail of these components of the proposed development. Wastewater from the proposed amenities building and office must be appropriately designed and assessed. Council requests the Applicant provide further detail in regard to these components therefore permitting the assessment of potential impacts.

In summary, the EIS has not demonstrated the proposal is ecologically sustainable development and will have an acceptable impact particularly on local residents, the environment and road safety.

Should the assessment of the application be favourable, Council requests to be consulted in relation to any draft conditions.

If you require any further information, please contact me on (02) 4823 4480.

Yours sincerely



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