

Mr David Kelly
Head of Development
Gunlake Quarries Pty Limited
53 Cross Street
Double Bay NSW 2028

22/08/2022

Subject: Request for Additional Information

Our ref: Gunlake Quarry Continuation Project (SSD-12469087) – Response to RFIs

Dear Mr Kelly

I refer to the document titled *Gunlake Quarry Continuation Project Responses to Information requests*, dated 17 August 2022, submitted in response to the letters requesting further information from the Department of Planning and Environment dated, 1 and 14 April and 30 June 2022.

The Department has carefully reviewed this information and can inform you that it is progressing with its assessment of the project. However, I am requesting that you provide additional information detailed in Attachment 1 in order for the Department to be able to finalise its assessment.

Please provide the information, or notification that the information will not be provided, to the department by 9 September 2022.

If you have any questions, please contact Carl Dumpleton via email at carl.dumpleton@planning.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink that reads "Jessie Evans".

Jessie Evans
Director, Resource Assessments
Planning & Assessment

Attachment

1. Section 2.4 of the document subtracts the low-cost rail option calculated in the 2016 Environmental Impact Statement (presumably the capital cost for its construction) from the Net Present Value of the current project to determine a revised Net Present Value (appendix F.11 from the current Environmental Impact Statement (Gillespie Economics)). Given the construction of the rail option would generate additional economic benefit, it is unclear how this method of re-calculation of the Net Present Value for the project demonstrates that a rail option is financially unfeasible.
2. Table 6.4 from appendix F.11 from (Gillespie Economics) details how the Net Present Value was calculated. This table needs updating with a current calculation of the low rail option (updated for construction and land value related inflation) to devise a revised Net Present Value.
3. To allow the finalisation of the assessment you must include a comparison of the likely capital and ongoing operational costs of an updated low cost rail option against the capital and ongoing operational costs of exclusively using the road option. The costing needs to take into consideration the current economic environment. This information would allow the Department to finalise its consideration of the:
 - a. feasibility of the rail versus road option given the proposed significant increase in heavy vehicle traffic generated by the development; and
 - b. *State Environmental Planning Policy (Resources and Energy) 2021*, clause 2.22 which requires the consent authority to consider issuing conditions that require that some or all of the transport of materials in connection with the development is not to be by public road.
4. A SIDRA analysis of Brayton Road and the Quarry Access Road is required to determine if through traffic along Brayton Road is impeded on by quarry related heavy vehicles entering and existing every 90 seconds.
5. Appendix A – in the attached letter from Crown Lands, the address block does contain an address.