



# APPENDIX D: COMMUNITY ENGAGEMENT TABLE





Community feedback and issues raised	Proponent response provided	Where Addressed in EIS
Who is Ironstone Developments?	Ironstone Developments Pty Ltd is a locally owned family company, whose owners have a long history in quarrying and civil construction works in the Hunter region (through Woodbury Civil Pty Limited).	Section 1.1
Do the quarry developers have enough financial backing?	There are several measures to make sure the quarry has adequate financial backing to develop the project effectively and is generally included in the conditions of an approval. The quarry must operate to the conditions of approval, if it cannot meet the conditions of approval, regulatory authorities can close the quarry down. Prior to commencing the project, a rehabilitation bond will be submitted to the State government. The bond is calculated by an approved quantity surveyor and normally covers the costs needed to rehabilitate the first three years of the quarry disturbance. This is then reviewed and updated as the quarry continues. If rehabilitation was not performed as agreed under the conditions of approval, the bond would allow rehabilitation to be performed and costs to be covered.	Section 7.13, Appendix N, Appendix W
Where is the access road to the quarry?	Stakeholders highlighted concerns about using Forest Glen Road and Deep Creek Road as the haul road. Based on this feedback, the project team investigated alternatives and secured an agreement to create a new private access road, directly from The Bucketts Way to the quarry. The access road will be approximately 1.6km north of the Forest Glen Road intersection. It will be a two-lane sealed access road, with a new intersection to be constructed on The Bucketts Way which will include acceleration and deceleration lanes.	Section 3.2.1
What impacts will there be on The Bucketts Way?	A Traffic Impact Assessment has been completed to review the potential impacts of the quarry operation on The Bucketts Way. This assessment used vehicle traffic data from 21 February 2019. An accredited road safety auditor has completed a road safety audit of the existing conditions of the Limeburners Creek Bridge, The Bucketts Way, the Pacific Highway intersection, and consideration of the proposed new intersection onto The Bucketts Way. The TIA concludes that the proposed development will not have an adverse impact on the local and state road network in the vicinity of the site and that the network is suitably safe for use by quarry traffic, meeting all the minimum requirements of MidCoast Council, Austroads and NSW Roads and Maritime Services (RMS)/TfNSW.	Section 7.8 Appendix K
Can the Limeburners Creek Bridge cater to the extra number of trucks needed to service the quarry?	Yes. A Road Safety Auditor has reviewed the bridge and determined that it does meet the standard requirements, though noted minor maintenance of existing bridge delineation was required. The results of this audit have been supplied to Mid Coast Council.	Section 7.8 Appendix K
What is the timeline for construction on the haul road and the associated road works of The Bucketts Way?	It is expected that progressive construction of the road and intersection will take approximately 12 weeks, pending weather.	Section 3.2.1



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When was the survey done on The Bucketts Way?	Traffic counts on The Bucketts Way were completed on 21 February 2019.	Section 7.8 Appendix K
What are the expected truck movements per day?	At peak operation there will be an average of 55 laden trucks per day leaving the site. There will be a further 10 light vehicles and 6 other vehicles for deliveries, visitors, and services that access and leave the site each day.	Section 3.2.5
How will the project manage truck movements and speed?	<p>All drivers will go through a driver safety induction and Driver Code of Conduct that encourages safe driving practices. All drivers will be required to undertake the induction before coming onsite or on their first site arrival. This will specify the expected safe driving behaviours both within the site and when on public roads. The induction and code of conduct will include, but will not be limited to:</p> <ul style="list-style-type: none"> <li>• Speed management</li> <li>• Avoiding excessive throttle use</li> <li>• Avoiding the use of exhaust brakes near dwellings</li> <li>• Quarry opening times</li> <li>• Being aware that animals may occasionally be crossing the road.</li> </ul> <p>If a driver does not adhere to the Code of Conduct, they will be suspended from undertaking further haulage from the quarry.</p>	Section 7.8.4
What would be the landscaping arrangements along the haul road?	A mix of native trees and shrubs will be positioned along portions of the haul road to improve visual screening from adjoining property. In some locations, where feasible, the vegetation will be planted into an earthen bund intended to reduce noise and increase the visual screening effect.	Section 3.2.1 Section 7.12.6
How would complaints be managed through the operation of the quarry?	As part of ongoing community liaison, the quarry will be required to have a complaints management system. This will include a phone number for community inquiries and complaints. All complaints will be required to be recorded on the quarry's website and reported to DPIE within each annual review. If the quarry is approved, it is expected that a Community Liaison Group will be formed. This group would meet on a regular basis to keep the communication open between the quarry and the community and ensure that the quarry is operating in line with its commitments.	Section 7.14.6
Will there be any compensation?	Any conversations about compensation will be held directly with those stakeholders. This project will be subject to the requirements of the Voluntary Land Acquisition Policy. This includes compensation through to voluntary property acquisition where criteria are exceeded.	Section 7.14 Table 4-5



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How would dust be managed?	<p>If the project is approved, an Air Quality Management Plan will be put in place to help meet the strict environmental conditions that are likely to be placed on the operation.</p> <p>Minimising dust has been a priority through the design of the quarry. This includes positioning the quarry below the ridgeline, sealing the main access road, and crushing to take place on the quarry floor. The air quality management plan is likely to include:</p> <ul style="list-style-type: none"> <li>• Setting limits to the speed of vehicles travelling on access roads</li> <li>• Dampening internal unsealed roads with water carts and using water sprays on the crushing plant during production</li> <li>• Keeping quarry stockpiles as low as possible</li> <li>• Avoiding high dust generating activities such as crushing, blasting, or even driving on unsealed roads during dry weather with high winds</li> <li>• When working in exposed areas, dust suppression</li> <li>• Measures and monitoring will be in place to ensure that dust emissions are maintained within acceptable specified levels</li> <li>• A program to monitor the dust levels surrounding the quarry operations to ensure emissions meet regulatory requirements.</li> </ul>	Section 7.3.7
How will the silica dust be managed during the quarry's construction and operation?	<p>The quarry manager will be responsible for ensuring that the silica dust levels are in line with the WHS regulations. The mandatory limit for silica dust exposure in Australia is 0.05mg/m<sup>3</sup> averaged over an eight-hour day (except in Tasmania where it is 0.1mg/m<sup>3</sup>). Under WHS regulations, employers must provide health monitoring for workers if they carry out ongoing work using, handling, generating, and storing crystalline silica. The quarry will also have a duty to ensure the workplace exposure standard for crystalline silica is not exceeded and to provide health monitoring and air monitoring to workers.</p>	Section 7.3.7
What's the economic benefit for the Lower Hunter?	<p>For a small operation, the quarry will have a positive economic impact on the surrounding area. Through construction, approximately \$5.8 million will be injected into the community. During operations, the project is estimated to generate \$7.6 million per year, creating 10 full-time equivalent jobs through the expected life of the quarry of up to 30 years. As the project is in the early stages of seeking approval, there are no plans to fill these positions currently. Employment will be based on experience and the ability to fill the role.</p>	Section 7.13.3
What area was included in the economic assessment?	<p>The study area used in the economic assessment is defined as the aggregation of the Statistical Analysis areas of Great Lakes (the project is located within the Mid Coast Local Government Area (LGA), Taree-Gloucester, Lower Hunter, Port Stephens, Maitland, Newcastle, Lake Macquarie – East, Lake Macquarie –West. This catchment was chosen as it encompasses the project location as well as the key source markets for goods and labour that are represented by a 100-kilometre radius.</p>	Section 7.13.1
What are the environmental impacts?	<p>The environmental studies show that the project can operate within the expected guidelines and health and amenity criteria for surrounding dwellings. As part of the Environmental Impact Statement, extensive surveys have been done to identify the different animals and plants found on the site and understand the potential impacts on them by the proposed quarry. No serious and irreversible impacts, as defined within the legislation, have been identified within the development site. The full studies for each of those listed in the presentation will be available on the DPIE website once it is lodged.</p>	Section 7



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Will there be an impact on koala habitat?	<p>Extensive surveys have been done to identify the different animals and plants found on the site and understand the potential impacts on them by the proposed quarry. This includes koalas.</p> <p>The assessment determined that the quarry would impact on 29.02 hectares of koala habitat (within the 308 ha property). There will be specific management measures during construction and operations in addition to the retirement of 736 Koala species credits to offset quarry impacts. Measures are likely to include preclearing surveys, supervised clearing, vehicle speed management and inductions for all staff, truck drivers and contractors. Offsets will include both long term protection of adjacent quarry-owned land and purchase of offset credits from the local area. The assessment concluded that the impacts are manageable and will not result in serious or irreversible impacts on Koalas.</p>	Section 7.1.8
Will there be any visual impacts?	The visual impact assessment shows the quarry would not be visible from any resident and will be completely shielded by existing vegetation or ridgelines. There are some impacts from the new access road intersection to The Bucketts Way.	Section 7.12
Are there any plans for further expansions to the quarry for the future?	There are no current plans to expand the footprint of the proposed Deep Creek Quarry.	As per response provided in this line item.
Who monitors the tonnage of product extracted over quarry life?	The NSW EPA and the NSW DPIE monitor the extraction levels from the quarry. As the proposal is seeking to extract 500,000 tonnes of hard rock products per annum, the operators need to apply for an Environmental Protection Licence (EPL) issued by the NSW EPA. An annual extraction limit will likely be a condition of any approval issued by DPIE. Annual reports regarding the quarries production are provided to DPIE and the EPA and are available on the website for public access. Breaches of EPL licence conditions or the conditions of consent are subject to regulatory disciplinary actions. Disciplinary actions can vary from improvement programs, fines, and enforceable undertakings, through to suspension of the EPL and right to operate the quarry.	As per response provided in this line item. Section 8