



11 October 2017

Mr Howard Reed
Director Resource Assessments
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Attention: Gen Seed

Dear Gen

SSD 6624 Slys Quarry MOD 1 – Additional Information

Following receipt of the response to submissions (RTS) for the above project, the Department of Planning and Environment (DPE) have requested further information on:

- How the proposed bench dimensions will effect site rehabilitation objectives, particularly habitat connectivity and visual impacts
- Justification of the extra trucks beyond the Pacific Highway upgrade project
- Justification for change from calendar to financial years regarding truck movements

1 Site rehabilitation

The proposed bench dimensions are believed to have a beneficial outcome for biodiversity because they would result in a larger quarry floor, which would be easier to rehabilitate than the benches. This will create better habitat than what would have been achieved on the benches, because it's likely to establish better quality habitat and have less edge effects.

The proposed benches would only be 2m narrower than the approved benches and are unlikely to result in any noticeable change or adverse impact on their rehabilitation or habitat connectivity.

The proposed benches are 5m higher than the approved benches, but the proposed canopy species will grow to 30m plus tall so they will easily screen the benches once fully grown. The quarry is located in an isolated area and is hidden from all sensitive receivers, so any visual impact, while the vegetation is establishing, would be negligible.

2 Trucks numbers post Pacific Highway upgrade

The proposed increase in truck numbers is primarily to service the current Pacific Highway upgrade. However, the reason it was proposed to extend the increased truck numbers indefinitely is to allow flexibility in the future, so the quarry can service similar projects in the future without having to go through the modification process again.

It is only during large scale projects that the maximum number of trucks would be generated which is considered to be very rare i.e., a couple of times over the approved 25 year life of the quarry.

Although not preferable, if the indefinite increase in truck numbers is still an issue, Newman Quarrying are willing to have the proposed increase in truck numbers limited to the life of the current Pacific Highway upgrade.

3 Justification for financial years

As mentioned in the RTS, the request to modify the dates referred to in the Minister's Conditions of Approval (MCoA), is to make everything consistent. At the moment, the MCoA and Environment Protection Licence (EPL) have multiple dates the quarry needs to comply with and report on, including:

- Date of consent - MCoA 19, Schedule 2
- Calendar year – EPL, MCoA 7 and 8, Schedule 2
- Financial year – MCoA 10, Schedule 5

Please note MCoA 19, Schedule 2 was not mentioned in the RTS but it is requested this be modified also.

This means the quarry could comply with some MCoA/EPL, while not complying with others, without unnecessarily restricting the quarry. For example, the quarry may extract very little for six months and then extract close to their 500,000 tonne limit for the second six months. If the Development Consent and EPL conditions are aligned, this would not be a problem. If the conditions remain as is, the quarry would need to close operations for six months so it does not exceed its limit based on the different timeframes referred to in the conditions.

Newman Quarrying also have their own internal reporting and accounting requirements which are based on financial year.

To make everything consistent and easier to report, it is proposed to align everything based on financial year.

If you have any questions or require any further information in regards to this request, please contact the undersigned.

Sincerely
GHD Pty Ltd.



Ben Luffman

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