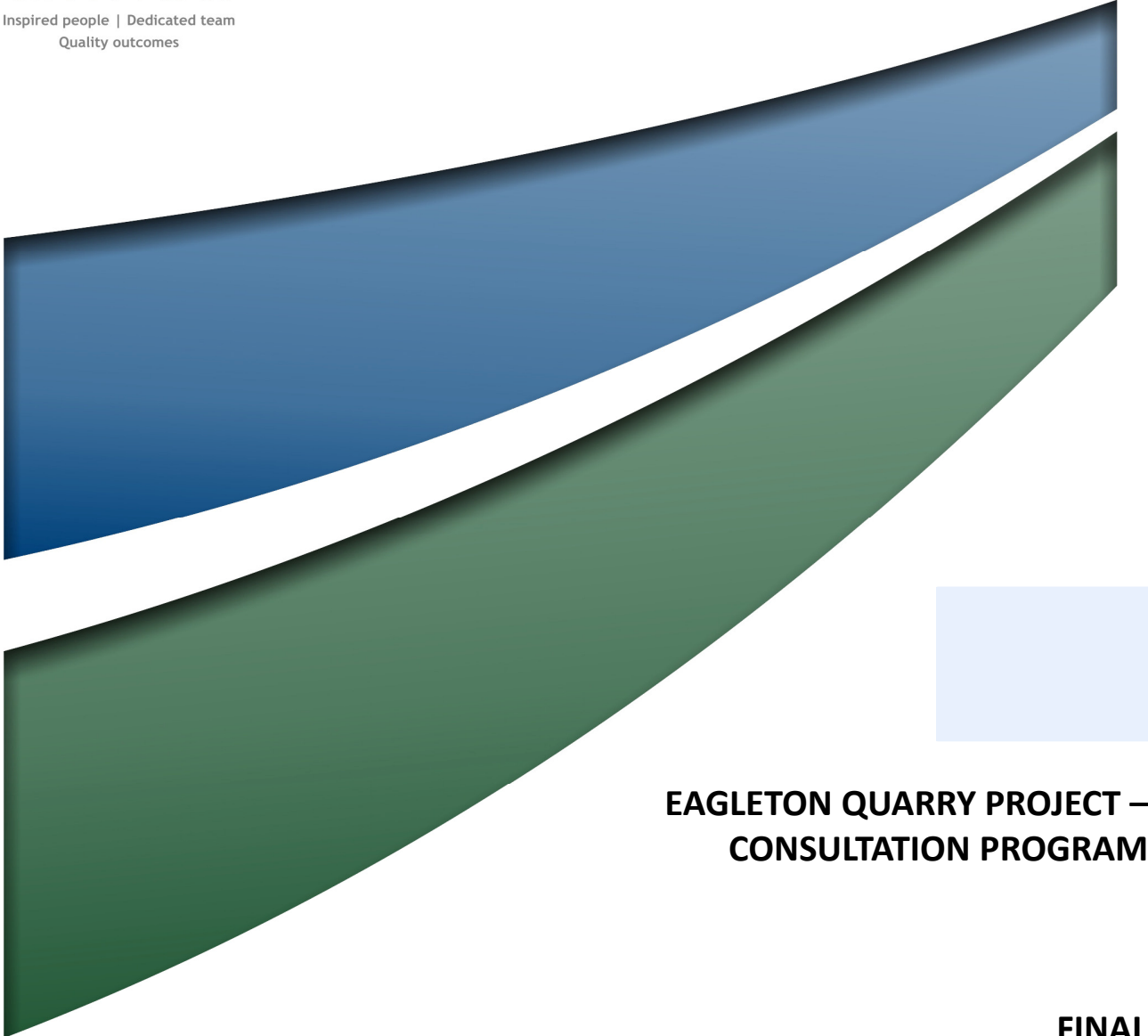
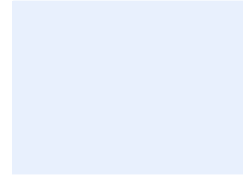




EAGLETON QUARRY PROJECT – CONSULTATION PROGRAM

FINAL

May 2016



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Prepared by
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Report No. 1
Date: May 2016



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1.0 Introduction

1.1 The Project

Eagleton Rock Syndicate (ERS) propose to develop a hard rock quarry, with a total of 12.0 million tonnes of product anticipated to be quarried over the life of the mine. Extraction would be phased, with a first year extraction rate of approximately 100,000 tonnes increasing to a maximum extraction rate of 600,000 tonnes per year within the first 5 years. The project has the potential to directly create 10 full time quarry based jobs plus up to 24 full time delivery truck driver positions. Indirectly, the quarry will create a large number of jobs primarily within the construction industry but also via support services.

The proposed site is located on an existing landscape supplies facility in Eagleton NSW, on part of Lot 2 DP 1108702. The proposed quarry site is located approximately 1.5km west of the Pacific Highway on Barleigh Ranch Way in the Local Government Area of Port Stephens and is approximately 30ha in area. The nearest townships are Medowie, Seaham, and Raymond Terrace. Raymond Terrace is located 7 kms to the south of Eagleton. At the 2011 census Eagleton had a population of 234 people, (ABS, 2011).

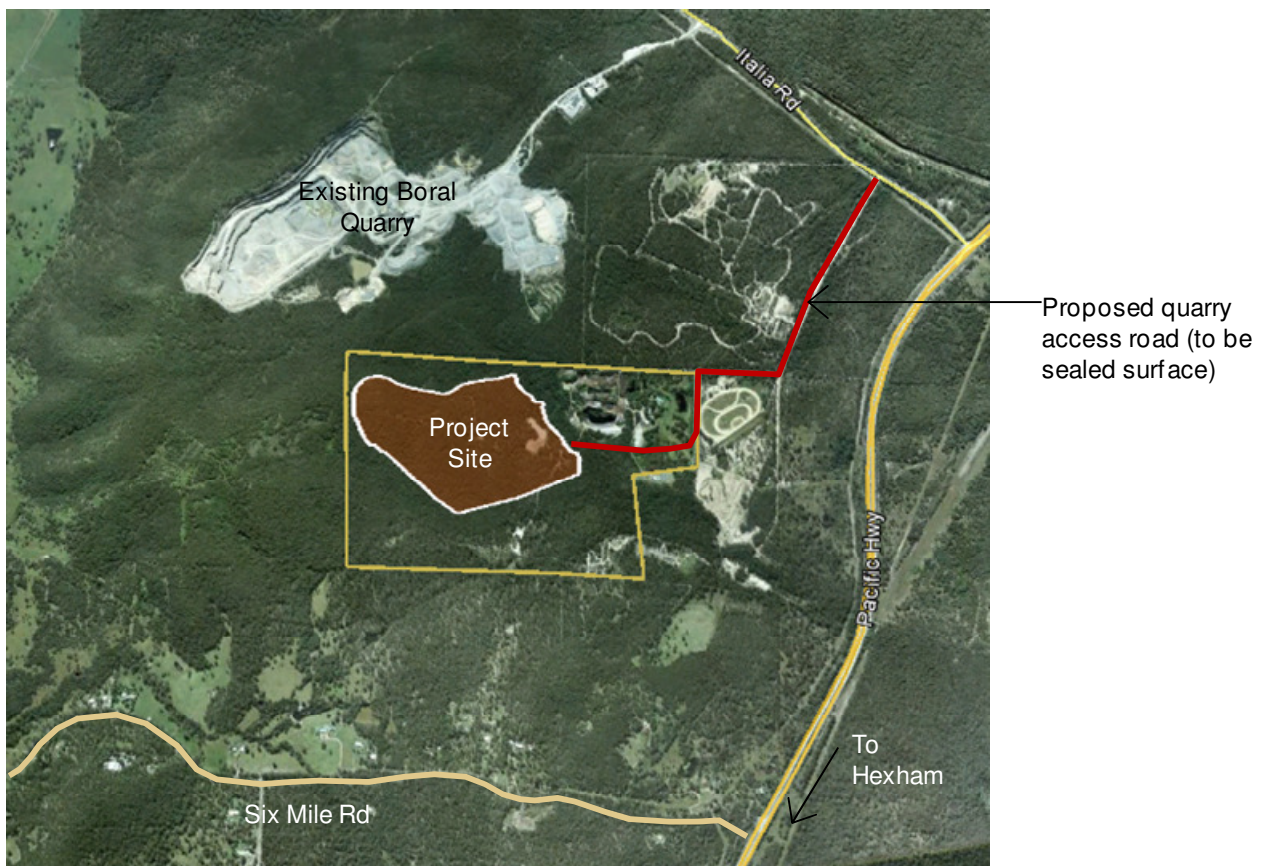


Figure 1 – Project site

While preliminary consultation was undertaken by the company in 2012, as part of earlier proposals for the site, this report provides an overview of the approach and outcomes of a consultation program undertaken by Umwelt, on behalf of ERS, in April 2016. This report is anticipated to supplement the Environmental Assessment being prepared by JBA Planning, which is anticipated to be completed by June 2016, in outlining key issues of the local community.

1.2 Objectives

The consultation program had a number of key objectives, namely:

- To understand near neighbour issues/concerns in relation to the proposed quarry proposal
- To ensure that the local community had a voice in the assessment process and
- To identify resident needs and requirements, to inform the mitigation of impacts should the project proceed.

Outcomes of the consultation will be used by ERS to inform their project planning and assessment program and assist in the design and development of appropriate mitigation and management strategies for the Project.

2.0 Consultation Methodology

2.1 Stakeholders

Figure 2 presents the stakeholder areas identified for consultation in relation to the Eagleton Quarry proposal. The focus of the program was on proximal and potentially impacted landholders such as those adjacent landholders and businesses and near neighbours located in the area along Six Mile Road, Italia Road, Barleigh Ranch Way and Winston Drive.

In total, 66 stakeholders were provided an opportunity to participate in the program. Of those contacted, a response rate of 32 per cent was obtained, 11 residents, 8 local businesses and 2 agencies. Surrounding businesses included Port Stephens Gardenland, Boral's Seaham Quarry, the MG Car Club, Hunter Valley Paintball, MX Central – Motor Cross, Kings Hill Estate Development and Eagleton Ridge and Songbirds. Agencies included Hunter Water and Port Stephens Council and issues raised are included in the Environmental Assessment.

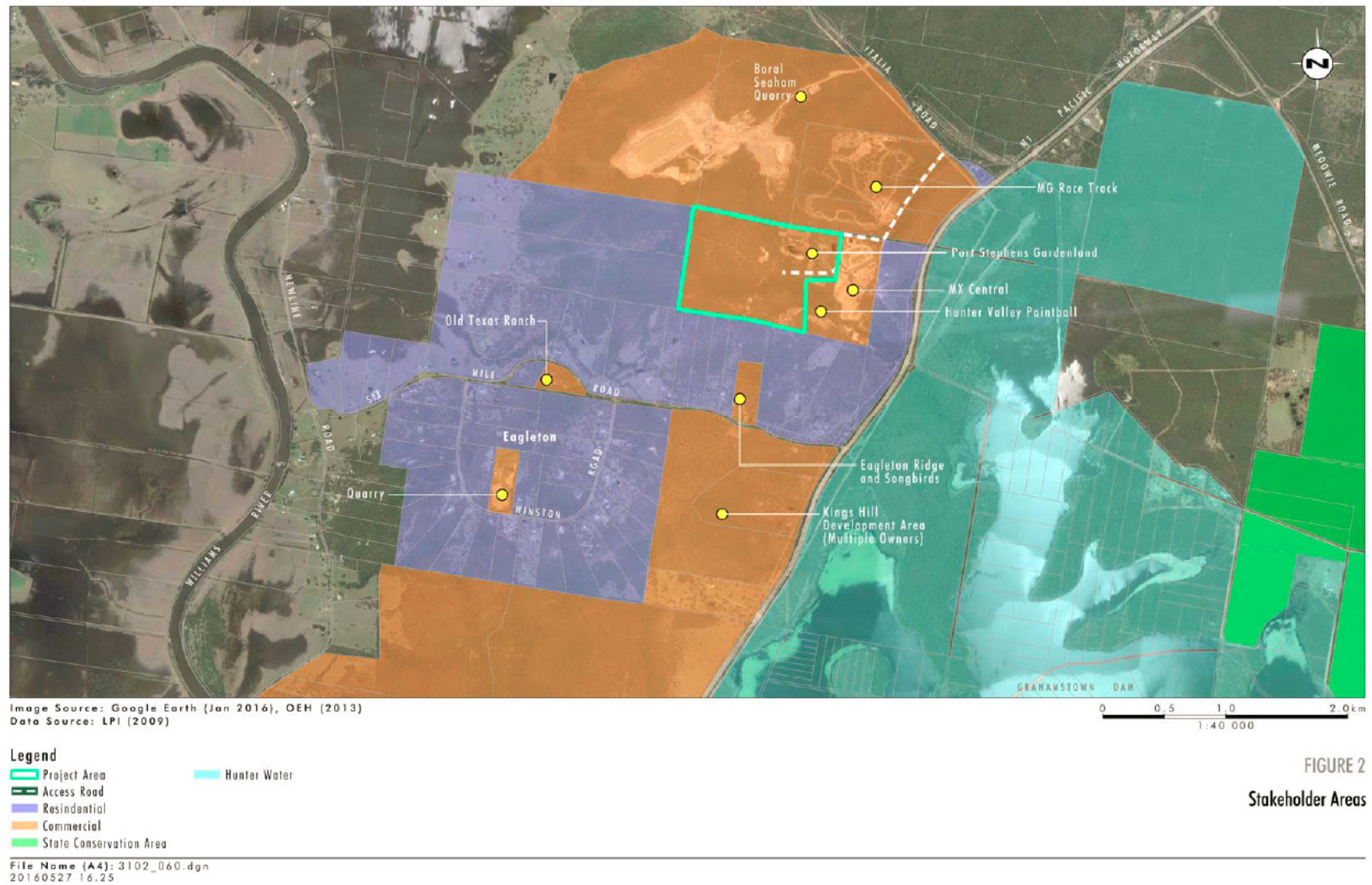


FIGURE 2
Stakeholder Areas

Note: Broad residential, commercial areas and businesses in proximity to the Project area including Hunter Water (exact ownership boundaries may differ)

2.2 Consultation Mechanisms

Consultation was undertaken by Umwelt over a three week period in April 2016. A number of mechanisms were utilised to contact stakeholders to ensure that local stakeholders were notified and given an opportunity to provide input to the Project. **Table 1** below identifies the key engagement mechanisms that were utilised during the consultation process, with **Table 2** summarising the mechanisms used by stakeholder group.

Table 1 – Engagement mechanisms

Mechanism	Number contacted	Number consulted (Personal interviews and briefings)
Door knocks, phone calls and emails	33	20
Mail drop – Project information sheet	31	1
Total	64	21 (Response rate of 32%)

Where contact details were available, calls were made to book a time to meet personally. These personal interviews were structured using an interview guide. Where contact details were unavailable, consultants undertook door knocks and left information for landholders. A project information sheet summarising key project details was also developed and distributed to near neighbours as part of the process. **Table 2** highlights the mechanism used by stakeholder group.

Table 2 – Mechanism by stakeholder group

Stakeholder Group	Doorknocks	Information Sheets Distributed	Project Briefings	Personal Interviews
Near neighbours located on Six Mile & Italia road				
Winston Drive Residents				
Local businesses e.g. Quarry, recreational and development companies				
Key Agencies - Port Stephens Council and Hunter Water				

In total, 6 briefings to outline the Project and 15 detailed interview surveys were undertaken consisting of 11 residents and 4 local businesses. The 15 interview surveys form the basis of the consultation analysis that is summarised in **Section 3.0**. Five near neighbours declined an interview due to limited concern over the development.

3.0 Consultation Analysis

This section summarises the outcomes of the community consultation undertaken as part of the Project.

3.1 Project Issues

When asked whether they had any issues in relation to the Project, 80% of those interviewed outlined that they had issues with the proposed Project.

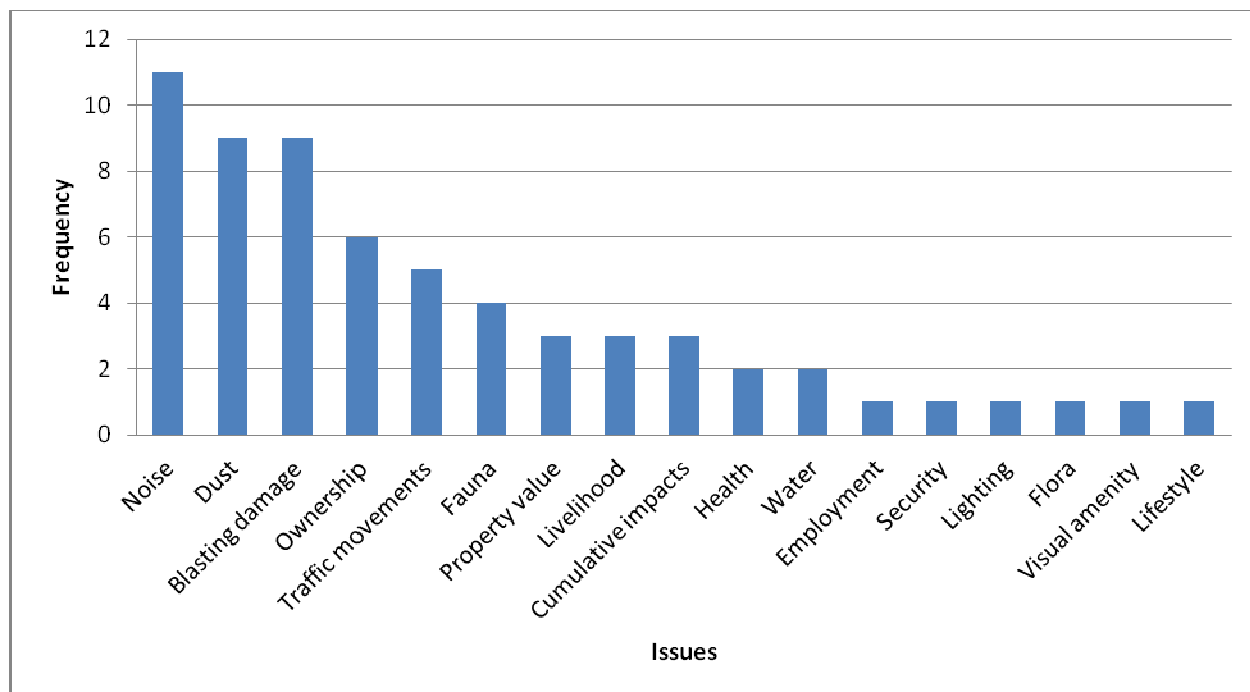


Figure 3 - Issues raised by the interviewees (multiple responses apply)

The most commonly raised issue was noise with those consulted highlighting concerns about potential for noise from quarry equipment; the crushing process and the cumulative effect of other noise sources in the environment (refer to **Figure 3**).

“How will noise from other sources e.g. RAAF base, be factored into limits?”

“We accept existing noise but don’t want any more”

The second most frequently identified issue was dust, particularly impacts of surface (depositional) dust. This issue was followed by issues relating to blasting, namely the potential disturbance from blasting activities and the potential impacts (damage) to property, followed by increased traffic movements. In relation to traffic, access to the Pacific Highway was also noted. Other issues of concern included company ownership and the impact of the Project on local wildlife.

“I get dust in my pool and on the clothes from the road already, it doesn’t bother me now but if it gets worse it might”

“We don’t really notice blasting now but we know others do and I’m worried it will damage my home”

“Although the trucks won’t be on Six Mile road, the traffic will hinder access”

“Does the company have the resources to address issues, we need to consider others not just ourselves”

“The kangaroos and wallabies are important to the area and the wildlife is part of why we are here and what we enjoy”

In relation to company ownership, questions were raised regarding whether ERS was still connected with the Tinkler group of companies and, consequently, whether the company had the resources to develop and operate the Project successfully and comply with regulations.

3.2 Project Benefits and Costs

When asked to comment on both the benefits and costs of the Project, nearly half of those interviewed (47%) saw no benefits of the Project going ahead.

“None to us, there are already existing quarries and industry here, we don’t want more”

However, of those interviewees who did raise benefits (53%), local employment, economic contribution, population increase and road upgrades were seen as the greatest potential benefits of the Project, refer to **Figure 4**.

“Good for the area and not a new thing - there are flow on benefits if it goes ahead”

“We’re fair, we can see that some may benefit”

“I’m all for it, I’m not fussy, it works, it gives people jobs”

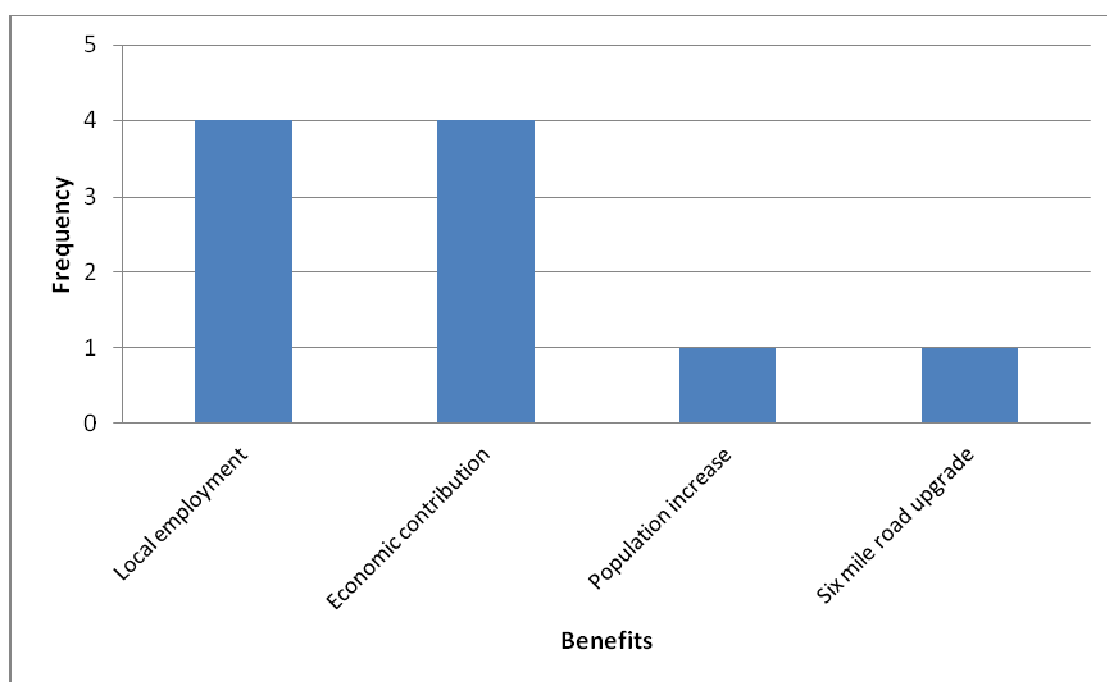


Figure 4 - Benefits identified by interviewees (multiple responses apply)

With reference to costs associated with the Project, thirteen (87%) of those interviewed raised concerns in relation to general environmental impacts followed by property value, loss of rural lifestyle and livelihood (refer to **Figure 5**). Other costs identified noted, aligned with a number of the key issues identified previously and included the potential for increased traffic/truck movements, water pollution and dust.

“There is zero regard for the lives, lifestyles and impacts on the families and property owners around them, not to mention the delicate environment in which they plan to bulldoze and devastate”

“We want to avoid reduction in land value due to developments such as this”

“I’m concerned about loss of income from the impact on my sleep and therefore my livelihood”

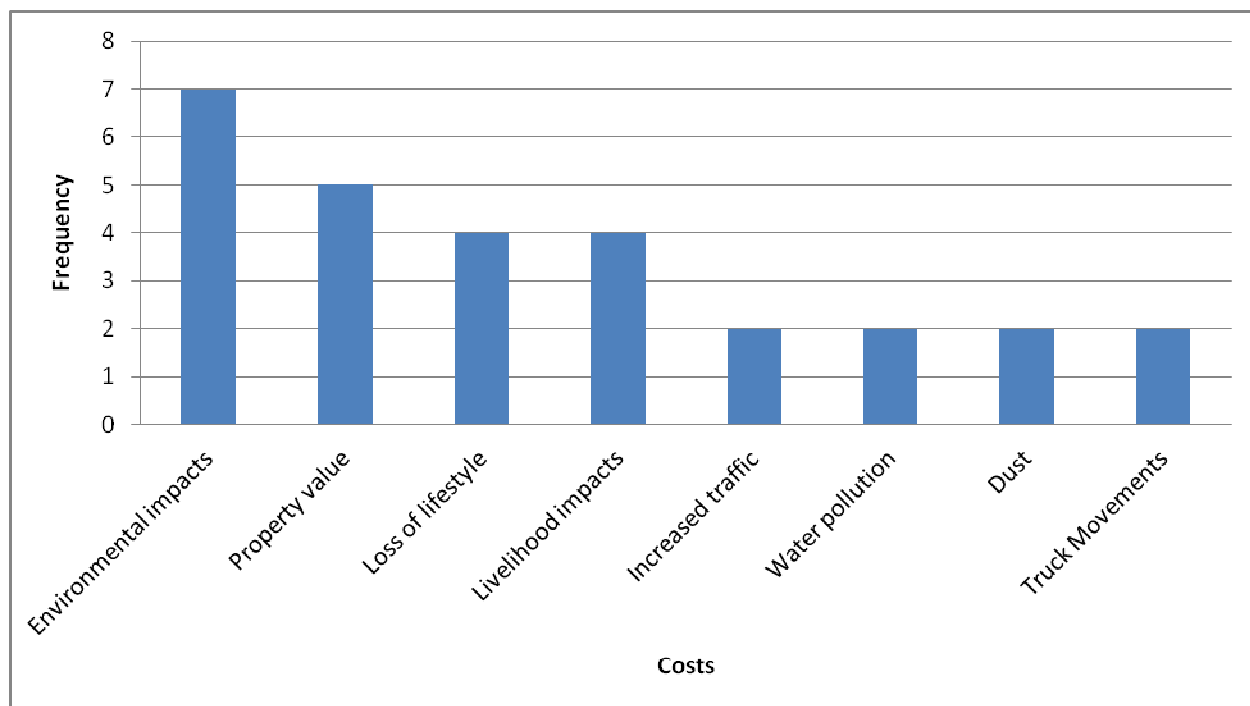


Figure 5 - Cost identified by the interviewees (multiple responses apply)

Of those interviewed, sixty per cent (9) felt that the costs of the Project outweighed the benefits (33%), with one interviewee uncertain, refer to **Figure 6**. Of the interviewees who noted greater benefits, 3 interviewees were local businesses who believed the development provided an opportunity to enhance their business and region.

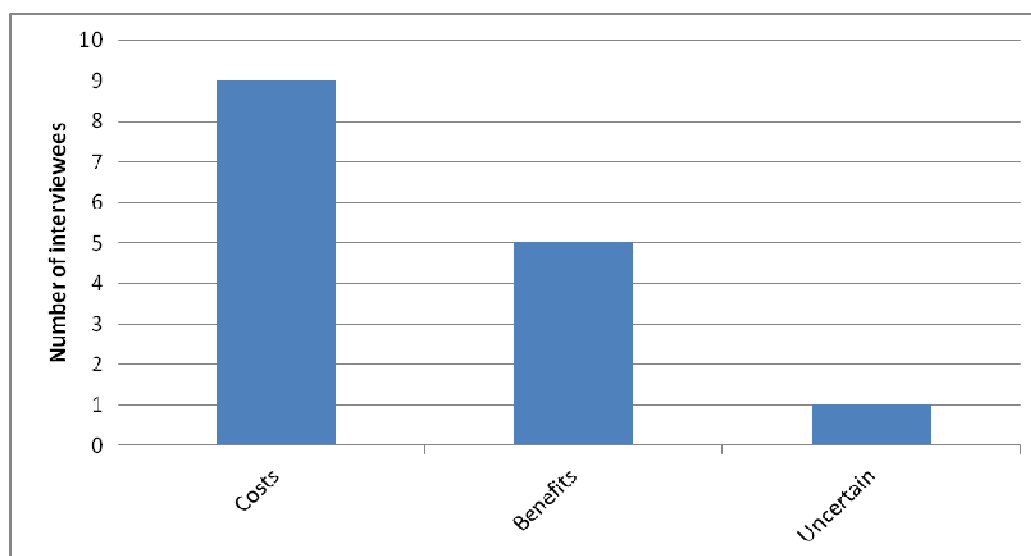


Figure 6 – Costs and benefits of the proposal

3.3 Potential Projects Improvements

While many of the interviewees consulted would rather see no development in their area, others, commented on ways in which ERS could better balance the scales. Suggestions focused on the need for the company to develop appropriate impact management measures to reduce impacts e.g. blasting only in day time hours, reducing/shortening operational hours, attenuating equipment where possible to reduce noise impacts and monitoring impacts closely against modelled predictions.

"Make sure blasting occurs within reasonable day time hours"

"Should the development be approved we'd want to see the real impacts compared to those modelled"

Keeping residents informed through effective communication mechanisms and showing near neighbours' consideration were also noted.

"Just show consideration for your neighbours and keep us informed"

"Consider compensation and mitigations that may help"

"Be fair dinkum with people"

"Comply with the letter of the law"

3.4 Local Land Uses, Qualities and Needs

All interviewees were asked what land uses they value about the location in which they live with wildlife habitat being raised most frequently (refer to **Figure 7**). Landholders/residents also identified a number of activities they enjoyed participating in locally including bird watching, bushwalking and other recreational activities such as kayaking and motor bike riding. Others placed value on their businesses and agricultural land uses, such as cattle grazing.

"There is so much wildlife in the area even just around the house that we value like echidnas and birds"

"I like bushwalking and habitat appreciation"

"Me and my kids go kayaking, we also use the tracks for motor biking"

"Industry and business is important to the area"

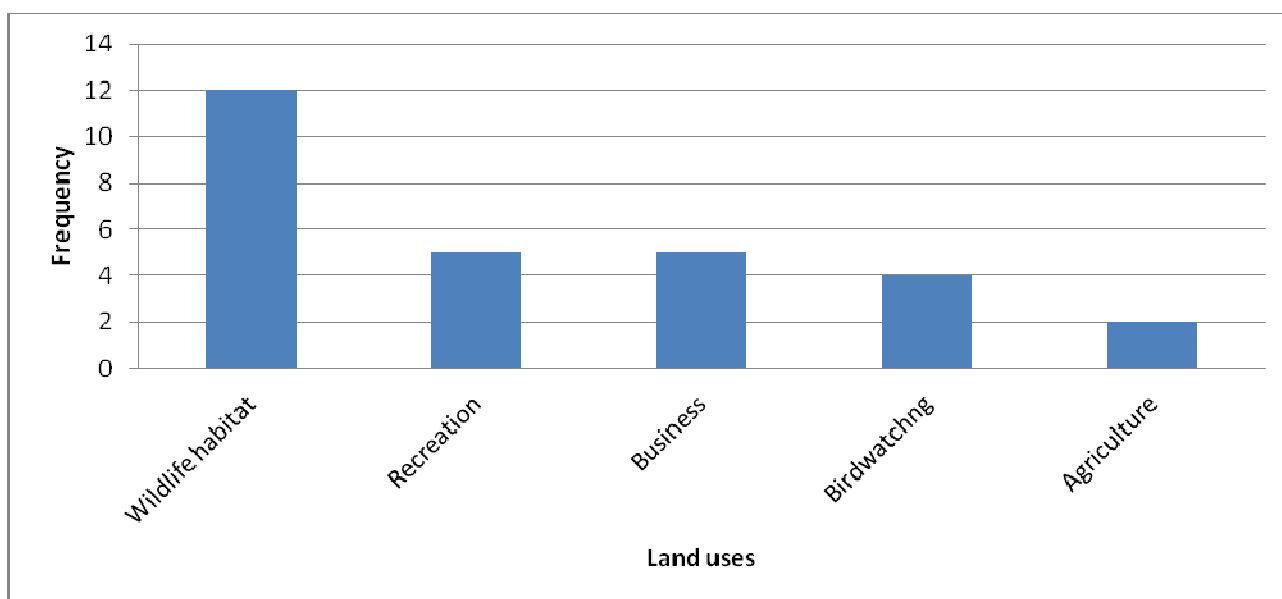


Figure 7 – Land uses of the area (multiple responses apply)

Interviewees also shared the qualities they value about living in Eagleton such as the peace and quiet that the area affords and the natural environment. Being able to enjoy these aspects while maintaining a livelihood was commonly linked i.e. bee keeping, equine pursuits and cattle grazing. Lifestyle and privacy were also identified as important to residents, with community cohesion drawn upon when needed (refer to **Figure 8**). The majority of interviewees feared that their lifestyle may be interrupted if the proposal was to go ahead.

“It’s the quiet and tranquil lifestyle we enjoy”

“Its private here but when we need to band together we do”

“The natural amenity is important to us, we have fresh air here and want to keep it that way”

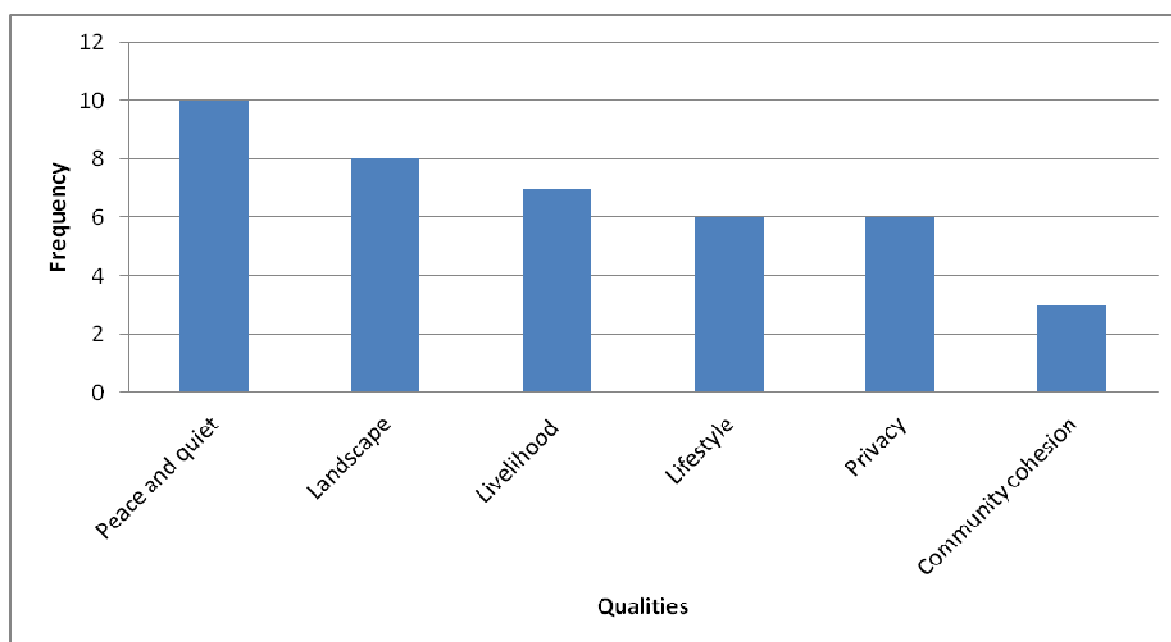


Figure 8 - Qualities associated with living in Eagleton (multiple responses apply)

When asked about community needs, 23% of interviewees said that there was nothing the community really needed.

“Not really anything that we need out here - it needs to stay as is”

Of the 77% who expressed their views in relation to this question, the most frequent response was the need for better roads e.g. road sealing, to reduce the effects of increased traffic, noise and dust. Improvements to the intersection of Italia Road with the Pacific Highway were also noted in relation to access (refer to **Figure 9**).

“Improve road quality and noise management”

“Would help to seal the 1.3km of six mile road”

“Improvements are needed to the intersection to manage access”

Other respondents noted a desire to see local contribution and support, further development such as residential development, and protection of local habitat for wildlife. There was also a strong sense of self-sufficiency evident among local residents in the Eagleton area.

“Not much more needed as already close to shops and service station”

“Maybe raffles and local support”

“Development is needed for the local community”

“We need to protect wildlife, we need a wildlife corridor”

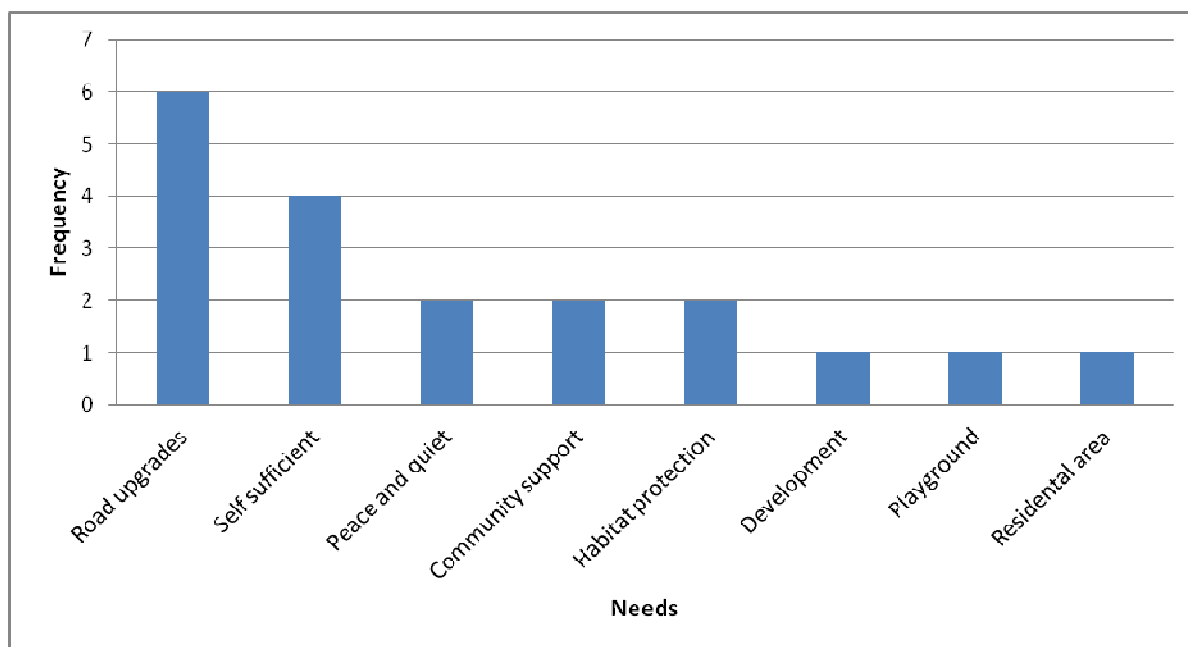


Figure 9 - Key needs identified by the community (multiple responses apply)

It was also noted during consultation that there was no central hub or services in Eagleton, with main services commonly accessed in Raymond Terrace, or the small village of Seaham given the presence a primary school.

3.5 Information Provision and Engagement Preferences

Of those interviewed, 73% were interested in receiving additional information about the Project, with a particular emphasis placed on receiving information about the outcomes of the Project's environmental studies. Specific information requirements included:

- further detail on the company as new proponents of the Project
- clarification on traffic movements in relation to production rates
- demonstration of how community views have been considered in the Environmental Assessment
- provision of information online e.g. blasting times, should the Project proceed
- company approach to bushfire management
- equipment to be used on site and predicted noise sources and levels
- predicted blasting levels and potential noise impacts likely to be experienced
- timing of approval, construction and potential employment opportunities.

Two thirds of interviewees (10) indicated a preference for personal face to face contact with the company (refer to **Figure 10**), rather than the provision of information by mail or telephone.

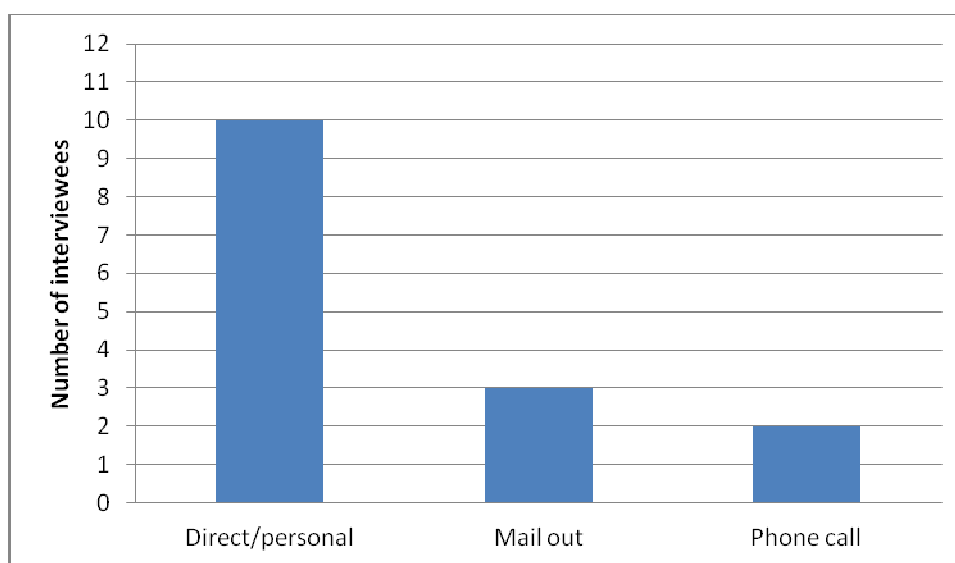


Figure 10 – Preferred consultation method

Some interviewees suggested that personal meetings with residents to communicate the outcomes of the Environmental Assessment could also be complemented by a presentation/briefing to the Eagleton Action Group, to disseminate the results of the assessment more broadly. A suggestion was also made that should the development go ahead, monitoring results be made immediately available to enable comparison between the study modelling and actual impacts. In addition, it was also suggested that the company should do all it could to reduce its impacts and adjust its activities to achieve a level of operation that is acceptable to adjacent landholders.

3.6 Post Quarry Land Use

Interviewees were also asked about their ideas for the final land use in the area should the Project be approved. In this regard, there was a strong preference to rehabilitate the site back to its natural state, with other residential, commercial, recreational and conservation uses also noted. Landfill was also considered, but was not considered a favourable option to a number of residents (refer to **Figure 11**).

“Bring back the wildlife”

“We'd hate to see it used for landfill”

“The rehabilitation needs to look natural”

“We'd want to see ongoing monitoring after the site closed”

“Would be great to use as a dam for recreational purposes”

“I'm not sure on restrictions but would be good to see it used for something e.g. industry or residential”

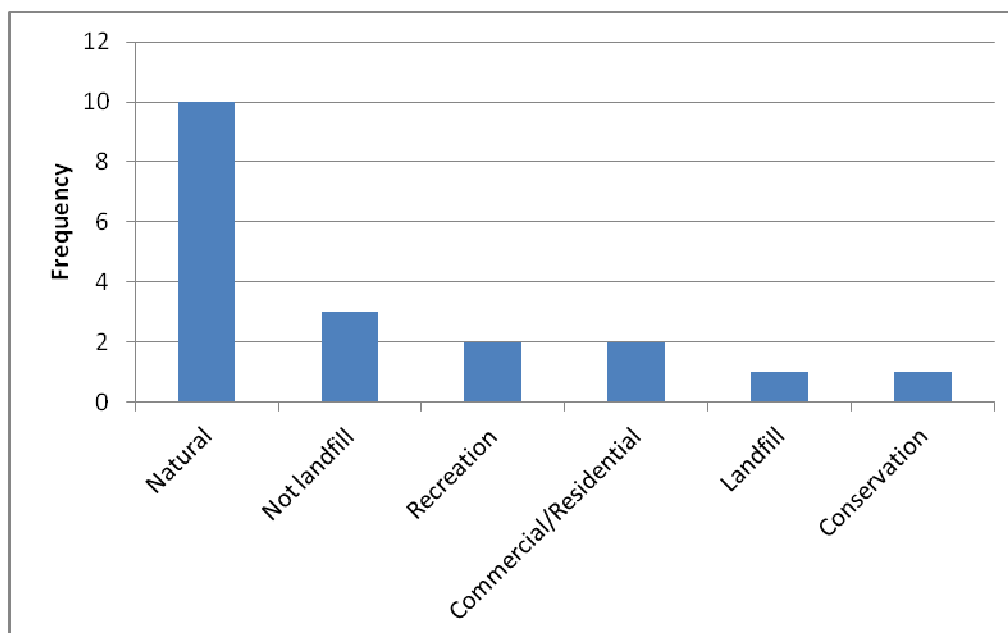


Figure 11 – Post quarry land use (multiple responses apply)

4.0 Conclusions

Stakeholders relevant to the proposed quarry Project included near neighbours/adjacent landholders and a number of local businesses. Contact was initiated with approximately 66 stakeholders, of which around a third requested a personal interview or project briefing. A project information sheet was also distributed to stakeholders via the personal interviews, door knocks and mail distribution.

Of those stakeholders interviewed, key issues in relation to the Project included noise, dust, blasting, company ownership and traffic movements. Nearly half of those interviewed (47%) saw no benefits of the Project going ahead; however for those that did identify benefits there was some recognition that the Project would result in local employment, economic contribution, population increase and potential road upgrades. Key costs associated with the Project included general environmental impacts, impacts on property values in the area, loss of rural lifestyle and livelihood.

In addition to minimising project impacts where possible, keeping residents informed through greater communication and showing them consideration and involvement in management strategies and monitoring were highlighted as opportunities for project improvement.

Near neighbours identified a range of values and uses in their local area, with wildlife habitat and recreational pursuits, such as bird watching, bushwalking, kayaking and motor bike riding, frequently noted.

The area was seen to afford a tranquil and peaceful environment where residents could both work and play. There was a pride displayed in the self-sufficiency of residents in the locality and their sense of community cohesion when required. Community needs identified included local support/contribution, protection of wildlife and further residential development. However, there was a strong desire to maintain and preserve existing community values where possible.

Sealing Six Mile road was suggested as an opportunity to mitigate the effects of road traffic, noise and dust on local residents and improvements to the intersection with the Pacific Highway was also identified as a means of assisting to address potential access difficulties. Reducing operating hours to mitigate noise and blasting impacts were also suggested. Habitat protection, through the development of wildlife corridors, was also seen to demonstrate a commitment to maintain existing environmental values in the locality.

Further and ongoing communication was also seen as important, with the majority of near neighbours favouring direct consultation with the company to further discuss implications of assessment outcomes and project planning.



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