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## EMAIL TRANSMISSION

TO: Matthew Sprott EMAIL: matthew.sprott@planning.nsw.gov.au

ORGANISATION: Department of Planning, Industry and Environment DATE: 26 November 2019

COPY: Stephen O'Donoghue REFERENCE: 965  
Sydney Trains

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SUBJECT: Sydney Trains' Dunmore Hard Rock Quarry (SSD 17\_8603)  
Request for Revised SEAR's

☐ Confidential ☐ Please Reply ☒ For Follow-up ☐ Urgent ☒ For your information

Greetings Matthew

The purpose of this email is to request the Departments feedback in relation to issuing of revised SEARs for the Sydney Trains' Dunmore Hard Rock Quarry (SSD 17\_8603). SEARs were originally issued for the Project on 3 August 2017, with an amendment requiring preparation of a *Social Impact Assessment* provided on 13 September 2017. For your convenience, I have attached copies of the SEARs and subsequent amendment. I have also attached a copy of the *Preliminary Environmental Assessment* prepared to support the original application for SEARs.

The following presents an overview of the actions undertaken by the Proponent since issuing of the SEARs and a justification of the reasons that an application for development consent has not been submitted prior to expiry of the SEARs on 3 August 2019. I have also provided an update on the proposed activities to enable the Department to determine whether the amendments to the Project are such that a revised *Scoping Report* will be required.

### Activities Undertaken Since Issuing of the SEARs

As you may be aware, the Proponent, Sydney Trains, owns Lot 1, DP1002951. That Lot, referred to hereafter as the Quarry Site, is surrounding by land owned by Boral (see Figure 3.1 of the attached PEA). Boral operates the Dunmore Hard Rock Quarry (Development Consent 470-11-2003) on land to the east and the west of the Quarry Site. Boral's and Sydney Trains' operations are covered by a Deed between the parties dated 29 July 1991. That Deed allows for reciprocal access rights to each party's respective landholdings. In addition, under the Deed, Boral is required to provide sufficient area on its own land for Sydney Trains to stockpile, load and despatch quarry products from the Quarry Site.

Since the issuing of SEAR's for the Sydney Trains' Dunmore Hard Rock Quarry in August 2017, the Proponent has undertaken the following.

- A detailed resource definition program within the Quarry Site prepared by Graham Lee & Associates Pty Ltd.

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- A detailed market analysis and valuation of the Quarry Site and its contained resource prepared by Don Reed & Associates.
- Commercial negotiations with Boral in relation to incorporation of the resources within the Quarry Site into Boral's existing operations.

Sydney Trains principal objective in dealing with the contained resources moving into the future is to ensure adequate supply of rail ballast for use on the public rail network. Unfortunately, the negotiations with Boral have, to this point, been unsuccessful. As a result, the Proponent proposes to proceed to develop the Quarry Site on a stand-alone basis to produce the material required to maintain the public rail network for the foreseeable future.

As a result of the time taken to complete the above works and negotiations, the period in which the SEARs remained valid has now expired. The Proponent therefore proposes to seek amended SEARs to enable preparation and submission of an application for development consent in 2020.

### Amendments to the Project

As identified in the attached PEA, when applying for the SEARs the Proponent proposed to undertake the following. Figure 3.2 of the attached PEA presents the Quarry Site layout as it was then understood.

- Extraction of contained latite by drill and blast methods from a proposed Extraction Area of approximately 20ha.
- Processing of up to 1Mt of extracted material using mobile plant located within the Extraction Area.
- Stockpiling of processed material within the proposed Extraction Area, as well as within one or both of two proposed stockpiling areas.
- Loading of stockpiled material onto trains using front-end loaders within one of two proposed train loading areas.
- Transportation of approximately 25% of stockpiled material using rail, with the remaining 75% transported via road.
- Employment of approximately 53 people during the operational phase of the Quarry.
- Operational hours were proposed to be as follows.
  - Extraction and processing operations ..... 6:00am – 10:00pm Monday to Saturday
  - Product transfer and stockpiling operations ..... 6:00am – Midnight Monday to Saturday
  - Product distribution operations (road and rail) ..... 24hrs Monday to Saturday
  - Maintenance operations ..... 24hrs Monday to Sunday

Proposed amendments to the Project since finalisation of the PEA are as follows. All other activities would remain as described in that document.

- Stockpiling and loading operations - Boral have advised that the Option 2 – Stockpiling and Loading Area (see Figure 3.2 of the attached PEA) is proposed for future Boral operations. As a result, the Proponent proposes to utilise Option 1 Stockpiling Area, as well as the Option 1 Loading Area.
- Transportation operations – the Proponent is negotiating a commercial arrangement that would allow a substantial proportion of produced materials to be transported from the Quarry Site by rail. Those negotiations are ongoing, but the Proponent is hopeful that they will be successfully concluded in the near future. Should those negotiations be successful, the proportion of material to be transported from the Quarry Site via rail would be substantially higher than the currently proposed 25%.

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There are no other proposed amendments to the Project as described in the PEA. As a result, the Proponent contends that a *Scoping Report* describing the amended Project is not required.

Assuming that no *Scoping Report* is required, the Applicant anticipates that this request will be required to be submitted via the Department's Planning Portal. I would be grateful if you could please confirm the process for requesting the revised SEAR's.

I trust that this provides you with the information that you require at this stage. Please do not hesitate to contact me should you require additional information.

Regards

Mitchell Bland  
Managing Director / Principal

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