



9 January 2020

Lauren Evans
Team Leader
Department of Planning, Industry and Environment
320 Pitt Street
Sydney NSW 2001

Our ref: 2127708-3916 v3
Your ref:

Dear Lauren

Marulan quarry EIS Amendment to project – SSD 9750

1 Introduction

Global Quarries Australia Pty Ltd (Global Quarries) are seeking to develop a quarrying operation on Lots 3 and 4 of DP 247199, and Lot 7001 of DP 1025585 in Marulan in the Southern Tablelands of NSW (the project). The project involves extraction of up to 500,000 tonnes per year of hard rock for the supply of high grade cement feedstock to the Sydney and regional markets over an approximate 18 year period. The target resource is a tuffaceous aggregate and is estimated to exceed 6 million tonnes of saleable product at the site.

A description of the project was included in the Preliminary Environmental Assessment undertaken for the project and submitted to the Department of Planning, Industry and Environment (DPI&E) in April 2019. The applicant has been progressing development of the project and the environmental assessment process in consultation with government agencies and the local community in accordance with the requirements of the Secretary's Environmental Assessment Requirements (SEARs) issued in May 2019.

2 New site access

The project description included in the PEA included vehicle haulage from the site via an existing forestry haul road to Winfarthing Road to access to the regional road network via an existing intersection with the Hume Highway. The use of Winfarthing Road for heavy vehicle haulage for approximately 200 metres from the site entrance to the Hume Highway has been raised as a key concern by the local community in regards to the safety and capacity of the local road network. NSW Roads and Maritime Services (Roads and Maritime) also provided initial input into the SEARs indicating that they generally do not support heavy vehicles turning right across the Hume Highway.

Global Quarries has listened to concerns of the community and an alternative haulage route for transport of quarry product has been developed in liaison with Roads and Maritime. It is proposed to amend the project to incorporate a new intersection with the Hume Highway at the north of the site adjacent to an existing borrow-pit approximately 860 metres east of Winfarthing Road with indicative design sketches included as Figure 1. Winfarthing Road would therefore not be required for site access.



Figure 1 Proposed intersection configuration

The new intersection will eliminate use of Winfarthing Road for all quarry related haulage, staff and contractor traffic entering the site. The intersection will provide a left-in / left-out / right-out only treatment with the following characteristics:

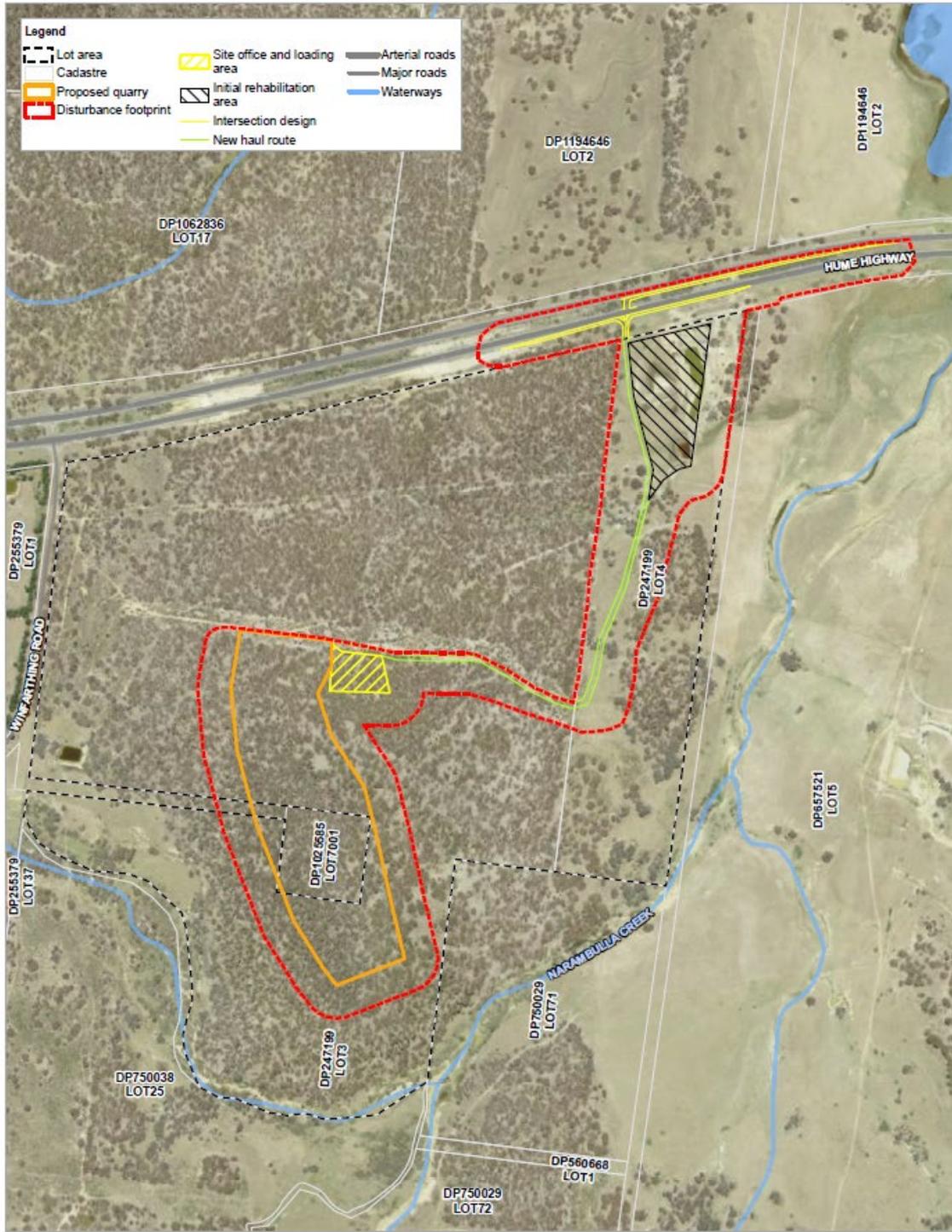
- Right turn acceleration lane of approximately 360 metres downhill, which assists with the acceleration lane length requirements
- Left turn deceleration lane of approximately 200 metres uphill, which assists with the deceleration lane length requirements
- left turn acceleration lane of approximately 175 metres, which would end with sufficient gap distance to the Winfarthing Road deceleration lane
- The location of the proposed access provides good sight distance in both directions
- Any vehicles travelling to the site from the west would make a U-turn at the Marulan South interchange and enter the site from the new intersection
- Heavy vehicles travelling from the site to the west can turn left directly onto the Hume Highway via the proposed acceleration lane
- An internal haul road will be developed between the intersection and the extraction area.

3 VENM and ENM emplacement

The progressive rehabilitation of the site is also key aim of the project as described in the PEA. This will involve the rehabilitation of the extraction footprint through emplacement of Virgin excavated natural material (VENM), excavated natural material (ENM) and other clean fill materials. The emplacement material will be sourced through back-loading of haulage vehicles with clean fill from construction projects throughout the Sydney basin.

Detailed quarry staging plans are currently being developed for both the initial extraction and backfilling of the proposed extractive operations. To enable VENM and ENM to be brought to site at an early stage of the quarry development, it is also proposed to rehabilitate the former borrow-pit adjacent to the proposed new site entrance. Clean fill will initially be used for construction of the haulage road between the new intersection described above and the quarry pit and to rehabilitate the borrow pit adjacent to the Hume Highway. Following the establishment of an initial quarry void, backfilling will then progress with the emplacement and consolidation of fill material and revegetation of the site with locally endemic species as the quarry progresses through the quarry plan.

An outline of the project and revised disturbance area including the new intersection access road and rehabilitation area within the former borrow pit is shown on Figure 2.



<p>Paper Size ISO A4 0 50 100 150 Metres</p> <p>Map Projection: Transverse Mercator Horizontal Datum: GDA 1994 Grid: GDA 1994 MGA Zone 56</p>		<p>Global Quarries Australia Marulan quarry EIS</p> <p>Site layout</p>	<p>Project No. 21-28915 Revision No. - Date 04/11/2019</p> <p>FIGURE 2</p>
---	--	---	---

4 Conclusion

The project forming the basis of the development application (SSD 9750) has been amended to incorporate a new site access and backfilling and rehabilitation of an existing site borrow-pit as part of the proposed development.

We request DPI&E consider modification of the SEARs as a result of the amendments to the proposed development. This will include any assessment requirements for the new site intersection and access road and exclusion of the need for a road safety audit and assessment of the existing intersection of Winfarthing Road and the Hume Highway.

Sincerely

Karl Rosen

Principal Environmental Consultant

+61 2 92397682