

URGENT

OBJECT BEFORE CLOSE OF BUSINESS MONDAY 25 SEPTEMBER 2017

RMS want extract **1,000,000t per annum from the Moonimba Quarry** (also known as Robinsons Quarry). This means:

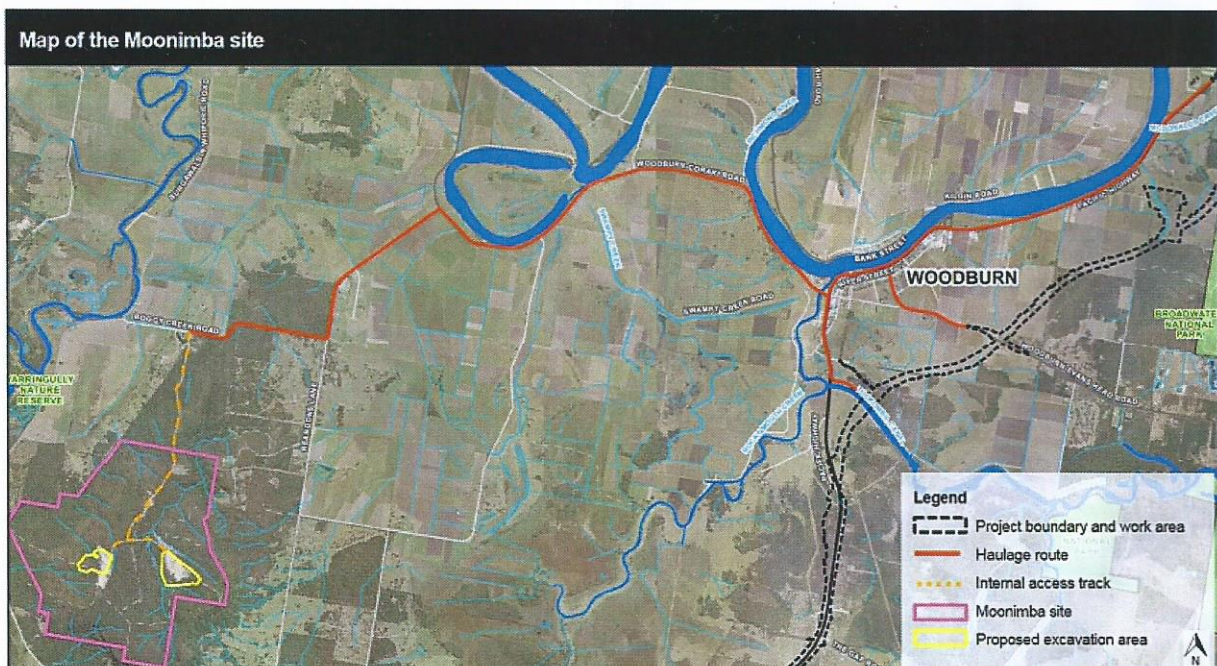
- Vegetation clearing of 103 habitat trees near protected habitat for the Powerful and Masked Owl, Eastern Long-eared Bat, Glossy Black Cockatoo, Greater Broad-nosed Bat and other vulnerable animals.
- Noise, dust and vibration impacts generated by excavation, drilling, blasting, crushing and stockpiling of rock material from **7am to 6pm Monday to Friday** and **8am to 5pm on Saturdays** for 2 years or 'until the project is finished'.
- **An additional 300 heavy vehicle movements per day every day for at least 2 years along Boggy Creek Road, Reardons Lane and Woodburn-Coraki Road.**

You will be affected.

**Don't let RMS destroy your quality of life and the safety of your family!
Lodge a formal objection now or your concerns won't be heard.**

To obtain more information and make a submission go to the following website or contact Caleb Ball at the NSW Department Planning and Environment via caleb.ball@planning.nsw.gov.au or 1300 305 695. Project number SSI 13-4963.

- http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8704



RMS want to push an extra 300 trucks a day through our community and past our schools and all that they think is needed to compensate us is this?

4.1.5 MITIGATION / MANAGEMENT MEASURES

Construction traffic impacts associated with the proposed modification would be managed in accordance with the Woolgoolga to Ballina Pacific Highway Upgrade (Sections 3 to 11) Construction Traffic and Access Management Plan (CTAMP), Appendix B1 of the Construction Environmental Management Plan. In addition, the following mitigation/management measures identified by the TIA would be implemented:

- Road upgrades specified by approved DA2015.0069 would be completed prior to the commencement of increased haulage of extracted material from the borrow site.
- Right-turn treatment on the Pacific Highway, for vehicles to safely and efficiently access Woodburn-Coraki Road with the appropriate treatment being a channelised right turn bay on the Pacific Highway, southbound would be installed to provide a right-turn treatment on the Pacific Highway for vehicles to safely and efficiently access Woodburn-Coraki Road. This treatment require the reconfiguration of the intersection's layout and realignment of the existing line marking.
- A traffic management plan (TMP) would be prepared in accordance with the W2B CTAMP (Appendix B1 of the CEMP). This would include traffic controllers, variable message signs and adequate tapering, which would be provided to manage this intersection during peaks in construction haulage activities.
- The implementation of GPS tracking of haulage vehicles would be investigated to monitor the location of haulage trucks during the morning and afternoon school peak traffic times so as to ensure impacts of school bus operations are minimised.

NO WAY – NOT GOOD ENOUGH!

What about the extra noise. They admit that there will extra noise! An extra 20dB!

Table 4-3 Summary of predicted exceedances under enhanced weather conditions

Scenario	Number of receivers exceeding criteria within range			
	1-5 dB	6-10 dB	11-20 dB	> 20dB
Site establishment	1	0	0	0
Operations in existing excavation area	1	7	1	0
Operations in the worst-case location	3	2	7	0

**This is a rural area. Not an airport.
Not the highway. Not an industrial zone.**