

Our reference: DOC15/284889-03; EF13/4236
Contact: Jocelyn Karsten (02) 4908 6865

Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Ms Jacqui McLeod

Dear Ms McLeod

**REQUEST FOR COMMENTS ON MACKAS SAND MODIFICATION 2
(MP 08_0142 MOD 2).**

Reference is made to your request dated 29 July 2015, for the Environment Protection Authority (EPA) to provide a submission with comments on the Mackas Sand Modification Request (MP 08_0142 MOD 2) to increase truck movements from Lot 218 DP 1044608, Salt Ash NSW.

The EPA understands Mackas Sand Pty Ltd is seeking approval to allow:

- 24 laden truck movements out per hour, plus 24 truck movements in per hour from Lot 218 between 7:00am and 10:00pm Monday to Friday and 7:00 am to 4:00 pm on Saturdays;
- 14 laden truck movements out per hour, plus 14 truck movements in per hour from Lot 218 between 5.00 am and 7.00 am shoulder period Monday to Friday; and
- 9 laden truck movements out per hour, plus 9 truck movements in per hour from Lot 218 between 6.00 am and 7.00 am shoulder period on Saturdays.

The EPA has reviewed the submitted Exhibition Notice and Environmental Assessment and notes the following issues that need to be addressed:

- The Environment Assessment does not appear to have satisfactorily addressed the requirements of the NSW Road Noise Policy (RNP) in one aspect. Existing road traffic noise levels, and predicted future road traffic noise levels with the modification, exceed the RNP criteria at some receiver locations. The RNP requires feasible and reasonable mitigation measures to be investigated. This assessment has not been done. It is however recognised that the production level for the quarry was approved with the original consent. It is also recognised that identifying feasible and reasonable mitigation measures that could be implemented on a public arterial road may be difficult. This is especially the case in the context of a development proposal relating to an individual premises in a location where a number of activities contribute to traffic on the road.
- Noise impacts from the increase in vehicle movements on the private access road are stated as being modelled "for different vehicle speeds", but the actual vehicle speeds used in the modelling are not provided. The vehicle speeds used in the

modelling need to be provided to know if they are realistic, allow independent verification of the noise predictions, and to develop consent noise conditions, if appropriate.

The EPA therefore requests that the proponent address the issues identified above to allow the EPA to adequately assess the environmental implications of the proposed modifications.

Please contact Jocelyn Karsten on (02) 4908 6865 if you require any further information regarding this matter.

Yours sincerely

A handwritten signature in blue ink, which appears to read 'P. Jamieson', followed by the date '19-8-15' also in blue ink.

PETER JAMIESON
Head Regional Operations Unit – Hunter
Environment Protection Authority