

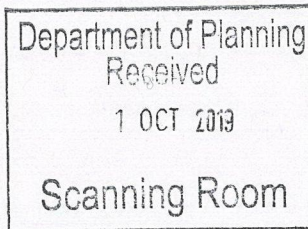
PCU078345



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Director – Transport Assessments
Department of Planning Industry and Environment

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Ref: Coffs Harbour Bypass SSI_7666

Please find our submission supporting the current Coffs Harbour Bypass proposal.

As a long-standing Coffs Harbour employer, we are excited about the opportunities for the town as logistics and safety improve. We are particularly pleased with the Coramba Road Interchange that will support Future urban growth to the west while removing the majority of our truck movements out of town (Current consent allows 500 movements within a day).

On another matter we would like to communicate an option regarding the planning, cost, and environmental benefits of having void rock from the Coffs Harbour Bypass transported to our adjacent quarry. Allowing processing and stockpiling hidden away silently from the community.

As you are no doubt aware, the Coffs Harbour Bypass will generate the need for material processing, screening and crushing equipment required for the production of concrete/asphalt aggregate and material for drainage structures for use on the project. Additionally, the bypass will also generate the need for stockpiling of material as the timing generally does not marry.

The proposal by **TG Jung Quarries** provides an opportunity to address significant challenges and community concerns, considered in the following:

Removing unsightly stockpiles from the highway route during construction. Stockpile sites will be used for temporary storage of materials required or generated as a result of the construction activities, including shot rock from blasting operations. Stockpile sites will be located within **IDENTIFIED ANCILLARY FACILITY SITE**. [Refer Note 1]

Significantly reducing noise associated with the crushing of the large amount of shot rock by transferring crushing of material needed for the construction of the bypass to a less exposed, well buffered location (ie. Jungs Quarry) that presents no such acoustic constraints. Crushing plant sites will be located within identified ancillary facility sites. [Refer Note 1] Refer Figure 1.

Eliminating the need for the construction of unsightly acoustic noise barriers along the edge of the highway bypass construction area. Instead, this will enable an early start to the revegetation of the banks of the bypass route at an early stage of the bypass construction, which will result in a more established treed landscape to be in place at the time that the bypass becomes operational- a significant visual and local amenity benefit.

Ability to utilise an already approved, adjacent quarry for the storage and processing of shot rock won from the bypass project.



The quarry is located about 1.4km away from the bypass project construction area. Refer Figure 1. There will be little appreciable difference in travel times in transporting material the short distance away to be stored and processed.

This project option will be consistent with all relevant environmental criteria and will assist in achieving a timely and consistent determination by the Minister for the bypass to be approved and built.

Participation in this innovative project option will not add any delays in terms of project delivery. It can be included in the EIS, needing only be identified as one "Ancillary Facility" site.

Because Jungs Quarry is an already approved, operating quarry its inclusion in the project will generally add no significant additional environmental impacts to that already contemplated in the current Coffs Harbour Bypass project. Moreover, the quarry also has the following benefits:

- Direct access to Coramba Road, with no quarry trucks travelling over local roads.
- Approval to extract and to process up to 499,000 tonnes per annum of quarry product. [NOTE: This volume can be temporarily increased as a part of any approval for the bypass project, if included in the EIS.] Refer also to Figure 2.
- Approval for up to 250 loaded quarry trucks using the quarry, with an intersection capable of accommodating up to 420 loaded trucks per day. [NOTE: The intersection capacity can be temporarily increased to 42 loaded trucks per day as a part of any approval for the bypass project, if included in the EIS.]

If you have any queries or require further clarification please do not hesitate to contact the writer. Thank you for your instructions.

Yours sincerely

Ray Smith
CEO Bayrange Group

NOTE 1: An Ancillary Facilities Management Plan will form part of the Construction Environmental Management Plan for the planned construction of the Coffs Harbour Bypass.

An Ancillary facility is defined as: "Temporary facility for construction, including for example an office and amenities compound, construction compound, batch plant (concrete or bitumen), material crushing and screening, materials storage compound, maintenance workshop, testing laboratory or material stockpile area."

Figure 1: Jungs Quarry & proximity to Coffs Harbour Bypass Project

