



Our reference: LIC07/380-07:DOC13/2075:GN
Contact: Greg Newman (02) 4224 4100

Department of Planning
(Attention: Ms Elle Donnelley)
GPO Box 39
SYDNEY NSW 2001

Dear Madam

REQUEST FOR ADDITIONAL INFORMATION (NOISE)
MODIFICATION TO DUNMORE QUARRY (DA 470-11-2003)

I refer to the Project Application, Environmental Assessment (EA) and accompanying information provided for the above proposal which was received by the Environment Protection Authority (EPA) on 22 January 2013.

EPA has reviewed the information in the EA and undertaken a site inspection on 22 February 2013. On the basis of this review, EPA is not in a position at the present time to fully comment on the proposed modification. This is due to some deficiencies with the EA Noise Impact Assessment which are listed in Attachment 1.

EPA will provide further comments and any recommended conditions of approval on this proposed modification following our review of the further information requested in Attachment 1. EPA is happy to meet with the Department of Planning and Infrastructure and the Proponent to discuss the listed matters.

If you have any questions, or wish to discuss this matter further, please contact Greg Newman on (02) 42244100.

Yours sincerely


PETER BLOEM
Manager Illawarra
Environment Protection and Regulation

6/3/13

Att: Noise Impact Assessment – Comments and Additional Information Required

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ATTACHMENT 1: NOISE IMPACT ASSESSMENT – COMMENTS & ADDITIONAL INFORMATION REQUIRED

EPA Comments on the Noise Impact Assessment:

"The Noise Impacts assessment does not appear to predict the noise impact of the proposal on sensitive receivers in accordance with the *New South Wales Industrial Noise Policy* (the "INP", EPA 2000) or the *NSW Road Noise Policy* (the "RNP", DECCW 2011) for the following reasons:

- Sleep disturbance impacts resulting from extractive activities in the southern access area between 6am and 7am, or additional heavy vehicle product loading (24 hours Monday to Saturday) were not assessed;
- The NIA states that "where relevant, modifying factors for tonality, impulsiveness and fluctuations in accordance with Section 4.2 of the INP have been applied to calculations", but does not detail which modifying factors have been applied and when;
- The NIA predicted an exceedence of Project Specific Noise Levels (PSNL) of up to 1 dBA, but does not provide any detail to justify that all feasible and reasonable mitigation measures have been implemented to reduce noise impacts to the PSNL;
- The NIA states that "an adjustment of -3dB has been made to this level to account for existing fleet being utilised in the southern extraction area" but does not detail how this adjustment was determined or why it is appropriate. The location of fixed plant such as crushers will not move and as such this adjustment may lead to an under-prediction of noise impacts from the premises as a whole; and
- The existing road traffic noise $L_{eq(period)}$ were "based on approximated ambient L_{eq} noise levels from logger charts (Corkery 2003)." The existing levels were stated from this approximation to be 50dBA night and 55dBA day, but it is not clear how these levels were actually derived. The EPA suggests that if an accurate calculation of existing road traffic noise levels could not be obtained from existing data, further monitoring or modelling of existing levels should have been performed.

Additionally in accordance with the RNP, the responsibility for the classification of a road as a "principal haulage route" falls to the local government authority, in this case Shellharbour City Council and it is not clear whether Council have actually declared Tabbita Road a "principal haulage route".

Additional Information Required

With consideration of the above the EPA requires the following information to complete the assessment of the proposal.

1. An assessment of the likelihood of sleep disturbance impacts, referencing the INP Application Notes (available at <http://www.environment.nsw.gov.au/noise/applicnotesindustnoise.htm>), resulting from the operation of the proposal during the hours of 6am to 7am and the additional heavy vehicle movements proposed;
2. An analysis of all feasible and reasonable noise mitigation measures which could be employed to meet PSNL at sensitive receivers for all times of day;
3. An explanation of how the adjustment to existing noise contribution of -3dB was determined and why it is appropriate;
4. An explanation of why the method used to determine existing road noise levels was appropriate; and
5. Appropriate documentation demonstrating that Shellharbour City Council has designated Tabbita Road as a "principle haulage route" in accordance with the RNP.
6. Additionally, the EPA requests that the proponent confirm that the agreement between themselves and the Creagan residence will remain valid for the duration of the proposal and the proposed modified activities."