

Champions Quarry Expansion

MODIFICATION 2 RESPONSE TO SUBMISSIONS 2016 (APRIL 2016)

CHAMPIONS QUARRY RESPONSE TO SUBMISSIONS (APRIL 2016)

	Specific Issues Items by DP & E Requiring Attention	Response
1.	Concerns raised about the management of dust on days when the quarry is not operating, and in particular when a water cart would not be operating.	The road between the CEA and SEA will not be in use when the Quarry is not operating and a water cart is not in use. Hence the additional dust generated would be negligible. Currently the road between the CEA and SEA is not sealed. The dust deposition gauge adjacent to the Quarry has been in operation since August 2014 with a result of 0.2-2.4g/m²/month of Insoluble Solids Total Suspended Solids (SSt). The permitted levels are 4g/m²/month. This shows compliance is occurring and achievable. Monitoring will continue in accordance with the Air Quality Management Plan.
2.	A claim that the Proponent had previously stated that watering the road can undermine the road surface, as a reason for not undertaking watering.	The Proponent has no record of this. Watering the internal haul road would not undermine the road surface.
3.	A description, and demonstration through the provision of a copy of a recent days records, of how records from the scales on the front end loaders are collected and managed.	The scales are fitted to the front end loader/s that load the trucks. Once the truck is fully loaded a loading docket is printed in duplicate noting the weights, time and date of the load. One loading docket is provided to the truck driver for his records and the other loading docket is retained by Champions Quarry for their records. This system is accepted by major contractors including RMS and all other local contractors, the system is also currently used by Champions Quarry. Attached as Annexure A is a series of scale dockets printed after loading a series of trucks for the one client on 29 February 2016 (Item 3). You will note that there are numerous times a negative loading amount exists. This is when an amount has been loaded in the bucket that exceeds the permissible load limit for the truck. So the bucket is emptied and a lesser amount is then loaded. Often this can take multiple attempts to ensure the truck is not overloaded. Attached as Annexure B is a copy of the Champions Quarry Customer Run Sheet for 29 February 2016 and the resulting tax invoice. Records of sales/discharged trucks are required to be maintained under the Project Approval, including Schedule 2, Condition 9. Attached as Annexure C is an extract of the truck movements register listing the trucks that have been loaded using scales for 29 February 2016.
4.	A description of the processes used to ensure that the scales are accurate, including the calibration processes.	Scales used by Champions Quarry (ie Loadrite LR918) measures weight by sensing the hydraulic pressure required to lift a load and a trigger mechanism senses the position of the lifting arms. Typical accuracy is ±1% for most bucket loaders.

		The scales are tested for accuracy at least annually or otherwise in accordance with manufacturer's specifications. The scales are tested by loading an item that is a specified weight or alternatively, a large boulder that has been weighed at an RMS accredited weigh bridge (scale house) offsite. To maximise accuracy the item/boulder exceeds 1 tonne. The item/boulder's weight measured by the scales is then compared to the known weight of the boulder. In the event of an inaccuracy, the scales are adjusted and calibrated and then re-tested. In the event that no item/boulder are available, the machine with the scales will load the truck, measure the load using the scales and then run the truck over a an RMS accredited weigh bridge (scale house) over a period of time. The weight measured by the scales is then compared to the weight of the load at the RMS accredited weigh bridge. In the event of an inaccuracy, the scales are adjusted and calibrated and then re-tested. Scales are fitted to all front end loaders that load trucks for transport. It is in the interests of the Quarry that scales are accurate to record sales volumes. Regular servicing of the scales is undertaken and calibration to ensure their accuracy. Refer to item 4.
5.	Claim that the loaders are used for many tasks at the quarry that do not relate to loading product trucks, and due to this an opportunity for error arises in ensuring accurate records are collected for product volumes transported off site.	A retention dam was installed between biodiversity offset areas 1 and 2 and within the proposed protected revegetation areas. No other earthworks have been undertaken in that area. During heavy flow, an edge of the retention dam may impinge on the protected revegetation area between biodiversity offset areas 1 and 2. Notwithstanding this, the proposed total protected revegetation area is 1.653 ha and the minimum size of the protected revegetation are under Table 7 in the Project Approval is 1.5 ha. Hence the area is exceeded by 0.153 ha. The area of the retention dam is approximately 0.01 ha. Please refer to correspondence from a surveyor attached as Annexure D confirming same.
6.	Construction of a dam and other earthworks is in proximity to biodiversity offset areas. Review of the aerial photograph shows a dam has been constructed between the biodiversity offset areas 1 and 2 in a location that appears to be the currently approved location for one of the protected revegetation areas.	

7.	Demonstrate, through noting on a figure of the size in hectares, that the area of the revised biodiversity offsets and protected revegetation area satisfies the minimum size requirements specified in in Condition 40, Table 7.	<table border="1"> <thead> <tr> <th colspan="2" data-bbox="165 82 229 1120">Table 7 - Project Approval</th><th data-bbox="229 82 293 1120">Proposed Area</th></tr> <tr> <th data-bbox="229 82 293 1120">Area Offset</th><th data-bbox="229 439 293 831">Minimum Size (ha)</th><th data-bbox="229 439 293 831">Minimum Size (ha)</th></tr> </thead> <tbody> <tr> <td data-bbox="293 82 325 1120">Area 1</td><td data-bbox="293 439 325 831">1.71 ha</td><td data-bbox="293 439 325 831">1.72 ha</td></tr> <tr> <td data-bbox="325 82 357 1120">Area 2</td><td data-bbox="325 439 357 831">2.56 ha</td><td data-bbox="325 439 357 831">2.659 ha</td></tr> <tr> <td data-bbox="357 82 389 1120">Area 3</td><td data-bbox="357 439 389 831">2.14 ha</td><td data-bbox="357 439 389 831">2.165 ha</td></tr> <tr> <td data-bbox="389 82 421 1120">Protected Revegetation Area</td><td data-bbox="389 439 421 831">1.5 ha</td><td data-bbox="389 439 421 831">1.653 ha</td></tr> <tr> <td data-bbox="421 82 472 1120">TOTAL</td><td data-bbox="421 439 472 831">7.91 ha</td><td data-bbox="421 439 472 831">8.197 ha</td></tr> </tbody> </table> Please refer to Annexure E being the Surveyors plan of biodiversity offset areas dated 24 June 2014 noting the areas and revised plan SP15109-SP2 with the areas. Please refer to Annexure F being the revised Figure 9 in the Project Approval noting the total areas of the biodiversity offset areas.	Table 7 - Project Approval		Proposed Area	Area Offset	Minimum Size (ha)	Minimum Size (ha)	Area 1	1.71 ha	1.72 ha	Area 2	2.56 ha	2.659 ha	Area 3	2.14 ha	2.165 ha	Protected Revegetation Area	1.5 ha	1.653 ha	TOTAL	7.91 ha	8.197 ha
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		Response See below.
8.	Issues Raised by Christopher Woolley (145239) dated 15 March 2016 Objected to a modification to not seal the internal haul road (Schedule 2, Condition 12), for the following reasons: • It would have a detrimental effects on his home and land as his home is only 300 meters from the quarry central pit boundary.	A Level 2 Air Quality Impact Assessment, as described by the OEH (DECC, 2005) was carried out and provided with the Champions Quarry EA (ERM, 2010) to determine potential impacts from the quarry expansion. This was undertaken utilising a computer based dispersion model to predict ground level dust concentrations and deposition levels in the vicinity of the quarry. The air quality impact assessment demonstrates that the proposed expansion and operations can be undertaken in compliance with OEH air quality impact criteria for PM10 and TSP short and long term averages and dust deposition. Additionally, the concentration contours produced demonstrate that the predicted concentration are localised around the site and decrease rapidly with distance. The internal haul road between the CEA and SEA not being sealed is not anticipated to have negative air quality impacts on the surrounding environment. The area required to be sealed between the CEA and SEA under Schedule 2, Condition 13 is currently within the Operational Area of the Quarry and totals approximately 50 metres. The road has been constructed with a higher moisture content and a lower silt content than a standard dirt road, significantly reducing any potential dust emissions.

		Any impact of not sealing the internal haul road between the CEA and SEA can be further minimised by watering it at the rate of 2L/m²/minute as required. Adjacent to the objector's home is a dust deposition gauge which has been operating since August 2014. The levels have been between 0.2-2.4g/m²/month of Insoluble Solids Total Suspended Solids (SSt). The permitted levels under the Project Approval are 4g/m²/month. This monitoring will continue to evaluate the performance of the Quarry with respect to SSt and as the extraction rate increases. Refer to item 8 above. Further, the nature of the material being extracted by the Quarry means there is a reduction in the generation of particulate matters. Namely, the sandstone being extracted is 'soft sandstone' and therefore its inherent properties reduce potential for dust emissions to atmosphere compared to other extracted materials. It is also high in moisture (estimated at 8%). Refer to item 8 above. Refer to item 8 above. Further, the Quarry will continue to carry out testing via the dust deposition gauge in accordance with the approved Champions Quarry Air Quality Management Plan. This requires monthly testing of the dust deposition gauge by an Independent Laboratory. Refer to item 8 above. The road between the CEA and SEA will not be in use when the Quarry is not operating. Champions Quarry have an onsite water cart which is operational when the Quarry is open. Any impact of not sealing the internal haul road between the CEA and SEA can be further minimised by watering it at the rate of 2L/m²/minute as required. Further, the sandstone being extracted is 'soft sandstone' and therefore its inherent properties reduce potential for dust emissions to atmosphere compared to other extracted materials. It is also high in moisture (estimated at 8%). Refer to item 8 above.
9.	He has already had excessive dust episodes in the past with the past smaller quarry limits over the last 10 years.	
10.	To increase the traffic tenfold without sealing the internal haulage road will be detrimental to his family's health as well as himself.	
11.	Concerns with the self-regulation of dust suppression being with the quarry management, the prospect of this not being sufficiently adhered to will be detrimental to his family's health as well as himself.	
12.	Past windy episodes have resulted in excessive dusty conditions with weekend and/or holiday episodes where both the road and extraction areas are being disturbed outside Quarry operating hours. Sealing the internal haulage road should decrease the amount of dust that he may receive on a windy day under unfavourable conditions be it day or night.	
13.	To increase traffic tenfold and not seal the internal haul will disadvantage him greatly.	
14.	Dust from the quarry renders rainwater for domestic uses unusable without an expensive filter.	Refer to item 8 above. A Level 2 Air Quality Impact Assessment, as described by the OEH (DECC,2005) was carried out and provided with the Champions Quarry EA (ERM, 2010). The air quality assessment highlights that the proposed

		operations as conservatively modelled would meet the NSW DECCW air quality impact criteria for PM10 and TSP short and long term averages and dust deposition even without the sealing of the internal haul road linking the CEA and SEA.
15.	Dust would result in the decrease of electricity production from his solar panels, increase in costs and increased maintenance.	Refer to item 14 above.
16.	Dust would affect the growth and health of his vegetables.	Refer to item 14 above
17.	The proponent states that on one hand the haulage roads would break up quickly under working conditions but states many times in the original proposal that the product is excellent for road use, whereas Lismore City Council's expert witness, on the quarry product, in the earlier Land and Environment Court cases stated that, the product was not of a high standard? So just build the road with better product to a better standard so that they don't deteriorate like other quarries have done.	The Proponent states that the internal haul road, if sealed, would break up as a result of heavy machinery and in particular machinery on tracks. The quarry does not produce the product to seal the road. The road when constructed solely on quarry material and remaining unsealed, will not break up.

	Issues Raised by Resident (Anonymous) of Ballina (145153)	Response
18.	To delete or lessen consent conditions will sacrifice protection for the local residents, community and Council.	The amendments as proposed will have, if any, negligible impacts on local residents, community and Council.
19.	Objected to a modification to weighbridge (Schedule 2, Condition 9), for the following reasons: - A weighbridge is the accepted and reliable form of recording material extracted from the site for sales and reporting. Reporting to Lismore City Council in particular must be accurate to calculate monies payable for road maintenance. - The significant cost of installation of a weighbridge is not a valid reason to use scales. - A weighbridge is required for accurate and reliable reporting of extraction for road maintenance. - Relocating a weighbridge would be completely unnecessary as there is only one road leading from the quarry onto Wyrallah Road. That access road is the realistic placement for the weighbridge to record all extracted material leaving the quarry.	- Refer to items 3, 4 and 5. - Scales fitted to accredited front end loaders are an accurate way to measure sales volumes. The Proponent relies on the accredited scales to measure quantities for the purposes of sales and associated recording of sales quantities and truck movements. The Proponent would not rely on accredited scales if it doubted the accuracy of the method. - A weighbridge offers no greater accuracy than loader scales. A weighbridge if not calibrated correctly can also be inaccurate in the same way scales can be when not calibrated properly. - The weighbridge needs to be installed in a position that is visible from the loading area and the Central Extraction Area. Hence, the weighbridge cannot be located on the main access road, rather it would need to be located likely within the CEA. - The installation of a weighbridge would result in increased truck movements within the CEA as trucks would need to weigh in empty on the way in and weigh out loaded on the weigh out. Hence, utilising accredited scales fitted to front end loaders reduces one truck movement through the CEA via the weighbridge.
20.	Objected to a modification to not seal the internal haul road (Schedule 2,	Refer to item 8 above.

	Condition 12), for the following reasons: • Dust is currently an issue for the local community. • Seal the haul road as consent conditions require. • Proponent claims in the modification application that sealing of the road would contaminate the quarry as usage would tear up the bitumen. I suggest engineers could provide a solution other than smearing bitumen over the sand based existing road. Another cost saving measure for the operators at the expense of the community and their amenity.	• It does not appear that dust is an issue for the local community.
21.	Object to modification to update Figure 9 in Appendix 6 of the Project Approval for the following reasons: • The removal of Protected Vegetation has been assessed multiple times during this quarry's multiple applications. • All conditions were put in place with good reason. • Removing protected vegetation should not be permitted.	Previous assessment of the biodiversity off set areas and the protected revegetation areas were based on now out of date aerial imagery and had not been ground truthed. The proposed Figure has been ground truthed and is on a current aerial overlay. The only area removed from the Figure is the tree planting to the north of the main access road which was an error in the original plan. The figure exceeds all the minimum required areas as set out in Schedule 3, Condition 40 of the Project Approval.
22.	Objected to modification to request to remove Community Consultative Committee (CCC) (Schedule 5 Condition 6) for the following reasons: • The CCC is seen by the community as unapproachable. This is due to the perception of bias and resulting non-action. • The Proponent states there is little interest and assumes there 'may not be a significant concern to local residents'. I am aware that one community member of the committee sent a letter of resignation from the committee to the Dept of Planning. I am not aware of the content of that letter but that correspondence may shed some light on the committee. • Despite the operators wishes, the CCC is a requirement for all mining operations and I object to removal of it.	• The Proponent does not propose to remove the Community Consultative Committee (CCC). It proposes to reduce the CCC Meetings from twice annually to once annually. This is at the request of multiple members of the CCC and the lack of local residential involvement. • The CCC is chaired by an independent chairperson to promote an open floor. • Minutes are taken of all CCC Meetings and available for download at the Champions Quarry website. • The objector may request a copy of the letter referred to from the Department of Planning, to be provided at their discretion. The letter of resignation was not tabled at the CCC Meeting. • All issues raised at the CCC or tabled at the CCC have been discussed and addressed as evidenced by the Minutes.

Issues Raised by Resident (Anonymous) of Ballina (145041)		Response
23.	Objected to a modification to weighbridge (Schedule 2, Condition 9), for the following reasons: • Efficient and accurate recording is essential for this quarry operation to ensure local council and government agencies receive correct extraction details. These details are vital to calculate road maintenance levies payable. • Using front end loader scales on multiple machines is inefficient and	• Refer to items 3, 4, 5 and 19. • Using accredited scales not inefficient or complicated. Difficulties do not arise when front end loaders are also used in other tasks. The scales are linked to a printer which records the weights when required. A copy of the docket is retained for accounting and auditing records and a copy is also provided to the truck driver. • The exit route is via the main access road. The main access road is

provides frequent and multiple opportunities for errors. Difficulties arise as recording becomes inefficient and complicated when loader bucket weights for truck loading are mixed in with other buckets loads, e.g. moving material onsite, loading screen grizzlies, creating stockpiles etc. A single weighbridge point will accurately record all extracted material leaving the site. • A weighbridge has been part of the conditions from the initial approval which offered an original delay for the operators until production reached 100,000t p.a., then a second delay was provided to the operators of another 2 years (modification 1). Budgeting and planning for a weighbridge should have been part of the operators business plan but now the operators have stated they don't wish to install a weighbridge because of the significant cost. • Reliable and honest extraction details are required to protect local road maintenance. • A weighbridge on the exit route would also permit dust to drop from the truck as it slows and becomes stationary. The practice of dropping dust before exiting the site is an important issue for all Wyrallah road users. • Operators state they would have to relocate the weighbridge as the quarry develops. Relocation is completely unnecessary as there is only one road in/out for truck access. Weighbridge on this road would record all material leaving the site.	sealed from the quarry to the Wyrallah Road intersection. Due to the type of material, the Proponent does not experience any tracking of product, this is evidenced by the condition of the road. Regardless, any material that may have tracked would have left the truck well before the Wyrallah Road intersection.
24. Objected to a modification to not seal the internal haul road (Schedule 2, Condition 12), for the following reasons: • The impact of dust from the quarry. • Watering does not occur with any kind of efficient results. Permitting the operators to determine when to water is not acceptable currently and the dust problem will mushroom with increased production. • Sealing the internal haulage road, would alleviate any future disputes about need/frequency for watering. Sealing the road as originally conditioned will solve that dilemma. • Non specific wording that states 'watering as required' is a very poor inclusion to conditions. • The operators state the sealing will be destroyed by quarry traffic and contaminate the material. Again the operator has had ample time to prepare to comply with this condition by planning/budgeting for a road designed to withstand quarry traffic. Engineers are most capable of supplying solutions – e.g. a concrete road (after all this is a sand quarry)	• Refer to item 1 and 8 above. • The obligation to water any unsealed roads at the rate of 2L/m²/hour is already required under Statement of Commitment 6 in the Project Approval. A commitment that the Proponent has been complying with. • To date the Proponent has not received any registered dust related complaints or disputes in relation to watering any onsite roads. • The conditions merely require the sealing of a road. Concreting is not suitable and would similarly potentially rip up with heavy machinery over time resulting in a contamination of product.

	– to meet the requirements of quarry traffic and meet this consent condition.	
25.	Object to modification to update Figure 9 in Appendix 6 of the Project Approval for the following reasons: - Existence of a new body of water that is in part of Area 2 that was not present in the previous map. Is that new water storage a part of this modification application? - If the vegetation planting on the north side of the access road is removed from protection of the current condition, will the department provide a suitable condition to protect that area from removal?	- Refer to item 6. - Part of the retention dam is located on the edge of the Protected Revegetation Area, not Area 2. - The tree planting to the north of the main access road was never proposed to form part of the final rehabilitated landform as set out in the Landscape Management Plan. The area is required to be maintained during the operation of the quarry in accordance with the Landscape Management Plan.. Refer to item 22.
26.	Objected to modification to request to remove Community Consultative Committee (CCC) (Schedule 5 Condition 6) for the following reasons: - Local community members report the CCC to be condescending and bias. The community appear to feel intimidated and fear retribution if they were to attempt to be involved in the CCC. - Despite this, mining operators are bound to operate a community committee and it must not be disbanded.	
27.	Approval conditions set for this quarry has been the result of many, many examinations by many experts during it's journey through several separate applications with different government agencies and acute scrutiny in a court case by experts including environmental, industry and legal. These conditions have been refined and put in place for very good reasons.	The conditions are updated as the quarry progresses as are the Management Plans. Amendments are required to ensure that the quarry is operational and can provide a needed product to the local area including as part of the Pacific Highway Upgrade with appropriate operational and environmental management plans.
28.	Modification application provided by the quarry operators provides no legitimate reasons to lessen the protection of the current conditions for the public and government agencies other than costs savings for the operators. If the cost savings were to bear no ill effects on the community there would be no objection but that is not the case. Please protect the community by refusing these modifications	- Reasons for amendments are functional. - Refer to item 27 above.

	Issues Raised by Resident (Anonymous) of Tucki Tucki (144764)	Response
29.	Objected to a modification to weighbridge (Schedule 2, Condition 9), for the following reasons: Original conditions of consent have already been modified (29/10/13 Modification 1) to accommodate the delay of weighbridge installation by 2 years (in addition to the original condition which delayed weighbridge installation until more than 100,000 tonnes per calendar year). The Dept has granted ample and generous time frame for the proponent to honour	- Refer to items 3, 4, 5, 19, 23 and 27. - Accredited scales continue to be an effective and accurate method, even in larger scale operations.

- this condition.
- Collating bucket weight information from multiple loaders, doing a variety of daily activities other than loading trucks including moving material onsite, loading onsite plant and stockpiling is completely unreliable. Of course the proponent “does not wish to install a weighbridge”, deleting this condition would not only save the cost of installing a weighbridge but also provides the potential to lose count of bucket loads for road funding responsibility and production data reporting. A single weighbridge recording extracted material leaving the site is the most accurate and fair method to record production ensuring contributions to road maintenance is correct.
 - The proponent claims the location for the weighbridge “will change as the development progresses”. Laden trucks have only one route out of the site. The quarry’s single access road is a suitable and logical position for a weighbridge to collate all extracted material leaving the site during any stage of the development. Therefore, relocating a weighbridge would not be necessary as claimed by the proponent.
 - The proponent claims that bucket scales use is effective and accepted. I agree bucket scales are effective as an indicator for truck loading and small scale sales and reporting calculation. Bucket scales are not appropriate in large scale production.
 - The proponent states that limiting a non-weighbridge consent to 100,000tonnes p.a. creates a supply shortage. Complying with the installation of a weighbridge as deemed necessary in the consent conditions will negate the possibility of a supposed “supply shortage”.
 - Consent conditions were determined after extensive examination by many experts, development applications to multiple government agencies and examination in a court case. These conditions are in place to ensure some protection to the environment and community. Removing conditions because the proponent does not wish to install a weighbridge is unacceptable when local road funding could be compromised and detrimental to many in the community.
 - A weighbridge for a large scale quarry operation is necessary to ensure fairness and accuracy. Removal of this consent condition would likely be detrimental to government agencies, road maintenance and the community. I reiterate, quarry infrastructure is a necessary expense and a part of the very extensively examined operation requirements previously identified in the consent conditions. The proponent claims he

	“does not wish to install a weighbridge” because of the “significant expense”.	
30.	Objected to a modification to not seal the internal haul road (Schedule 2, Condition 12), for the following reasons: • Another condition the proponent is unwilling to honour because of the expense involved. The proponent lists the machinery that will traverse the road so they are well aware of the necessity to ensure engineering plans for road base and sealing is built to withstand quarry vehicle use. Large production quarries require large infrastructure costs and sealing the internal haul road to a suitable standard for quarry traffic is one of those. This condition is in place to provide dust control on what will be a busy haul road connecting extraction and processing areas. • Including a commitment to water the road “as required” is completely unacceptable. This commitment has been unsuccessful during the life of the quarries small operation. Dust currently impacts the neighbourhood, but permitting the quarry operators to determine “as required” when production increases to full capacity should not be permitted. The proponent on previous occasions has claimed that watering for dust suppression can undermine the road surface. This makes evident the lack of desire to water the road surface. It would be highly unlikely there would be a dedicated water truck driver, another disincentive for the quarry operators to water the road would be having to stop an employee engaged in productive activities to tend to dust suppression. “As required” is a poor inclusion. It is too subjective, relying on an opinion with no clear indication for either operator or neighbourhood resulting in ongoing dispute for which the Dept is responsible. Consent condition to seal the internal haul road must not be amended. To replace the condition with a watering option, without a definable trigger mechanism, or consequences is poor planning.	• Refer to item 1, 2 and 8 above. • The obligation to water any unsealed roads at the rate of 2L/m²/hour is already required under Statement of Commitment 6 in the Project Approval. A commitment that the Proponent has been complying with. • To date the Proponent has not received any registered dust related complaints or disputes in relation to watering any onsite roads. The conditions merely require the sealing of a road. Concreting is not suitable and would similarly potentially rip up with heavy machinery over time resulting in a contamination of product.
31.	Object to modification to update Figure 9 in Appendix 6 of the Project Approval for the following reasons: • The area of vegetation north of the access road from must be protected. The option requested by the proponents would provide the operators an opportunity to remove the plantings as desired once their obligation to ensure they are planted, watered, fertilised etc is fulfilled. I am unaware of any condition that specifies the visual landscape plantings cannot be removed. • RCS Group Plan dated 17/2/16 shows what appears to be a body of	• Refer to item 6. • The tree planting to the north of the main access road was never proposed to form part of the final rehabilitated landform as set out in the Landscape Management Plan. The area is required to be maintained during the operation of the quarry in accordance with the Landscape Management Plan. • The extraction areas must be 50 metres from Area 1. The operational areas of the quarry are permitted to be within the 50 metre buffer. The access road is within the operational area.

	water encroaching into an area of Protected Revegetation Area (Area 2). Also encroaching into the 50m buffer area near Area 1 is an access road and other earthworks. These appear to contravene the Director General's directions now that boundaries that have been "surveyed and ground truthed".	
32.	Objected to modification to request to remove Community Consultative Committee (CCC) (Schedule 5 Condition 6) for the following reasons: The Director-General has provided a clear instruction that relates to mining projects. Community Consultative Committee must be operated in general accordance with the Guidelines for Establishing and Operating Community Consultative Committees for Mining Projects (DOP, 2007) or its latest version. I would understand this to be a legal requirement. It is imperative that this condition remain fully intact so the community can have access to a more impartial hearing than is offered by the quarry operators complaints procedure. Perhaps the Dept can re-visit the letter of resignation to the Dept. of Planning from a previous community member to the CCC. This Committee and condition should not be reduced from it's current form.	Refer to item 22.
33.	The Department and other relevant agencies are responsible for ensuring that the proponent complies with this approval. We rely on diligence by these departments to ensure the consent conditions are not watered down to suit the proponents whims.	Reasons for amendments are functional.

		Response
34.	Issues Raised by Resident (Anonymous) of Tucki Tucki (144758) Objected to a modification to weighbridge (Schedule 2, Condition 9), for the following reasons: - Quarry owners have been given time extensions to provide this consent condition but now say the cost is significant and they don't wish to install a weighbridge. That is not a reason to excuse the need for a reliable and vital recording of extraction to calculate road repair funds to the local council. They have a responsibility to comply with consent conditions that protect the local roads. A weighbridge, as directed by the Department in the consent conditions is the most accurate method. - Quarry owners have stated a need for relocating a weighbridge as the quarry develops. Relocation would be impractical and ridiculous. Locating a weighbridge on the access road will enable every truck to be easily recorded without a need to relocate it. - Claims that limiting a non weighbridge consent to 100,000 tonnes per	Response - Refer to items 3, 4, 5 and 19. - Using accredited scales is not inefficient or complicated. Difficulties do not arise when front end loaders are also used in other tasks. The scales are linked to a printer which records the weights when prompted to. A copy of the docket is retained for accounting and auditing records and a copy is also provided to the truck driver.

	annum creates a supply shortage is illogical. To provide the full 250,000tpa all they have to do is comply with the consent conditions and install a weighbridge. Again, I ask that the quarry owners install a weighbridge for a reliable calculation of extracted material leaving the site. Just because it is expensive is not a reason to not comply with consent conditions. Quarry owners have been well aware of this cost from the beginning providing ample opportunity to plan/budget for the weighbridge.	
35.	Objected to a modification to not seal the internal haul road (Schedule 2, Condition 12), for the following reasons: - Watering of roads in quarries is well known to be virtually non-existent. - Sealing of the haul road as instructed in the consent conditions can alleviate dust pollution for the local community. - If wording such as – as required – is permitted there will be continuous disagreement as to when and how often watering is required. Everyone is well aware quarries water roads when government agencies are due onsite but rarely on other occasions. - Seal the haul road to suit the traffic using it.	- Refer to item 1, 2 and 8 above. - The obligation to water any unsealed roads at the rate of 2L/m²/hour is already required under Statement of Commitment 6 in the Project Approval. A commitment that the Proponent has been complying with. - To date the Proponent has not received any registered dust related complaints or disputes in relation to watering any onsite roads. The conditions merely require the sealing of a road. Concreting is not suitable and would similarly potentially rip up with heavy machinery over time resulting in a contamination of product.
36.	The dam that has been constructed near Area 2, where is the modification request for that?	Refer to item 6.
37.	Objected to modification to request to remove Community Consultative Committee (CCC) (Schedule 5 Condition 6) for the following reasons: No local resident is keen, or even remotely interested in the CCC as it can only be described as bias and intimidating.	Refer to item 22.
38.	Champions quarry project has evolved over several different applications to several different government departments with extensive scrutiny by experts during a Land & Environment Court case. The resulting conditions put in place by DOP are a refined list that should help to protect the environment and community. Removal of this protection should not be permitted.	Reasons for amendments are functional.

ANNEXURES

Annexure A - A series of scale dockets printed after loading a series of trucks for the one client on the one day (Item 3).

CHAMPIONS
QUARRY
09:37:57 Mon 29 Feb 2016
PRODUCT :

Weight	Sub-Total
8.25	8.25 t
5.15	13.40 t
-5.15	8.25 t
4.25	12.50 t
-4.25	8.25 t
4.45	12.70 t
8.00	20.70 t
7.65	28.35 t
4.05	32.40 t
TOTAL	32.40 t

CHAMPIONS
QUARRY
08:58:33 Mon 29 Feb 2016
PRODUCT :

Weight	Sub-Total
7.35	7.35 t
5.80	13.15 t
-5.80	7.35 t
4.95	12.30 t
-4.95	7.35 t
5.50	12.85 t
-5.50	7.35 t
5.35	12.70 t
-5.35	7.35 t
5.10	12.45 t
8.05	20.50 t
6.50	27.00 t
6.55	33.55 t
-6.55	27.00 t
5.80	32.80 t
-5.80	27.00 t
5.30	32.30 t
TOTAL	32.30 t

CHAMPIONS
QUARRY
08:47:19 Mon 29 Feb 2016
PRODUCT :

Weight	Sub-Total
8.00	8.00 t
4.65	12.65 t
-4.65	8.00 t
5.65	13.65 t
-5.65	8.00 t
4.95	12.95 t
8.85	21.80 t
8.70	30.50 t
3.80	34.30 t
-3.80	30.50 t
3.40	33.90 t
-3.40	30.50 t
2.70	33.20 t
TOTAL	33.20 t

CHAMPIONS
QUARRY
11:03:33 Mon 29 Feb 2016
PRODUCT :

Weight	Sub-Total
7.05	7.05 t
6.10	13.15 t
-6.10	7.05 t
5.80	12.85 t
8.90	21.75 t
8.45	30.20 t
3.10	33.30 t
TOTAL	33.30 t

CHAMPIONS
QUARRY
10:51:11 Mon 29 Feb 2016
PRODUCT :

Weight	Sub-Total
7.55	7.55 t
5.75	13.30 t
-5.75	7.55 t
5.20	12.75 t
-5.20	7.55 t
4.95	12.50 t
-4.95	7.55 t
4.90	12.45 t
7.40	19.85 t
6.90	26.75 t
7.05	33.80 t
-7.05	26.75 t
6.20	32.95 t
-6.20	26.75 t
5.70	32.45 t
TOTAL	32.45 t

CHAMPIONS
QUARRY
09:59:52 Mon 29 Feb 2016
PRODUCT :

Weight	Sub-Total
8.90	8.90 t
4.00	12.90 t
-4.00	8.90 t
3.60	12.50 t
8.65	21.15 t
6.90	28.05 t
5.15	33.20 t
-5.15	28.05 t
4.70	32.75 t
-4.70	28.05 t
4.00	32.05 t
-4.00	28.05 t
4.85	32.90 t
-4.85	28.05 t
4.55	32.60 t
-4.55	28.05 t
4.50	32.55 t
TOTAL	32.55 t

CHAMPIONS
QUARRY
11:19:51 Mon 29 Feb 2016
PRODUCT :

Weight	Sub-Total
8.65	8.65 t
3.75	12.40 t
-3.75	8.65 t
4.90	13.55 t
-4.90	8.65 t
4.75	13.40 t
-4.75	8.65 t
5.35	14.00 t
-5.35	8.65 t
4.65	13.30 t
-4.65	8.65 t
4.20	12.85 t
-4.20	8.65 t
4.00	12.65 t
7.20	19.85 t
8.30	28.15 t
5.55	33.70 t
-5.55	28.15 t
5.05	33.20 t
-5.05	28.15 t
4.40	32.55 t
TOTAL	32.55 t

CHAMPIONS
QUARRY
11:37:02 Mon 29 Feb 2016
PRODUCT :

Weight	Sub-Total
7.45	7.45 t
6.05	13.50 t
-6.05	7.45 t
5.70	13.15 t
-5.70	7.45 t
5.45	12.90 t
-5.45	7.45 t
5.20	12.65 t
-5.20	7.45 t
4.90	12.35 t
8.55	20.90 t
7.65	28.55 t
4.85	33.40 t
-4.85	28.55 t
4.40	32.95 t
-4.40	28.55 t
3.90	32.45 t
TOTAL	32.45 t

Annexure B - A copy of the Champions Quarry Customer Run Sheet for 29 February 2016 and the resulting tax invoice (Item 3).

PO Box 5261 East Lismore 2480

Customer:

PROJECT: 20 - SAND

[illegible]

CHAMPIONS QUARRY Tax Invoice

"A STATE SIGNIFICANT RESOURCE"

Champions Quarry 2 Pty Ltd
ABN 19 600 281 061

ah Road, Tuckurimba NSW 2480
h of Lismore

Address:
5261 East Lismore NSW 2480

Sales Ph: 0404 074 500

Accounts Ph: 02 6624 5450

Website: www.championsquarry.com.au

Email: championsquarry@yahoo.com.au

Tax Invoice To



Date	Tax Invoice #
29/02/2016	IS-16-239

P.O. No.	Terms	Due Date	Job
	30 Days	29/03/2016	

Description	Time Depa...	Driver	Qty	Rate	Tax Amt	Amount
Sand Loam 20mm minus	8.47	BF 05 DU	33.2	22.00	66.40	730.40
Sand Loam 20mm minus	8.58	BK 51 PQ	32.3	22.00	64.60	710.60
Sand Loam 20mm minus	9.37	BK 53 PQ	32.4	22.00	64.80	712.80
Sand Loam 20mm minus	9.59	AZ 84 QR	32.55	22.00	65.10	716.10
Sand Loam 20mm minus	10.51	BK 51 PQ	32.45	22.00	64.90	713.90
Sand Loam 20mm minus	11.03	ZEN 715	33.3	22.00	66.60	732.60
Sand Loam 20mm minus	11.19	BK 53 PQ	32.55	22.00	65.10	716.10
Sand Loam 20mm minus	11.37	AZ 84 QR	32.45	22.00	64.90	713.90

PAYMENT METHODS
DIRECT DEPOSIT ***** NEW ACCOUNT DETAILS

A/C Name: Champions Quarry
Bank: CBA
BSB: 064-445
A/c No: 1054 6940

BY CREDIT CARD

To Pay via Mastecard or Visa
Please have your Credit Card ready and call 6624 5450 to make your payment

Subtotal \$5,224.00

Tax \$522.40

Total \$5,746.40

Payments/Credits \$0.00

Balance Due \$5,746.40

Annexure C – An extract of the truck movements register listing the trucks that have been loaded using scales on 29 February 2016 (Item 3).

Champions Quarry 2 Pty Ltd

Truck Movements

29 February 2016

<u>Date</u>	<u>Qty</u>	<u>Time</u>
29/02/2016	33.20	8.47
29/02/2016	32.30	8.58
29/02/2016	32.40	9.37
29/02/2016	32.55	9.59
29/02/2016	32.45	10.51
29/02/2016	33.30	11.03
29/02/2016	32.55	11.19
29/02/2016	32.45	11.37

Annexure D – Correspondence from RCS Group dated 8 April 2016 confirming Protected Revegetation Area less retention dam (Item 6).

Our Ref: 15109c4
Your Ref:

8 April 2016

The Manager
Champions Quarry 2 Pty Ltd
PO Box 5261
East Lismore NSW 2480

Dear Sirs,

**Re: Assessment of Dam Encroachment into Protected Revegetation Area
Between Biodiversity Offset Areas 1 and 2**

We herewith confirm that we have undertaken measurements to determine the extent of the dam encroachment into the Protected Revegetation Area between Biodiversity Offset Areas 1 and 2 as shown on our Plan Drawing No 15109 SP2 dated 17 February, 2016.

The dam encroachment into the Protected Revegetation Area comprises an area of 102 square metres or 0.01Ha in total.

We note that the specified Protected Revegetation Area should have a minimum area of 1.5 Ha under Condition No. 40 of the Project Approval. The total area provided for the Protected Revegetation Area by survey is 1.653 Ha. There is an additional 0.153 Ha made available, of which 0.01 Ha is comprised in the dam encroachment.

We consider that this encroachment is negligible and of no consequence to the Project Approval as there is still an excess of land available for the Protected Revegetation Area over and above the minimum specified in the Project Approval.

Should you have any questions, please call our office at your convenience.

Yours faithfully,
Riordans Consulting Surveyors Pty Ltd.
Per;



A.R. Riordan
Director
Registered Surveyor
BSurv (UNSW) MIS Aust MSSSI.



Annexure E – Surveyors plan of biodiversity offset areas dated 24 June 2014 noting the areas and revised plan SP15109-SP2 (Item 7).



Suite 1 / 80 Conway Street Lismore NSW 2480
PO Box 4053 Goonellabah NSW 2480
Phone: (02) 6622 2112 email: info@surveyor.com.au
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Sheet 1 of 3 sheets

Plan of Biodiversity Offset Areas

Planning and Infrastructure and Yansea Pty Ltd

Locality: Tuckurimba

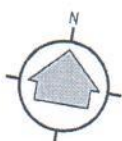
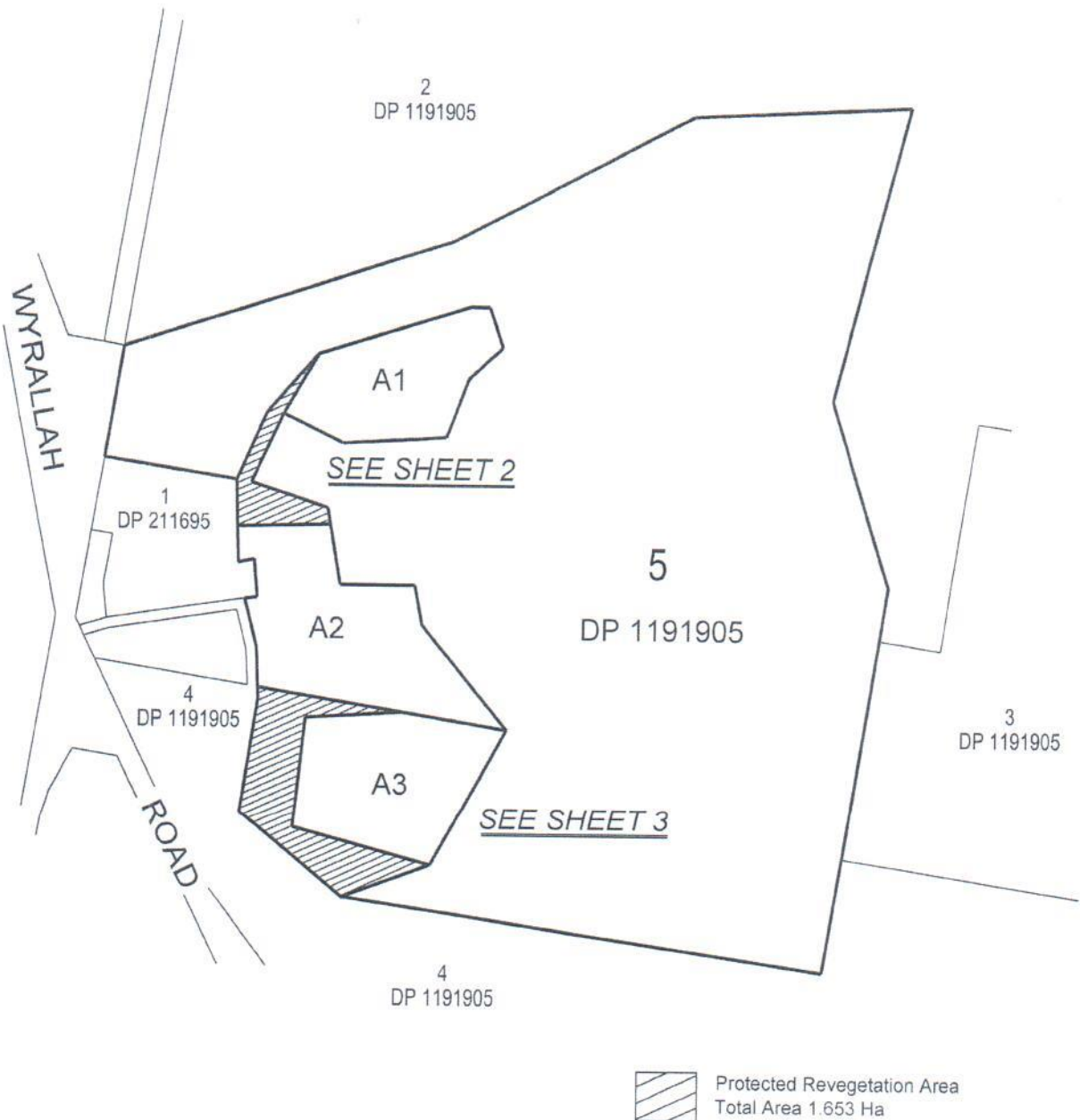
LGA: Lismore

Parish: Tuckurimba

County: Rous

Our Reference: 14031

Date: 24/06/2014



DP 1191905

Reduction Ratio 1:6,250

Surveyors Certificate

I, Anthony Richard Riordan of Suite 1, 80 Conway Street Lismore being a Surveyor registered under the Surveying & Spatial Information Act, 2002, certify that the survey represented in this plan (or sketch) was made in accordance with the Surveying and Spatial Information Regulation 2012.

Signature:

Surveyor Identification No.: 1905

Surveyor registered under the Surveying & Spatial Information Act, 2002.



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Sheet 2 of 3 sheets

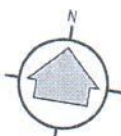
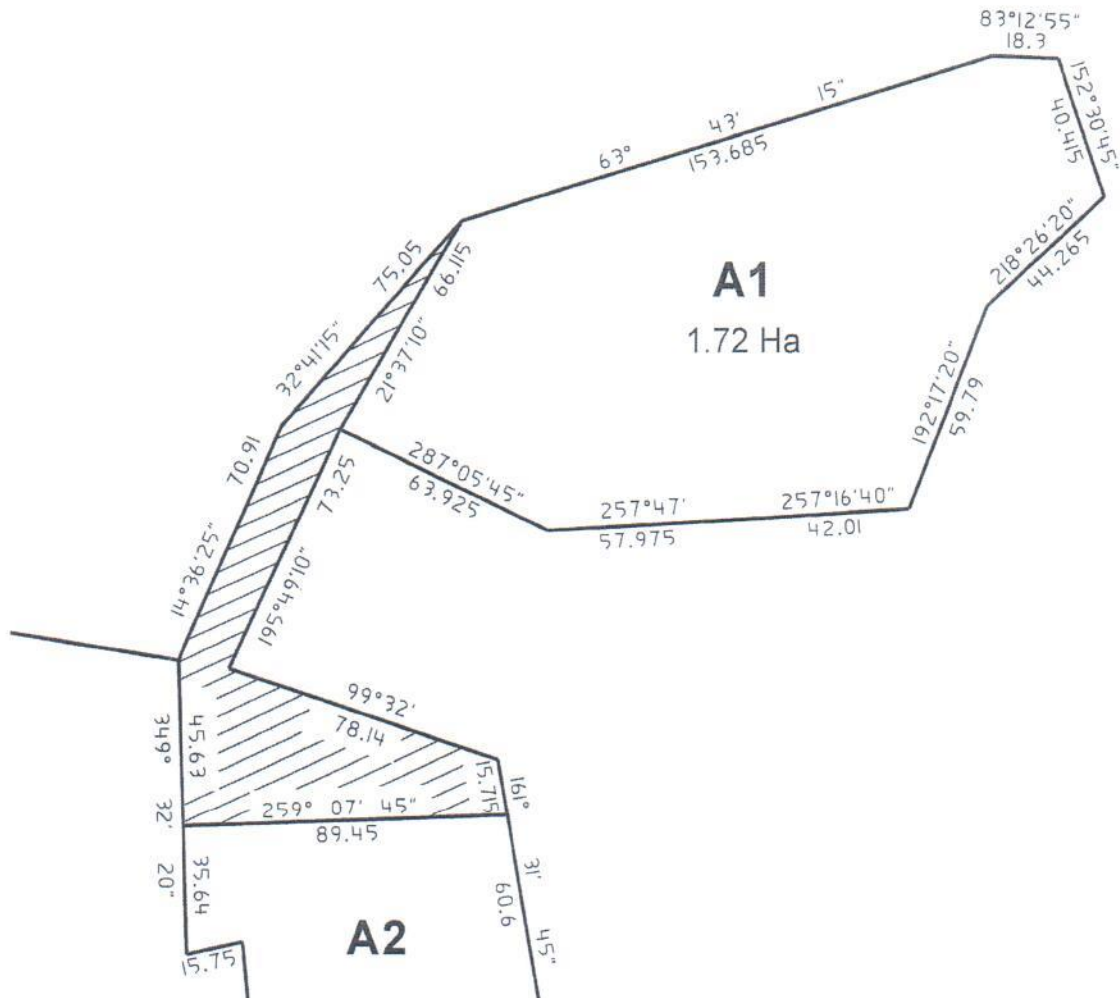
Plan of Biodiversity Offset Areas

Planning and Infrastructure and Yansea Pty Ltd

Locality: Tuckurimba LG: Lismore

Parish: Tuckurimba County: Rous

Our Reference: 14031 Date: 24/06/2014



DP 1191905

Reduction Ratio 1:2,000

Surveyors Certificate

I, Anthony Richard Riordan of Suite 1, 80 Conway Street Lismore being a Surveyor registered under the Surveying & Spatial Information Act, 2002, certify that the survey represented in this plan (or sketch) was made in accordance with the Surveying and Spatial Information Regulation 2012.

Signature:

Surveyor Identification No.: 1905

Surveyor registered under the Surveying & Spatial Information Act, 2002.



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Sheet 3 of 3 sheets

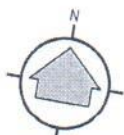
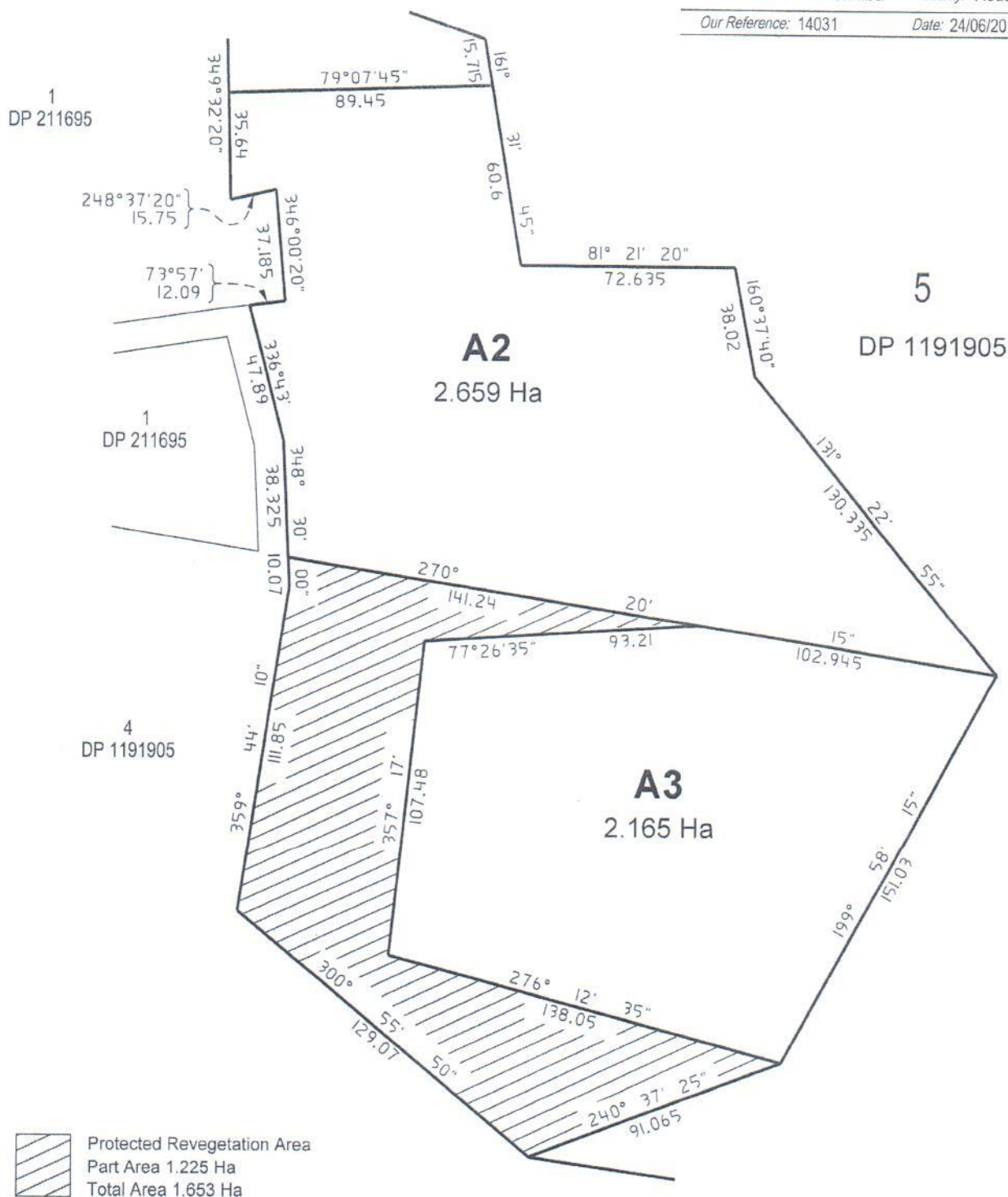
Plan of Biodiversity Offset Areas

Planning and Infrastructure and Yansae Pty Ltd

Locality: Tuckurimba LGA: Lismore

Parish: Tuckurimba County: Rous

Our Reference: 14031 Date: 24/06/2014



DP 1191905

Reduction Ratio 1:2,000

Surveyors Certificate

I, Anthony Richard Riordan of Suite 1, 80 Conway Street Lismore being a Surveyor registered under the Surveying & Spatial Information Act, 2002, certify that the survey represented in this plan (or sketch) was made in accordance with the Surveying and Spatial Information Regulation 2012.

Signature:

Surveyor Identification No.: 1905

Surveyor registered under the Surveying & Spatial Information Act, 2002.

Annexure F – Revised Figure 9 in the Project Approval noting the total areas of the biodiversity offset areas.

