

# Proposed Cabbage Tree Road Sand Quarry

Welcome to Edition 3 of the Cabbage Tree Road Sand Quarry Newsletter. Williamtown Sand Syndicate (WSS) would like to thank members of the Community, Interest Groups and surrounding residents for their continued input towards addressing concerns relating to the proposed project.

Since our last information session conducted on the 1<sup>st</sup> August 2016, WSS has distributed Newsletter Edition 2 summarising the concerns raised at the information session, met with individual residents at their homes and on site to further understand issues and continued to investigate and refine the proposal towards addressing these concerns.

This edition of the newsletter provides the opportunity to review raised concerns and the current response of WSS and an invitation to attend an additional information session should you still have concerns.

## CONCERNS RAISED

As requested at the information session and presented in Newsletter Edition 2, WSS has tabulated the issues raised and detail of our proposed actions. This table has now been updated to present a summarised explanation of how WSS intends to respond to the Department of Planning during the formal response to submissions phase of the Projects assessment. Table 1 of this newsletter details issues raised and WSS's current position towards the raised concerns.

## UPCOMING EVENT

WSS is pleased to invite members of the community to the Elizabeth Room at the Sir Francis Drake, 2259 Pacific Highway, Heatherbrae on **Monday, 10 October 2016 commencing 5.30pm for a 6:00pm** presentation to provide an update on WSS's plans. Tea and coffee will be provided.

## INDIVIDUAL MEETINGS

Those unable to attend the proposed Information session are offered the opportunity of individual meetings with the project team to discuss in detail the project and any concerns, please contact us on the details below to arrange a meeting at a time which suits you.

## CONTACT US

If you have any comments or additional issues not raised in earlier forums at the meeting and would like to arrange an individual meeting, or have any questions or feedback relating to the Cabbage Tree Road Project, please contact:

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## ABOUT WILLIAMTOWN SAND

Williamtown Sand Syndicate Pty Ltd, the proponent of the project is a Newcastle based privately funded investment business utilising local employees, contractors, consultants, resources and suppliers of services to undertake this project.

**Table 1** – Summary of issued raised and WSS response

Item	Concerns Raised	WSS Response
1.	Noise from the decelerating and accelerating trucks accessing and leaving the site.	<p>The proposed intersection configuration has been optimised to minimise braking and acceleration noise through construction of a Roads and Maritime Service compliant acceleration and deceleration lane with generous entrance and exit turn radiuses. The proposed configuration minimises the speed differential between Cabbage Tree Rd speeds and that of vehicles accessing and exiting the proposed quarry, minimising noise impacts.</p> <p>In addition WSS will implement a detailed driver code of conduct for all customers and haulage contractors of the proposed sand quarry. The code of conduct will be enforced by the quarry manager and Department of Planning audits. The drivers code of conduct will be provided to all potential customers and contractors prior the opening of the quarrying operation during our establishment and marketing campaign. In addition every truck driver entering the site will be inducted on his or her first site visit and will be ran through the driver code of conduct and the ramifications for non-compliance. The driver code of conduct will include but not limited to the following;</p> <ul style="list-style-type: none"> <li>▪ Quarry operating times.</li> <li>▪ Proposed digital sign prior to deceleration lane stating status of quarry being either open or closed subject to RMS approval. This is to mitigate early arrivals to the quarry.</li> <li>▪ No stopping signage for extent of site and deceleration lane to deter early arrivals.</li> <li>▪ Pre booking of high demand slots between 5am and 7am which are anticipated to be in high demand and limited, these slots are likely to be pre-booked, hence any unexpected trucks turning up will have to waits on site prior to exiting the site in the allocated slots.</li> <li>▪ Quarry approach and need to limit air breaking.</li> <li>▪ Respect our neighbours internal signage on exit of quarry.</li> <li>▪ Sign on gate – in the event of arriving prior gate being open turn off vehicle immediately.</li> <li>▪ UHF radio contact to quarry manager for enquiries prior on approach to the quarry.</li> </ul>
2.	Change operating hours to 'business hours' or avoid peak hour traffic.	<p>Quarry deliveries need to be delivered to receivable construction sites and batch plants during construction / trade related hours of operation.</p> <p>RMS's proposed condition of 6 trucks arrivals and 6 truck departures per hour between 5am and 7am have deemed the proposed volume satisfactory for the arterial roads functionality.</p>

3.	Air quality concerns from truck cleaning onsite (e.g. that happened at Macka's)	<p>No high pressure (air or water) wash down is proposed on the quarry site, washing down activities to be undertaken by haulage contractors at their respective depots off site.</p> <p>Code of conduct will reinforce the need to inspect and remove (brush down) loose sand from truck body prior to leaving the site.</p>
4.	Noise from trucks traversing proposed shaker grid	<p>Shaker grid will be positioned in excess of 500m from nearest residence at the transition of gravel to sealed road and is not anticipated to be audible from this distance.</p> <p>Code of conduct will reinforce the need to inspect and remove (brush down) loose sand from truck body prior to leaving the site.</p>
5.	Remove blocks 9A/9B from project to avoid noise and dust impacts to neighbours	<p>The extraction boundary has been modified during the this phase to provide an improved outcome from that originally proposed. The revised boundary now provides a greater horizontal buffer as well as added vertical elevation to the crest of the quarry along the Cabbage Tree Road frontage of approximately 9.0 m AHD.</p> <p>No constraints or exceedances exist to require 9A/9B to be excluded from the projects extraction area.</p> <p>Note: The project disturbance area has reduced by in excess of 20% from that original exhibited.</p>
6.	Proportion of resource being higher grade silica sand	<p>Areas of exposed white sand may be suitable for use in higher grade applications such as glass making and industrial applications are estimated at approximately 10% of the resource. Market demand and further sampling and testing will dictate the exact amounts available for these uses. Any further processing would be conducted offsite at specialised processing facilities.</p>
7.	Baseline health monitoring of nearby residents	<p>Our analysis of the noise and air quality impacts in particular suggest a baseline health assessment is not required given the limited predicted noise and dust exposure to neighbouring residents. Noise and air quality monitoring during the operation will ensure levels do not exceed criteria enforced for the protection of human health.</p>
8.	Williamstown/Joint Strike Fighter noise impacts due to topography change from project.	<p>Our detailed response to submission address this concern and provides an explanation that the low dunes provide limited to no buffering from noise compared to the ascent and descent movements of the JSF which is when residents would be impacted the most by the noise of the JSF. It is also worth noting that a dune will remain along the southern and western side of the site. A portion of dune was also avoided on the</p>

		<i>eastern side of the site.</i>
9.	Provide feedback from information session to attendees	<i>WSS is committed to making ourselves and project team available to the community. This newsletter and prior communication has been widely distributed along with appropriate contact details. Should anyone require clarification, additional information or copies of any community consultation documentation please do not hesitate to contact us via details provided on the first page of this newsletter.</i>
10.	Transport of contaminated groundwater due to surface water infiltration capacity	<i>Detailed reporting is being provided within the response to submissions addressing this concern. As the project will result in a slight increase in groundwater recharge, any contamination plumes from the RAAF base will be pushed back toward the base.</i>
11.	Hydrology and potential for surface water contamination and transport offsite	<p><i>The proposed operations design levels and operating methodologies i.e. refuelling and storage of liquids in a fully bunded impervious area mitigate the potential for spills and potential contamination.</i></p> <p><i>Metals such as arsenic and iron encountered during RZM's mining and the monazite buried on the site are located on or below the water table, of which the quarry will maintain a minimum of 0.7m buffer from during quarrying.</i></p> <p><i>Detailed reporting is being provided within the response to submissions addressing this concern.</i></p>
12.	Scale-up of operation after approval - commitment to not increase rates	<p><i>WSS commits not to scale up the project post approval via any form of Planning Modification for the duration of the project, based on gaining approval for:</i></p> <ul style="list-style-type: none"> <li>▪ <i>A maximum 530,000tpa</i></li> <li>▪ <i>6 trucks in 6 trucks out 5am – 7am</i></li> <li>▪ <i>10 truck in 10 trucks out 7am – 6pm</i></li> </ul>
13.	Employment for 20 truck drivers disputed	<p><i>Sand sold from the quarry will be either hauled by contractors or quarry customers in their trucks. WSS does not intend to own or operate its own fleet of trucks.</i></p> <p><i>The employment generation figure of 20 truck drivers is based on the average number truck drivers likely to visit the quarry on a daily basis.</i></p>
14.	Haul road threat to koala and other fauna in wildlife corridor	<p><i>A reduced speed limit through the wildlife corridor zone of 20km/h is proposed. The importance of this corridor will be reinforced at driver induction and code of conduct, along with suitable signage.</i></p> <p><i>Our quarry manger will be responsible for policing and enforcing all internal speed limits</i></p>

		with truck drivers.
15.	Zoning of properties as RU2	<i>The subject site is zoned RU2 Rural Landscape, this zoning is the same as that of surrounding properties which have minimum lot size 20ha and a variety of activities are permissible.</i>
16.	Williamstown Sand Syndicate structure & WSS Trust	<i>The WSS ownership structure is a small group of local and independent investors and operators with no current, nor proposed future business association with Cr Mackenzie or Nathan Tinkler or any of their related entities.</i>
17.	Will there be a bond for more than just rehabilitation?	<i>A bond will be imposed on the rehabilitation of the quarry as determined by DoP. In addition a \$250,000 bond is currently held by Port Stephens Council and will not be released until the project is completed satisfactorily. No other statutory or contractual bonds are required.</i>
18.	Number of additional trucks on road	<i>The proposed maximum traffic generation from the quarry, including the trucks returning on Cabbage Tree Road, has been modelled and deemed satisfactory for an arterial road by the RMS as stipulated in their correspondence.</i>
19.	Time of arrival and site access	<p><i>WSS will implement a detailed driver code of conduct for all customers and haulage contractors of the proposed sand quarry. The code of conduct will be enforced by the quarry manager and Department of Planning audits. The drivers code of conduct will be provided to all potential customers and contractors prior the opening of the quarrying operation during our establishment and marketing campaign. In addition every truck driver entering the site will be inducted on his or her first site visit and will be ran through the driver code of conduct and the ramifications for non-compliance. The driver code of conduct will include but not limited to the following;</i></p> <ul style="list-style-type: none"> <li>▪ <i>Quarry operating times.</i></li> <li>▪ <i>Proposed digital sign prior to deceleration lane stating status of quarry being either open or closed subject to RMS approval. This is to mitigate early arrivals to the quarry.</i></li> <li>▪ <i>No stopping signage for extent of site to deter early arrivals.</i></li> <li>▪ <i>Pre booking of high demand slots between 5am and 7am which are anticipated in high demand and limited, these slots are likely to be pre-booked, hence any unexpected trucks turning up will have to waits on site prior to exiting the site in the allocated slots.</i></li> <li>▪ <i>Quarry approach and need to limit air breaking.</i></li> <li>▪ <i>Respect our neighbours internal signage on exit of quarry.</i></li> <li>▪ <i>Sign on gate – in the event of arriving prior gate being open turn off vehicle</i></li> </ul>

		<p>immediately.</p> <ul style="list-style-type: none"> <li>UHF radio contact to quarry manager for enquiries prior on approach to the quarry.</li> </ul>
20.	Independence of truck operators	Sand sold from the quarry will be either hauled by contractors or quarry customers in their trucks. WSS does not intend to own or operate its own fleet of trucks.
21.	EIS Traffic data only 2 days (including Saturday)	Automated traffic counts were taken in front of the site on Cabbage Tree Road for a 7 day period, including weekends from 6th to 12 March 2015.
22.	Management and occurrence of rogue truck drivers, fatigue, speeding	WSS will implement a strict Code of conduct for truck drivers where repeat or bad behaviour will be banned from the quarry.
23.	Existing road condition; rutting; uneven surface (drain)	<p>Cabbage Tree Road is an arterial road under the asset management of the RMS. WSS will assist in making representation to the elected local member for the area to request additional funding for road improvement works from the RMS.</p> <p>Our proposal including the intersection will be conditioned by the RMS and DoP to undertake certain works to improve the existing conditions where there is a direct nexus to the proposed development.</p>
24.	Shoulder/intersection treatment and width and resultant change in corridor for cyclists	The provision of a cycle safe shoulder for the full length of deceleration/acceleration lane including a median crossing point at the proposed quarry intersection are being provided as part of the revised proposal.
25.	Sand on road	A street sweeper will be contracted from time to time to maintain all internal haul roads and acceleration lane subject to appropriate approval from RMS and Council to undertake these activities.
26.	Impacts to groundwater levels, surface water runoff and flooding due to the removal of the trees and the removal of the dunes, and how this may affect contamination.	<p>A detailed response to submission will be provided. Our existing understanding of the matter suggests:</p> <ul style="list-style-type: none"> <li>The project will operate a minimum of 0.7 m above the maximum predicted groundwater level, this is more than 2 m above the average groundwater level.</li> <li>Peak groundwater levels may rise marginally (i.e less than 50mm) in the short term following quarrying, and will reduce over time as vegetation regrows, this may result in a minor change in localised flooding levels (i.e. less than 50mm).</li> <li>There will no additional surface water runoff due to bunding around the perimeter of the resource and extraction areas.</li> </ul>

27.	What is in it for the Community? Above that proposed to go to Council in royalty.	<i>The Council royalty flow on effects and economic stimulus from the proposed quarry will benefit the local community to varying degrees. It should be noted that the Council's ultimate purpose is to manage infrastructure and services within its local government area for the benefit of its rate payers (or effectively its shareholders). As such any royalties will directly benefit the "shareholders" of the local government area.</i>
28.	Air quality modelling to ensure the silica sand measures are fully addressed in terms of how the sand should be managed and monitored.	<i>The revised air impact assessment and additional professional advice will be made available when our response is submitted to the Department of Planning.</i>
29.	Existing safety of Cabbage Tree Road, dangerous for left in and right turn into driveways.	<i>The RMS, the Project's Traffic Impact Assessment report and Traffic Safety Audit have all considered Cabbage Tree Road's capacity, condition and safety elements and deemed the arterial road satisfactory to convey the additional traffic safely.</i>
30.	Macka's sand has approval for increase in haulage rates that are only now being realised by the community, and they are not sure that the peak has been met.	<p><i>The RMS, the submitted Traffic Impact Assessment report and Traffic Safety Audit have all considered Cabbage Tree Road's capacity, condition and safety elements and deemed the arterial road satisfactory to convey the additional traffic safely.</i></p> <p><i>These assessments accounted for a 3% annual increase in traffic (i.e. an additional 30 vehicles in the afternoon peak hour), this will adequately account for increases in traffic due to other approved projects.</i></p>