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EMAIL TRANSMISSION

TO: Andrew Muir EMAIL: [REDACTED]
ORGANISATION: Lithgow City Council DATE: 2 May 2018
COPY: Hy-Tec, DPE, LCC REFERENCE: 652
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SUBJECT: Austen Quarry Modification 1 – Response to LCC Submission

Confidential Please Reply For Follow-up Urgent For your information

Greetings Andrew,

Following my discussion with [REDACTED] this morning, I have provided an overview of Hy-Tec's response to the Lithgow City Council (Council) submission regarding the proposed modifications to Development Consent SSD 6084. It would be appreciated if you could review these responses and provide further comment that may be reviewed and reflected in the formal *Response to Submissions* document that will be submitted to the Department of Planning and Environment.

Driver Conduct

In the submission Council notes an historic complaint regarding early arrival and queueing of heavy vehicles at the gates of the Quarry. Hy-Tec is aware of this complaint and discussed the concerns with the complainant at the time it was made. As a direct result of this complaint, Hy-Tec updated its Driver's Code of Conduct (which is signed by all drivers) to restrict all drivers from queueing at the Quarry entrance gate (on Jenolan Caves Road). Failure to comply with the Driver's Code of Conduct can result in disciplinary actions and if the issue is not resolved may result in a driver being banned from the Quarry.

To further limit the possibility of queueing on Jenolan Caves Road, a Hy-Tec employee opens the gates to the Quarry approximately half an hour prior to the commencement of operations. Hy-Tec has made an area available for trucks to park and wait within the Quarry before the weighbridge is open. The SAP software used by Hy-Tec to manage product despatch does not permit drivers to receive a ticket for product loading until the designated time for commencement (currently 5:00am) and will not permit trucks to leave after closing (currently 10:00pm Monday to Friday and 3:00pm Saturday). This system ensures that Hy-Tec maintains its commitments regarding operating hours, while the designated parking area avoids the need for drivers to queue at the Quarry entrance gate on Jenolan Caves Road.

Road Noise at Glenroy Bridge and the Glenroy Property

The Council submission refers to the requirement that noise at the Glenroy Bridge must be managed by all drivers and that there is no certainty of avoidance or implications for breaches of the traffic management plan. Council also requests that monitoring occur at the Glenroy property. Hy-Tec acknowledges the comments, however notes Jenolan Caves Road is a State road approved for 24-hour use over 7 days each week by heavy

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vehicles. At the proposed average daily traffic levels, the Hy-Tec contribution to total traffic on Jenolan Caves Road would only be approximately 26.8% of total traffic (based on traffic levels recorded on Jenolan Caves Road in February/March 2017).

The comment that there is no certainty of noise avoidance is correct, mostly because the road is approved for heavy vehicle transportation activities 24hrs each day over 7 days each week. The road is an important link to the Great Western Highway and is used by a significant number of other companies for transportation as well as tourist buses to Jenolan Caves and vehicles traffic to access Oberon and other villages.

The comments from Council fail to acknowledge the significant mitigation measures that have already been implemented by Hy-Tec in response to consultation with the owners of the Glenroy Property. It is also noted that the owners of the Glenroy Property have indicated their satisfaction with the measures. Hy-Tec commissioned long term (unattended) noise monitoring at the property with the results indicating that the road noise assessment criteria are satisfied at this location and that the implementation of a reduced speed at this location for Hy-Tec product trucks has reduced noise levels at this location when compared to all other vehicles on that section of the road.

Hy-Tec considers that the mitigation measures implemented and proposed for the Glenroy Property reduce noise levels generated by vehicles crossing the bridge and also provide mitigation to reduce the noise experienced at the residence (the family residence is 185m from Jenolan Caves Road and Glenroy Bridge). These measures are designed to mitigate the potential impact of noise generated by **all traffic** on Glenroy Bridge, not just that generated by Quarry-related heavy vehicles.

Hy-Tec considers that the proposed modification to operating hours for product loading and despatch are acceptable, with justification of the modification as follows.

- The road noise impact assessment for the proposed modifications concluded that the change in road traffic noise resulting from the change to operating hours and traffic levels would be negligible (<0.1dB(A)) between the Quarry entrance and the Great Western Highway over .
- Jenolan Caves Road is a State road approved for 24-hour heavy vehicle use. Hy-Tec's operations are consistent with this classification and Hy-Tec vehicles are not the only vehicles using the road and crossing the Glenroy Bridge. Based on the results of traffic surveys undertaken in February/March 2017, Hy-Tec trucks are approximately 17.5% of all midweek traffic on Jenolan Caves Road.
- The EPA submission notes that the Authority is satisfied that there would be no significant impacts on noise beyond the Site boundary.
- The RMS has recently resurfaced the Glenroy Bridge (February 2018) as a component of ongoing maintenance of Jenolan Caves Road. This has improved noise impacts at the Glenroy Property from vehicles travelling across the Glenroy Bridge.
- Hy-Tec has directed all drivers to implement a 40km/hr speed limit for all Quarry-related trucks at the approach to and on Glenroy Bridge to reduce the short-term noise levels that result from vehicles crossing the bridge.
- The recommended speed limit for Quarry-related trucks at the approach to and on Glenroy Bridge is implemented through the Quarry site-specific driver induction that all contracted drivers are required to sign and abide by. If drivers fail to meet the requirements they face disciplinary action and may be banned from the site.
- Hy-Tec funded an upgrade to approaches to the northern and southern sides of the Glenroy Bridge in late 2012 to remove general depressions between the bridge deck and its approaches that were contributing to impact noise as vehicles entered onto and departed from the bridge.

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- Hy-Tec has worked in conjunction with the owners of the Glenroy Property to plant 50 trees that, once grown, would act as a tree screen and reduce noise levels experienced at the Glenroy Property.
- Hy-Tec is also currently discussing installation of noise shutters at the family residence which would further mitigate noise impacts from all vehicles on Jenolan Caves Road, not just the Quarry-related vehicles.
- Hy-Tec has recently commissioned a campaign of noise monitoring at the Glenroy Property that indicated that noise impacts from Quarry-related heavy vehicles is less than other vehicles on the road, confirming the success of Hy-Tec's implemented mitigation measures.
- Noise monitoring at the Glenroy Property would continue for the life of the Quarry operation in accordance with the approved Noise Management Plan.

Finally, it is considered that the benefits of commencing truck despatch activities from 4:00am outweigh the potential impacts because of the following.

- Truck journeys commencing at 4:00am are likely to be up to one and a half hours less than when they commence later in the day. This has benefits for traffic congestion generally, time between breaks for drivers, diesel consumption, carbon emissions and the cost-efficiency of truck maintenance.
- All transport activities are contracted externally by Hy-Tec and commencing product despatch earlier in the day and avoiding traffic delays where possible, allows drivers to more effectively run their businesses and to maximise the number of journeys during busy periods. A large percentage of the contractors and drivers are living and operating their businesses from within the Lithgow City local government area.
- Increasing available hours for product despatch activities provides greater flexibility to Hy-Tec's operations and its contractors, while allowing for better planning for product despatch activities.

Tree Planting at the Glenroy Property

Council has requested that Hy-Tec provide a landscaping plan for the tree planting at the Glenroy Property. 50 trees were planted at the Glenroy Property on 23 April 2018. The location of trees was agreed and directed by the landowner. Given that the tree planting has occurred at the direction of the landowner, a landscaping plan is not considered necessary.

The owners of the Glenroy Property also suggested tree screening of the operational areas of the Quarry and 30 trees have been planted on bund walls between the Quarry and Jenolan Caves Road to better screen these areas from the road. It should be noted that the Quarry is not visible from the residence at the Glenroy Property.

Letter from Rosemary Barber

It is noted that the landowners of the Glenroy Property provided a letter to the Council, dated 6 March 2018 that was included with the submission provided by Council. In this letter, the landowners raised the following concerns regarding the proposed modifications.

- The area is prime beef producing country, a beautiful bird area and attractive to tourists, visitors and residents.
- Other quarries in Lithgow do not start operating until 7:00am.
- Jenolan Caves Road was not built for heavy truck use.

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- Glenroy Bridge was not built for heavy truck use.
- Potential impacts to the Glenroy camping area.

It should be noted that these concerns were not raised during consultation with Hy-Tec representatives who had met with the landowners on 3 March 2018 (three days earlier). A brief response to these issues is provided below.

- The existing approved operation of the Austen Quarry does not impact the ability of landowners in the Lithgow City local government area to use their properties for agricultural purposes. This would not change under the proposed modifications as no additional land is required for the proposed ongoing activities.
- The proposed modifications represent a net reduction in vegetation clearing and result in negligible change to road noise. Therefore, it is likely that impacts to birdlife in the local area would be improved under the proposed modifications and the appreciation of birdlife for local residents would not change.
- The proposed modification would not change the attractiveness of the local area to tourists, visitors and residents as there would be negligible changes to air quality, noise, water resources or visual amenity. This was confirmed in the submission from the EPA that notes the following

The EPA has reviewed the SEE for the proposed modifications and considers that the proposed expansion at the premises will not lead to any significant impacts on air, water or noise beyond the site boundary.

- Hy-Tec is not aware of the other quarries in the Lithgow area that limit their operating hours as described in the letter. However, it is important to note that the limits placed on any operation should be specific and relevant to that operation. The submission from the Division of Resources and Geoscience notes the significance and strategic location of resources at the Austen Quarry in relation to Sydney. The intention of the modification is to improve the management of transportation activities and to maintain the efficient supply of aggregates to the Sydney market. Commencing product despatch activities from 4:00am would improve the management of transportation operations, reduction in fuel use and hence reduced carbon emissions, while also improving opportunities for employment of local transport contractors. The SoEE assessed potential changes to road traffic noise and sleep disturbance incorporating the earlier starting time and concluded that the change in road traffic noise levels generated by Quarry-related trucks under the proposed modifications would be negligible (<0.1dB(A)) between the Quarry entrance and the Great Western Highway for both the night time (10pm to 7am) and daytime (7am to 10pm) periods. It is important that the operating limits imposed on the Austen Quarry are relevant to that operation and the assessed environmental impacts.
- As noted previously, Jenolan Caves Road (including the Glenroy Bridge) is a State road that is approved for 24-hour use by heavy vehicles such as those used for the Austen Quarry. Hy-Tec has been operating at Austen Quarry for over 13 years with minimal impact to the road surface. Regardless, as a State-managed road, the maintenance of Jenolan Caves Road and the Glenroy Bridge are the responsibility of RMS. It is noted that RMS resurfaced the approaches and crossing of the Glenroy Bridge on 8 February 2018 as well as other locations along Jenolan Caves Road as part of its ongoing maintenance program for the road.
- The landowners expressed their concern regarding potential impacts for users of the Glenroy camping ground. However, it should be noted that Hy-Tec is not the only road user in this location and that trucks and passenger vehicles cross the bridge throughout the night (Hy-Tec trucks are limited to the approved operating hours). The mitigation measures agreed with the

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landowners, most of which have been implemented, would further mitigate noise impacts for campers in this location. As described previously, a recent noise monitoring campaign has demonstrated that the noise generated by Quarry-related product delivery during the currently approved transport hours is generally lower than that generated by other vehicles on the road, principally due to the recently implemented direction from Quarry management to reduce the speed of Quarry-related heavy vehicles at this location and the fact that there are fewer Quarry vehicles than other traffic. In addition, it was predicted that the change in road traffic noise levels resulting from the proposed modifications would be negligible ($<0.1\text{dB(A)}$) for both daytime and night time periods based on trucks travelling at the currently approved speed limit (80km/hr).

I trust the above satisfactorily addresses Council's concerns regarding the proposed modifications. Hy-Tec has investigated all reasonable and feasible mitigation at the Glenroy Property and proceeded to implement most of the proposed mitigation measures at this location, to the satisfaction of the landowner.

It would be appreciated if you could respond to the above response so that we can provide the Department of Planning and Environment with an update these matters to inform assessment of the proposed modifications. If you have any questions on the response, please feel free to contact me in the RWC Brooklyn office or alternatively contact Darryl Thiedeke or David Cilento of Hy-Tec.

Regards,



Nick Warren
Senior Environmental Consultant

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