



New South Wales Government
Independent Planning Commission

TRANSCRIPT OF PROCEEDINGS

RE: DEEP CREEK QUARRY

PUBLIC MEETING

COMMISSION PANEL: PROF SNOW BARLOW (Panel Chair)
 JANETT MILLIGAN
 KEN KANOFSKI

OFFICE OF THE IPC: BRADLEY JAMES
 CALLUM FIRTH

LOCATION: CLARENCE TOWN SCHOOL OF ARTS HALL
 48 GREY STREET
 CLARENCE TOWN NSW 2321

DATE: 10.00AM ON WEDNESDAY, 13 DECEMBER 2023

TRANSCRIBED AND RECORDED BY APT TRANSCRIPTIONS

PROF. BARLOW: Good morning and welcome to the Independent Planning Commission's public meeting into the State Significant Project Application for the Deep Creek Quarry, a State Significant Development Application. I'm speaking to you from Worimi lands and I would like to acknowledge the traditional owners of all the land that we come to you from today and pay my respects to the Elders past, present and emerging and I also pay my respects to the Elders of any other communities who may be participating today. No conflicts of interest have been identified in relation to the Commissioner's determination of this project.

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My name is Professor Snow Barlow and I am the Chair of the Panel of this Independent Planning Commission determination and I'm joined today by my fellow Commissioners Ken Kanofski and Janett Milligan. We have, as Commissioner of the Planning Commission, a very specific but limited role in the planning process to decide this development application and, if so, if it were to be approved, what - on what conditions it is to be approved.

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We consider the Department of Planning and Environment's assessment report, the development application and your written and oral submissions and any other materials that are under the planning law required for us to consider. All these materials either that are available already publicly or will be made available on our website, the IPC website so our process is totally transparent.

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In making this decision we, the Panel, must obey all the relevant laws and consider all applicable policies and the public interest. We're also obliged to consider public submissions and that is the purpose of today. We want to hear from you, what you think about the merits of this application. It is not a forum today for you to make submissions about whether or not you would approve the project or what laws we must obey, we already know that. The application, as you know, has been already assessed by the Department of Planning and Environment and we'll hear from them and many of you have participated in that process and made submissions. We thank you for that participation.

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So there's no need for you to repeat those submissions because they are all available to us as part of this process. The applicant and the Department have considered your submissions and made them - take them into account in the application and the assessment and the conditions we have today. Today we want to hear what your response is to the Department's assessment of this application, their recommendation and the recommendation of the conditions.

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So the order of the day will be first I shall ask the Department to present their summary of their assessment report and the proposed conditions. Then I will ask the applicant to describe the project to us and their response to some of those conditions. We will then proceed to hear from you, the registered speakers. We will endeavour to speak to our - stick to our established schedule because in the interests of fairness you all have allotted times and I want to make sure that everyone receives the amount of time they've been allotted and we don't get any distortions to that.

I will introduce you when it's your turn to speak. A bell will sound a minute before your scheduled completion and then two bells will sound when time's up. The

Commissioners will, in most cases, ask questions to you after your presentation. We will not interrupt you during your presentation. So we are the people here today because we are trying to gather the information that ask the questions. We will not have questions from the floor during the presentations.

To ensure - if you have any copies of your speaking notes, any additional material you may give that to the Commission officers here today but if you do you must realise that, subject to your permission, they will be made public by posting on our website and this governs our approach to managing the information on the Commission's website. Finally just housekeeping here in this venue, this lovely venue exits from the venue in the case of emergency are located on either side of the hall from where you entered and also the toilets are located at the back of the stage up the stairs here and here. so with that introduction it's time to begin. So I begin by calling Jessie Evans from the Department of Planning and Environment to describe her assessment report - the all-of-government assessment of this project. Thank you, Jessie.

MS EVANS: Thank you, Chair. So good morning, my name is Jessie Evans, I'm the Director of Energy and Resource Assessments at the Department of Planning and Environment. My team is responsible for the environmental assessment of the State Significant Development application here today before us, the Deep Creek Quarry project. I'd like to start by thanking the Commission for giving us the opportunity to brief you. For the purposes of this presentation when I make reference to the project it refers to the Deep Creek Quarry project.

Next slide please. I would like to start by saying that preparing an assessment report for these types of projects is a very difficult task. The report that is publicly available on our website and the Commission's website is really only the final piece of a very long comprehensive assessment process. Yes, my report is a distillation of all the material presented to the Department and is designed to give the decision-maker, in this case the Commission, sufficient information to make a decision.

Next slide. Firstly, the project. In November 2021 Ironstone submitted a State Significant Development application and accompanying Environmental Impact Assessment for the project. The applicant sought approval to develop a new hard rock quarry to extract, process and transport up to 500,000 tonnes per annum of hard rock material over a period of 30 years. Quarrying would be undertaken using open-cut extraction methods, crushing and screening would also be undertaken on site. Construction and quarrying operations would occur from 7.00am to 5.00pm Monday to Friday and 8.00am to 1.00pm on Saturdays.

Loading and dispatch of trucks would be from 6.00am to 6.00pm Monday to Friday and 6.00am to 1.00pm on Saturdays. The quarry pit itself is - the quarry itself, sorry, is divided into three main areas, the office and workshop area, the quarry pit and the main stockpile area. All crushing and screening would be undertaken within the quarry pit using mobile plant.

Key water management features include two settlement dams and the quarry pit dam. The site would be accessed via a new dedicated quarry access road. Construction of this access road would require the establishment of a new intersection with the Bucketts Way. Road haulage of quarry products would involve trucks travelling south

for about 12.5 kilometres along the Bucketts Way before reaching the intersection with the Pacific Highway. The majority of trucks would then make a right turn onto the Pacific Highway and head south towards Newcastle, the Central Coast and Sydney. Trucking would be undertaken at a maximum rate of 25 laden trucks per hours.

10 The Department considers that the key assessment issues for the project relate to biodiversity, traffic, water and noise impacts and I'll go through these in more detail shortly. I'd also like to mention that social and air quality impacts including those related to human health aspects of air quality impacts have been considered carefully in the assessment of the project.

20 Next slide please. But before getting onto the key issues I would like to firstly set out the strategic context of the project following by a brief outline of the engagement the Department has undertaken. As you're aware, the project proposed the development of a new hard rock quarry on a relatively undisturbed site. The project is situated in a rural setting with the proposed extraction area about 100 metres to the west of Deep Creek which is in a femoral watercourse which joins the Karuah River about 20 kilometres downstream.

The primary target material for extraction is a rhyolite resource which is aimed at satisfying demand for high-friction road aggregates typically used in the construction of intersections and roundabouts where high-grip material is required to improve road safety. The rhyolite material also has a lighter colour giving it a high solar reflectance value that generates lower surface temperatures than typical road pavement aggregates.

30 The quarry would primarily supply hard rock products to the Hunter, Central Coast and Sydney construction markets. While it is difficult to quantify the amount of hard rock material required over the next few years the recent influx of applications to the Department for hard rock quarries in the region points to a strong demand in the short to medium term. The construction sector itself is a key contributor to economic growth in New South Wales employing approximately 370,000 workers and contributing 45 percent of the New South Wales taxation revenue base.

40 The need for infrastructure investment in New South Wales including within the Hunter region is identified in several key state and regional strategy documents. The increased demand for construction materials that could be partially met by the project combined with the surrounding rural and residential development and the recognised values of the region does prompt the need for careful and balanced consideration of these potentially competing land uses.

50 Next slide please. I'd like to quickly move onto the Department's engagement on the project. The Department publicly exhibited the project for 29 days in 2021 and during this time we received 59 public submissions of which 95 percent did object to the project. During the exhibition period the Department also carried out a site visit and held a community information centre at the Limeburners Creek Community Hall. We also undertook a second site visit which included a visit to a local landowner's residence on the 19th of June, 2023.

The site visits and community information sessions were informative and valuable to the Department's assessment of the project. We were able to hear firsthand the community's concerns and get an understanding of what the project would mean for them. The dominant issue raised in submissions was the potential traffic impacts of the project, closely following this were concerns about biodiversity, noise and vibration, air quality and water impacts. The potential health impacts of the project due to air quality impacts were also consistently raised as a concern.

10 The Department consulted with, and received advice from key government agencies and public authorities including the Mid-Coast Council and Port Stephens Council. The issues raised in submissions along with the advice from government agencies and public authorities has been given detailed consideration in our assessment of the project. This also extends to our recommended conditions of consent which were developed largely based on feed we received during agency consultation.

20 Now moving back to our assessment of the issues. Firstly, in relation to traffic. As mentioned earlier, the project would involve laden quarry haulage trucks travelling south for about 12.5 kilometres along the Bucketts Way before reaching the intersection of the Pacific Highway. The majority of the trucks would then turn right out of the Bucketts Way and continue along the Pacific Highway to markets in the south. Unladen trucks would travel towards the quarry along the same route but in the opposite direction. I just now point out that the first 7.2 kilometres in length of the Bucketts Way heading south from the quarry access road is within the Mid-Coast Local Government Area and the remaining 5.3 kilometres length is within the Port Stephens Local Government Area.

30 In terms of the assessed impacts the traffic volumes generated by the project would not result in a change to the existing levels of service for roads along the primary haulage route. While there is some deterioration in intersection and road network performance predicted during the life of the project this would mostly result from broader regional traffic growth and would be expected to occur with or without the project. Whilst some road safety risks were identified along the primary haulage route most of these would be resolved prior to the commencement of trucking. Further, there was no major concerns regarding road safety that were raised by either of the Councils or by Transport for New South Wales.

40 Ironstone has proposed a quarry access road and intersection with the Bucketts Way and several other measures to minimise the project's traffic impacts. This includes agreeing to pay road maintenance contributions to Mid-Coast Council and Port Stephens Council in accordance with each Council's contributions plan. Neither Council has objected to the proposed contributions for the project. The Department has recommended conditions requiring Ironstone to prepare a traffic management plan prior to the commencement of construction. The recommended conditions also require strict monitoring of road haulage rates and subject to these conditions the Department considers that the traffic impacts of the project are acceptable.

50 Next slide please. I'd now like to touch on biodiversity impacts as this was a key issue and was raised in over 59 percent of the objecting submissions the Department received. Key impacts to biodiversity from the project are predominately associated with the disturbance of about 30 hectares of native vegetation. While none of this

vegetation has been identified as constituting a threatened ecological community it does provide habitat for a range of threatened flora and fauna species. More specifically, two threatened flora species, the Black-Eyed Susan and the Nettle Bottle Brush and habitat for three fauna species being the Koala, Southern Myotis and Squirrel Glider. These would require offsetting via the retirement of what is named species credits. There is a further 14 fauna species which would require offsetting via the retirement of ecosystem credits due to the loss of foraging habitat.

10 Importantly, the project would not result in a serious and irreversible impact as defined under the Biodiversity Conservation Act. The project is also unlikely to have adverse effects on aquatic biota within Deep Creek or oyster agriculture industry located further downstream within the Karuah River estuary. To offset the biodiversity impacts of the project Ironstone has committed to revegetation riparian areas with koala feed trees, replacing removed hollows with nest boxes in retained vegetation and establishing an onsite biodiversity stewardship site. This onsite offset would include about 235 hectares within its own landholding and potentially a further 125 hectares within an adjacent holding.

20 Ironstone has proposed a staged approach for the retirement of credit liabilities. The Department does accept this staged approach and has recommended conditions requiring the retirement of corresponding credit liability prior to each stage of vegetation clearing. This approach aligns with Mid-Coast Council's recommendation that offsets be secured prior to clearing.

30 The Department's recommended conditions of consent require Ironstone to provide for the sound mitigation and management of biodiversity and offsetting in accordance with the New South Wales Biodiversity Offset Scheme. I would also like to point out that the Biodiversity and Conservation Division has not raised any objections to the proposed mitigation management and offsetting of biodiversity. Overall, the Department considers the impacts of the project on biodiversity are within the policies and guidelines set by the government and are acceptable subject to the recommended conditions.

40 Next slide please. We're aware that noise was also a key issues raised in public submissions with it being in about half of all the submissions received. The Department considers that there are two key elements of the project that have the greatest potential for noise impacts, these being noise from plant and equipment during extraction processing and truck loading and secondly, noise from the hauling of quarry products.

It is acknowledged that the existing noise environment is typical of a rural and rural residential land use setting and that the current key contributors to the acoustic environment are vehicles travelling along the Bucketts Way, The closest receiver to the quarry pit is about one kilometre to the south and the closest receiver to the proposed access road is about 280 metres to the north. Several features have been incorporated into the project design to minimise noise impacts and these include, but is not limited to locating the extraction area in a natural amphitheatre and positioning the processing plant within the quarry pit.

The proposed daytime-only quarrying and processing operations also removes key noise sources during the most sensitive night time and evening periods. The noise assessment included in the EIS adopted a conservative approach to setting noise performance levels and these are called Project Noise Trigger Levels or PNTLs. It adopted a default minimum daytime PNTL of 40dBa and a minimum night time level of 35dBa. In terms of predicted impacts the noise assessment indicated that daytime noise levels would be below the PNTL of 40dBa at all receivers with the exception of receiver 25 which would experience a worst case noise level of 42dBa and receiver 32 which would sit at the 40dBA.

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According to the noise policy for industry and the voluntary land acquisition and mitigation policy a one to two dB exceedance represents a negligible noise impact and is indiscernible to an average listener. The night time impacts, that is those occurring between 6.00am and 7.00am in this instance, noise levels would be below the PNTL of 35dBa at all but one receiver. Receiver R30 would experience a worst case noise level of 36dBa which is one dBa above the criteria. Again this represents a negligible noise impact.

20 The assessment found that there would be no exceedances of the sleep disturbance criteria, construction noise criteria or road noise criteria that is set within government policies and guidelines. The Department's recommended noise limits which are part of the conditions are consistent with EPA's recommendations and have been set based on the PNTLs for the project with the exception of the night time noise limit at receptor R30 which has been set based on the predicted noise level of 36dBa.

30 The Department has also recommended a range of other conditions that would require Ironstone to operate a comprehensive noise management system to minimise the noise impacts of the projects. The Department considers that the recommended conditions strike a fair balance between protecting the amenity of the local community and providing for the operation of the project. Object to these conditions the Department does consider that the noise impacts of the project are acceptable.

Next slide please. In relation to water resources the Department considered that the key issues in this aspect were associated with the discharge of site water and potential impacts to water quality and hydrology of Deep Creek, water licencing and then groundwater in-flows and drawdown potentially affecting nearby water users. The project has been designed to maximise the reuse of water on site to minimise the take of clean water from the catchment and to minimise discharges to Deep Creek.

40 The site water management system comprises a dirty water system and a clean water system. Captured water from within the settlement basins on site would be discharged via two licenced discharge points into the tributaries of Deep Creek. The discharge points would be regulated by the EPA under an Environment Protection Licence. The Department does consider that the proposed water management system has been suitably designed to manage risks without adversely impacting the receiving environment.

50 It is noted that excavation of the quarry would result in some in-flow of groundwater into the quarry pit, although this is expected to be relatively minor considering the low porosity of the strata within the extraction area. Impacts would be very localised and

limited to a less-productive aquifer. Importantly, the predicted impacts are less than the level 1 minimal impact considerations as set out in the New South Wales Aquifer Interference Policy. The Water Group within the Department of Planning and Environment has not objected to these assessment findings.

10 Ironstone has also demonstrated that it can obtain sufficient entitlement under its harvestable rights and water access licences to account for the quarry's water take. The Department has recommended that Ironstone be required to prepare and implement a water management plan and that must be done in consultation with the Water Group. The Department's recommended conditions also include a requirement for Ironstone to periodically validate the groundwater model for the project. The Department considers that the risks of impact to surface water and groundwater resources are low and that the project could be suitably managed in accordance with the recommended conditions to avoid any unacceptable impacts.

20 Next slide please. Air quality impacts were also raised as an issue in about half of all community submissions and the key emission sources from the project would be dust from extraction, processing and haulage activities as well as wind-blowing dust from exposed areas and stockpiles as well as combustion-based emissions from quarry plant equipment and product haulage trucks. The air quality assessment did indicate that the incremental, that is the project only, and the cumulative which is the total considering the nearby proposed Hillview Quarry, would comply with applicable impact assessment criteria at all assessment locations.

30 The Department has recommended conditions that would require Ironstone to comply with contemporary air quality criteria, implement all reasonable and feasible measures to minimise dust emissions on site and operate an air quality monitoring system to identify and manage potential exceedances. I'd also like to mention one aspect of air quality that was a particular focus for our assessment. During our engagement with the community we were made aware that receiver R30 suffers from a hypersensitivity to diesel particulates. The resident is concerned that diesel combustion emissions from the project would impact his health.

40 To understand the risk to this individual the Department did engage in independent expert who was Dr Jackie Wright from Environmental Risk Sciences to provide advice in relation to potential human health impacts from diesel combustion emissions from the project. Dr Wright confirmed that there are human health hazards associated with the exposure to diesel particulates. She also indicated that hypersensitive reactions can be caused by both acute and chronic exposure. She did advise that the most relevant health protective guideline values are 10 micrograms per metres cubed for acute exposure which typically relates to one hour exposure period or five milligram per metres cubed for chronic exposure which relates to long term exposure or annual average exposure.

50 Dr Wright assessed the potential health impacts associated with these emissions from the vehicles and equipment including vehicles travelling along the Bucketts Way and the quarry access road and as well as additional vehicles from the proposed Hillview Quarry road. She ultimately concluded that exposure to diesel particulates from the project would be below guidelines protective of adverse health impacts including for hypersensitive individuals. On this basis, the Department has concluded that the risk

of the project-related adverse health impacts to the nearby resident and other residents is low.

Next slide please. I'd now just like to offer some closing comments regarding the Department's assessment of the project. The Department does acknowledge the public interest in the project and, in particular, the community's concerns regarding the potential traffic, biodiversity, noise, air quality and water impacts. We also understand and appreciate the negative sentiment towards the project that has been expressed by nearby neighbours.

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The Department does acknowledge and accept that habitat loss is a key contributor to the decline of biodiversity within New South Wales. We also recognise that the project would impact several threatened flora and fauna species through the proposed clearing of remnant vegetation. Given these threats and the community concern regarding biodiversity impacts more broadly a key focus of our assessment was to ensure that Ironstone adopted the avoid minimise offset hierarchy of controls into the design of the project as far as practicable.

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We also recognise that the project's ability to avoid impacts to species habitat is restricted by the location of the resource and that complete avoidance is impracticable. Traffic and transport impacts from road haulage activities was another key community concern for the project. This is particularly understandable given the rural setting of the project and the potential impact that heavy vehicles may have on the safety and performance of the local road network.

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Notwithstanding these concerns our assessment did conclude that the existing road network generally has adequate capacity to safely cater for the additional project-related traffic. The Department has carefully considered all the issues raised throughout the assessment process and the feedback from government agencies and Councils. We've also considered the suitability of the site and whether it is in the public interest to allow the project to proceed. Our recommended conditions were provided to key New South Wales Government agencies and their comments were taken into account when finalising them.

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We recognise that the proposed quarry would contribute a range of high quality construction materials to local and regional markets. We do accept that there is a strategic need for hard rock quarry materials in the Hunter, Central Coast and Sydney regions and we do consider the site to be well suited for the project but we do also recognise that there is proximity of the project's hard rock resource to the Pacific Highway via the Bucketts Way and that facilitates efficient distribution of products to the market.

We consider that the project would result in significant economic benefits to the region and to the state of New South Wales through the supply of materials critical to the construction industry and it is, therefore, justified from an economic perspective. When considering all the social, environmental and economic aspects of the project and on balance the Department does consider that the benefits of the project outweigh the residual costs, that the site is suitable for the proposed development and that the project is in the public interest and is approvable subject to the recommended

conditions of consent and the Commission's consideration of the project. Thank you for your time this morning. Thank you, Chair.

PROF. BARLOW: Thank you. Thank you, Ms Evans. May I ask you question regarding the air quality and health section. Is - under the planning laws is there available a voluntary acquisition clause where there are significant impacts of air quality on human health?

10 MS EVANS: There is the Voluntary and Land Acquisition Policy which is called the VLAMP and when you reach certain triggers above the air quality criteria that is when that comes into play and that policy hasn't come into play for this particular project.

PROF. BARLOW: Thank you. Ken, do you have any questions?

MR KANOFSKI: On the - again on the air quality issue, did the study differentiate between the construction period for the access road versus the operational period?

20 MS EVANS: The air quality impact assessment would of, I'd have to get back to you on whether the health - sorry, the health assessment did.

MR KANOFSKI: Yes, sorry, the health - yes, it was the health policy I was most interested in. Yes.

MS EVANS: Yeah. I'll get back to you on the health one.

MR KANOFSKI: O.K. And also just whether it differentiated between pre-existing diesel particulate from Bucketts Way versus what's marginal and attributable to the project in both those zones?

30 MS EVANS: Yeah, I'll get - there is definitely a baseline period that is the baseline that's been used and then it accounts for the project and then we also - well, the experts also accounted for the proposed Hillview Quarry and that became like - so there's the baseline, there's a project and then there's the cumulative.

MR KANOFSKI: Yes. O.K. All right. Thank you.

PROF. BARLOW: Thank you. Anymore questions? Well, I don't think - there's no more questions from the Commissioners.

40 MS EVANS: Thank you for your time.

PROF. BARLOW: So thank you very much.

MS EVANS: Thank you.

PROF. BARLOW: Could I now call Jonathan Berry for the applicant please?

MR BERRY: I'd like to thank the Commissioners for giving me the opportunity to speak today. My name is Jonathan Berry, I work for Wedgetail Project Consulting

and Ironstone has asked me to talk on their behalf today. I've personally been working on this project - - -

PROF. BARLOW: Jonathan - - -

MR BERRY: Sorry.

PROF. BARLOW: - - - can you (not transcribable) (00:50:41).

10 MR BERRY: Is that better?

PROF. BARLOW: Yes.

MR BERRY: So I've personally been working on this project at various times since about 2014. So this is a short overview of some of the key aspects of the project but more comprehensive review is provided in the DPE's Assessment Report and with all the documentation within the major projects website. So the Deep Creek Quarry as you've heard is a 12 million tonne hard rock quarry. It will pull out about 500,000 tonnes per annum at maximum extraction over a period of up to 30 years.

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It will produce a range of quarry materials focusing on high aggregates, light-coloured aggregates supported by road base, crusher dust and a range of construction and decorative aggregates. It includes a new intersection, access road, workshop, stockpiles, weighbridge and an office. The total footprint of the quarry is about 32 hectares accounting for about 18 hectares in the quarry itself and about 14 - up to 14 for the supporting infrastructure.,

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Next slide. So the quarry will employ 10 employees within the quarry plus there will be associated haulage contractors. The rock will be extracted by blasting with an excavator and truck to move it to the crushing and processing equipment on the quarry floor. The quarry's aimed to operate essentially daylight hours Monday to Friday and a half day on Saturday. An important part of our conservation side of this project was the establishment of a stewardship site which is somewhere between 235 and 360 hectares and these - importantly these conservation areas operate in perpetuity beyond the life of the quarry.

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So this image here will help you understand. So the yellow you can see in the middle that's the quarry footprint. The larger yellow area is the quarry pit. The purple is one of the proposed stewardship sites and the pink is a potential stewardship site subject to a final agreement with the landowner.

Next slide. So this is more of a detailed picture of the project. You can see the pinkish ones there sort of show our fauna management measures which includes some koala fencing, koala exclusion fencing, fauna underpasses, exclusion grids. We've a bunding along the northern side of our haulage road, will be bunded and vegetated for the visual and help with receptor R30.

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Next slide. So this gives you an idea of the - as the access road comes in along the top, we cross that creek, we've got some speed control devices in there to slow traffic down and then there's an underpass - fauna underpass below the creek crossing that

will come up into the quarry and then you'll have an office and workshop and a weighbridge. Workshop is the next part along there.

If we go to the next slide. You'll see this is the quarry pit, the larger quarry pit. So that's the - how it looks on extraction. You'll have a floor of the quarry pit about 37 metres and that will sort of grade up to about 42 where you've got the pit crest there for reference. At the very western side is about 115 metres AHD. That ridgeline behind us and the largest - highest point on the site is 148 metres. So we're sort of tucked in - tucked into the hillside.

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This slide shows the main stockpile area to the north of the quarry pit and those green areas represent areas where we're looking at the preferred koala feed tree planting areas.

Next slide. So this gives you an idea of - in terms of the final land form, what we're looking to establish the batters on the western side of the quarry pit are 10 metres high and about six metres wide and they'll be approximately from the back of the pit to the top of the original ground there's about 70 - 73 metres. So the floor ranges, as I mentioned, from 42 to 37. It's aiming to be free-draining out via the former quarry dam and replanted with grassland with patches of woodland and with woodland on the benches.

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Next slide. So in terms of the quarry design since the very inception they've been conscious of the sensitive noise and visibility for dwellings in the area and they've sought to retain the ridgelines around the quarry, particularly to the south and to the western ridgeline towards Fords Road. We started with considerations of much larger pit areas because the entire hill is saleable rock but through various iterations of pit designs we've resolved to have a small pit focusing on the higher quality resources.

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So the pit avoids the drainage lines to the north and south allowing natural drainage to continue and the setback from Deep Creek is about 50 metres and the floor of the pit is about 10 metres higher than Deep Creek itself. So in terms of the access road, that was a point where we went through various iterations in the design. Initially there was some initial discussion of Forest Glen Road, that remains a public - sorry, a legal access to the property and the intersection is somewhat resolved with the Bucketts Way but given the number of residents along there potential impacts for dwellings and the (not transcribable) (00:56:37) the property that was - we looked elsewhere.

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Deep Creek Road. Again another legal access to the property was investigated but with the location of existing dwellings, land ownership and the inconsistencies between the road alignment or the gazetted road alignment and the land ownership or the actual location of the road we sought to identify a different location. Looked at a few other options in the area but ultimately landed on a property just to the north where it currently is now and it was seeking to run along the northern boundary of that property which was using an existing access handle for that property. Then during the process when we met with R3 or the Lancasters we've sought to move that road to the south, to move that access road further away from the - from their dwelling.

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So from a material benefits, I guess, this quarry's a little different to the - a lot of quarries in the area. The aggregate can actually help mitigate urban - urban

overheating. So you'll see on the slide on the right-hand side the two - top two lighter-coloured materials is what the main - one of the target products we're looking to pull out of the quarry and as you can appreciate they have a higher reflectance and which that higher reflectance from the standard quarry materials which are the three below can actually reduce pavements temperatures. That reduction in pavement temperatures onto improve - reduce run-off temperatures going into the natural waterways, reduces lighting costs and cooling costs.

10 In addition, the hydrate nature of the aggregate will help meet a demand which is quite high and for making roads safer. So that includes use on bus stops, black stops and roundabouts. So in terms of biodiversity we have undertaken extensive surveys across the site consistent with the biodiversity assessment methods plus extensive surveys for the New Holland Mouse and koala. Our design has included a range of controls including koala exclusion fencing, underpasses, speed control humps and preferred koala feed tree planting.

20 We will be developing a comprehensive management plan including a New Holland Mouse relocation plan. So we've looked at alternative areas along the - across the site to establish those plans. The stewardship site, as mentioned earlier, is 235 hectares plus an additional 125 subject to an option. We plan to have a staged retirement of those credits as the development proceeds ensuring sufficient credits are purchased prior to that biodiversity being impacted.

30 For traffic and transport. Just in terms of the numbers, at 500,000 tonnes, five and a half days a week, 52 weeks a year we'd need to maintain 55 laden trucks per day to achieve that maximum extraction rate. So what we've done is looked to allow for some redundancy and to meet the construction peaks and then proposed a 25 - up to 25 laden trucks per hour or 125 laden trucks per day. We will look to consult with school bus operators in the development of our traffic management plan to identify measures to help minimise the potential for conflict for school buses and as mentioned earlier, we'll have contributions for the maintenance of the Bucketts Way.

The traffic management plan that we are - that we'll develop will include a code of conduct for all truck drivers and aims at reducing impacts and this will include options such as suspension for drivers that don't follow the rules and, you know, are otherwise not representing the quarry in the best way.

40 So in terms of water. The pit design's aimed to avoid first order creeks to the north and south of the quarry and it's been spatially kept away from Deep Creek and also above the floor of Deep Creek as well. So we'll use - in terms of the water use we'll use runoff from the disturbance areas first and from two farm dams on the property, then if we need to, purchase water. There's been no identified impacts in terms of flooding and groundwater impacts are negligible. So with the management - detailed water management plans will need to be developed to manage water quality and quantity during construction and operations. The picture on the right there is Deep Creek with probably some health flows.

50 In terms of noise and vibration. As mentioned earlier, we've got - all the levels are below 50dB or at 40 dB for all receptors with the exception to R25 which is located just to the north and during worst case conditions that's predicted to have an

exceedance of 2dB or less. The design of the quarry has included consideration of measures to minimise noise for the duration of the quarry. That's included how we've sequenced the quarry using natural ridgelines to retain some natural attenuation of the noise.

We've got no predicted exceedance of blast vibration criteria but during the process of blasting, monitoring will be required to make sure that that is maintained and we're limited to up to 25 blasts per year and we'll have a notification system for residents prior to undertaking any blasting.

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So the predicted air quality impacts are compliant with accepted criteria and the process of consulting with the neighbours we have looked to relocate the access road acknowledging the potential health effects. So we've looked to move that to the south, we've relocated - sorry, that will include planted bunds with vegetation and then there is additional measures that we can implement during operations including truck speed, ensuring trucks aren't queueing nearby and that will be undertaken through the induction process.

20 So from a visual perspective there really is very limited visibility. The access road and intersection is the main area that anyone will see driving along the Bucketts Way and it's quite limited visibility from adjoining properties. The design of the pit has aimed to retain that western ridgeline towards Fords Road and the southern ridgelines more towards Forest Glen Road.

From a heritage perspective we've completed a comprehensive heritage assessment in consultation with the Aboriginal community and no significant constraints were identified and during the process we'll continue to work with communities to ensure heritage is managed appropriately.

30 So from a social and community perspective we understand that the sensitivities as Ms Evans has highlighted and noise within the - noise and dust impacts aren't predicted above criteria at any dwelling other than R25 is noted and we - we also understand community are concerned about the increase traffic on the road and the management of haulage and the condition of the Bucketts Way is going to be of high importance for the ongoing management of the Deep Creek Quarry.,

40 Another matter that came up was the potential change in reputation for the area but one thing I'd like to point out in that matter is that practically from a spatial context the change in land use will actually be - there's a 32 hectare quarry and up to 360 hectares in conservation. That's long term, in perpetuity, beyond the life of the quarry. So we'll then have a community consultative committee that will be established to help increase communication between the quarry and the community and we've also proposed to develop a community development fund to support the community.

50 As was mentioned earlier, the levy system for the road maintenance occurs and we'll be paying that into the Councils and we'll be actually proactive in seeking to ensure maintenance is undertaken. That's an important part of operating the quarry. The community development fund will be up to \$50,000 per year and that will be levied at 10 cents per tonne on production. So then the idea behind that is that that keeps the production levels consistent with the community - the money going back into the

community. The funding would go preferably towards supporting the local community with a higher weighting on areas closer to the quarry.

10 The community development fund would be determined by community members and following nominations the funding by community. So we'll be putting out information into the community to look at getting people to nominate for both the community consultative committee consistent with the guidelines and then with the community development fund we'll be making people aware of the ability to apply for funding various projects and then that community consultative would look to determine those applications and issue the funding.

20 So from the next steps, if the project was approved we'd obviously - we'll be establishing - the community consultative committee will be established and then we have to develop a comprehensive range of management plans that will include a social impact management plan, water management plan, biodiversity management plan, noise management plan, a traffic management plan and a driver code of conduct and a rehab management plan but within each of those plans there's several subsets to get into the nitty-gritty of how the quarry will operate and the measures that will need to be maintained to ensure it has a minimal impact on the community and environment.

So again thank you for the opportunity to speak today. Ironstone Developments are looking forward to being a safe and responsible quarry operator in the area to provide jobs and a unique quarry product that can help make roads safer and help provide options to combat climate change through the lighter-coloured aggregates. Thank you.

PROF. BARLOW: Thank you, Jonathan. I think we will have some questions.

MR BERRY: Certainly.

30 PROF. BARLOW: Janett, do you have a question?

MS MILLIGAN: I have a couple of questions. Truck movements. I think you said to us that if you had an even program and were operating throughout the year you'd need about 55 truck - laden truck movements a day so have you sought approval for up to 125 a day because you've built in redundancies, of course, to accommodate peaks and troughs. It does sound like a lot of redundancies so I'm just wondering if you can talk to us about how you calculated that and what the thinking was?

40 MR BERRY: Yeah. So, I guess, the nature of that number was based on the proponent's experience within the quarrying industry and the typical demands that are required on construction sites where - and, I guess, the ideal opportunity from a quarry perspective is they can get more material out within a shorter period of time which means that there's, I guess, less - less ongoing demands within the quarry. So they can move the material out and then look at managing other aspects. So it's built on that redundancy factor in addition to meeting construction demand.

MS MILLIGAN: Thank you. I had one more.

50 PROF. BARLOW: Yes.

MS MILLIGAN: Forest Glen Road you said that initially you've looked at that as an accessway to the operations and discarded that because of the number of residents, et cetera, along that road but I'm understanding that you're planning to use Forest Glen Road in the establishment phase - - -

MR BERRY: Yeah, that's correct. So - - -

10 MS MILLIGAN: - - - of the quarry. So my question is given that you're constructing a new access road to operations was there any consideration of establishing that road upfront and using that during the establishment phase of the project?

MR BERRY: Yes. So that has been considered and we'll be - in part our preference but the nature of the creek crossing over Deep Creek requires that - and that construction period can take sometime to develop that crossing and so what we were looking to do is float a few trucks in or some equipment in via Forest Glen Road in order to start work on the other side of the creek in the early - during that initial phase just to help ensure that the quarry is up and operating in the soonest possible time without developing the full quarry road before - then moving into the site.

20 MS MILLIGAN: So can you give us a fuller picture of how you might be using Forest Glen Road? Have you got a concept of how many movements or for how long?

MR BERRY: Look, in - like my expectation it would be - it will be a handful, three or four heavy vehicles that will move into there, like floated - perhaps a bulldozer and excavator and the like. On occasion that will need to be serviced or serviced - there may be a service truck that needs to get onto site to end up maintaining those - that plant, if needed, and that's about it. We're really trying to limit the access on Forest Glen Road. We know it is a sensitive space and so we're looking to try and ensure the construction period is as short as possible so things can get to a normality as soon as
30 we can and that's part of getting in on Forest Glen Road early to get that plant moving over down on the quarry side of Deep Creek sooner rather than later.

MS MILLIGAN: Thank you.

PROF. BARLOW: Thank you. Ken?

MR KANOFSKI: Yes. Can I just pick up, you know, how long do you think it will be - from - you know, from first bit of equipment floated down Forest Glen Road to - we've now got the new accessway constructed, what's your view of the time period?
40

MR BERRY: I would probably have to take that one on notice. Have a chat to the guys about the time period if we were to - if we were to avoid using Forest Glen Road altogether, do you mean, and then - - -

MR KANOFSKI: No, no, no, I mean, how long - just under your current plan how long do you think you'll be using because obviously, as I understand it, you're going to use Forest Glen Road to bring equipment in while you're building the access road essentially?

50 MR BERRY: Yeah.

MR KANOFSKI: And you're building the access road from the creek crossing out essentially.

MR BERRY: Yep.

MR KANOFSKI: I'm just trying to get a sense for how long that will go on?

10 MR BERRY: Yeah. Look, I'm guessing that construction road period is going to be probably in the order of two to three months potentially but it may be shorter. It depends of the intersection will require a little bit of work and then the creek crossing. So there will be a little bit to manage in that space.

MR KANOFSKI: O.K. Just while we're on the creek crossing, what's the width of the clearance through there? You know, how wide is the corridor?

MR BERRY: How wide's the corridor? I don't know off the top of my head.

20 MR KANOFSKI: O.K. That's fine. Just traffic for a second. In terms of the traffic management plan, I'm not sure how advanced you are in your thinking about this, but is there any consideration being given to whether you might need to operate differently during peak holiday periods?

MR BERRY: That is a consideration for the quarry. Obviously from any quarry that is producing material where we have haulage contractors using - aiming to use the quarry we're conscious that their time is money and if we have to - if they're sitting on the side of the road waiting for intersections to clear that - that may complicate things. So we have had some thought but in terms of how that - what that applies to and what that mean we haven't really finalised anything there.

30

MR KANOFSKI: Right. Thank you.

PROF. BARLOW: Thank you. A further question regarding biodiversity. The requirement of that - retiring that area, the initial 235, I think it is, hectares in perpetuity, what under New South Wales law does that mean? Is there a covenant on the title of that land?

40 MR BERRY: It will apply to the - basically in terms of whether it goes onto title, I believe it does but I'd actually have to - have to confirm that, whether that actually goes onto title, to be honest. It does - basically any - it is really restricted for any future development so obviously that is tied up. So it permits - basically it's a - in a sense a private national park that is sought to maintain and then it's managed over the next - well, there's funding through for the first 20 - allocated for the next - managements for the first 20 and then a further set of management for the next 20 beyond that and then the idea is that continues.

PROF. BARLOW: Yes. And is that land in freehold at present?

50 MR BERRY: It's - it remains in freehold for the duration of that management plan and that's - that's - the intent is that that land is managed by the landholder and he's

got a set of prescriptive requirements to manage and report on each year on how he's managed that consistent with the DPE's requirements.

PROF. BARLOW: Thank you. And just a final question and perhaps the detail's in your application. The koala underpasses in the road, the access road that you're going to build, what are those? Are these culverts?

10 MR BERRY: There's a combination of. So in the smaller ones basically the idea is you're - you're aiming to provide dry access for koalas to pass under the road. So you don't want to - it's not necessarily purely a culvert where the koala's getting wet feet every time he goes under the underpass, you're aiming to have - ensure there is sufficient - whether it's a platform attached to the inside of a culvert has occurred or the platform is wider - sorry, the culvert is wider that would allow koalas to pass either side of the central drainage.

PROF. BARLOW: O.K. Thank you. Ken, Janett? No more? So thank you very much, Mr Berry.

20 MR BERRY: Thank you.

PROF. BARLOW: The next speaker will be Kerrylea MacDonald. Could I call Ms MacDonald to come forward please.

MS MacDONALD: Good morning, Chair. Good morning, community. My name is Kerrielea MacDonald, I'm a resident of Fords Road in Limeburners Creek. I also own and operate a farm stay there which has been in operation for over 15 years with myself. I'm here today to formally object to the proposed quarry on quite a few subject points.

30 I would like - I know that there are going to be some people speaking about the koala habitat and things like that so I'll leave that to the experts but from a personal point of view the traffic obviously issues are a massive one. Having small children on school buses everyday, on the Bucketts Way it already is congested with a lot of heavy vehicles passing and with an extra - I think we said 25 trucks per hour that's literally one truck every two minutes extra on the Bucketts Way.

40 The other thing is in peak holiday times, not just public holidays but also in school holidays and so forth the amount of traffic going on the Bucketts Way up to Gloucester and back we can end up with traffic queues up to a kilometre long trying to get onto the Pacific Highway. The Pacific Highway did have some work done on it a couple of years ago for the turn coming from the south, turning left onto the Pacific Highway. That turn, to be honest, in my opinion and a lot of the community's opinion is worse than it was before they started the work.

50 If you have a heavy vehicle turning left onto the Bucketts Way and you're trying to turn right it will literally cut your view of the Pacific Highway. You cannot see while there is a heavy vehicle on that turning point. I'm sorry, I'm emotional because this is where I live, this is where I love. The other thing I'd like to go through which is not my area of expertise but I've had a few people speak to me about it is the rhyolite obviously coming from the quarry, what the quarry is proposed to do. When worked

by blasting, crushing or cutting products it produces compound crystallised silica which is proven to be a cause of lung cancer.

The New South Wales building industry requires the same handling procedures as it does with asbestos when dealing with those materials and the New South Wales building industry are also in the process at the moment of pursuing banning that use of the rhyolite in engineered stone, et cetera. When dry the compound can be carried by the wind potentially putting lives at risk. All of us are on tank water in the area, we don't have mains, we don't have a back-up and that is a real concern for all of us.

10

The other thing is the noise pollution and obviously the fact that, you know, we hear a lot through the valleys, we can hear trucks on the Bucketts Way and I am about u300 metres above sea level, 5.6 kilometres up Fords Road so I'm probably one of the furthest from the highway and we can still hear the rumbling of trucks constantly as is now. Sorry. Only other issues apart from everything that we've said is the lack of consideration to the community. We've got a lot of we will, we will, we will but so far the community haven't seen anything actually been done for those we wills and we tend to not have a lot of faith in the I will do this, I will do that when up to date, and we've been fighting this since November 2021, we've had no correspondence by them as an owner operator of a business, as a community apart from the Limeburners Creek meeting that we had. I'm pretty much finished with that so I want to thank you for your time and hopefully the right decision will be achieved. Thank you.

20

PROF. BARLOW: Thank you. Thank you very much, Ms MacDonald. I'd like to now call the next speaker who has come northward who will be speaking by phone to the meeting. So Carmel - could we bring Carmel in please.

MS NORTHWOOD: Yes. Hi, I'm here, Professor Snow.

30 PROF. BARLOW: Thank you. Please proceed.

MS NORTHWOOD: O.K. Thank you. I'm the convenor of the Koala Koalition, part of EcoNetwork Port Stephens. We object to this proposal on environmental grounds and I also object on the grounds of my own personal road safety. The whole of Bucketts Way is narrow, winding and dangerous. Transport for New South Wales says the Pacific Highway intersection is satisfactory because other intersections are similar. Deep Creek Quarry will add to the cumulative and combined impacts of many trucks. Road safety concerns must be addressed before the approval of anymore quarries.

40

Next slide please. Deep Creek is in the habitat protection zone of the Port Stephens Great Lakes Marine Park. The zone is marked yellow showing where restrictions are in place for the Karuah River and its headwaters.

Next slide please. The yellow area marked (not transcribable) (01:22:11) zone starts where the Pacific Highway crosses over the river. It includes Limeburners, Deep Creek and the branch. A hard rock quarry is not a suitable land use here no matter how many conditions are put in place. Climate change will cause severe weather events overcoming the best laid plans of mice and men.

50

Next slide please. This map was generated years ago (not transcribable) (01:22:38). The layers of data included are on the left-hand side of the slide and the key is at the bottom. The yellow haulage routes visibly connect. The route from Deep Creek Quarry cuts through National Park Estate and the main clusters of rescues are around towns where koalas are coming into harm's way.

10 Wildlife at Deep Creek has been enjoying a relatively undisturbed safe existence. This will change if the quarry is approved to send 50 trucks per hour along the road entry and Bucketts Way because they effectively divide the core koala habitat. Koalas are nocturnal and crepuscular meaning they're active from dusk to dawn. They will move away from noise even during daylight.

Noise is a major disruption to their survival as they need their vocal calls to carry long distances to find mates, avoid fights with other males for territory and for young to disperse safely by avoiding adults. See the bright pink triangle showing rescues of diseased koalas? This will be chlamydia that lies dormant while they're feeling safe. Stress from human activity, particularly noise and loss of habitat brings on the symptoms infecting their eyes and urinogenital tract. Without timely treatment koalas become blind, infertile and die.

20 Next slide please. Biolink concluded that koala activity in the area is at low use or transient movement levels rather than being used by individuals with established home range areas and said that no evidence of koala breeding was found within the proposed disturbance area. Yes, koalas are transient moving through their territory to find palatable new growth, not over-browsing but conserving their continuing access to food.

30 How can a quick survey conclude koalas are not in their home range? How can they find quickly evidence of breeding? By finding a joey hidden in its mother's pouch or locating a spill of pap the mother feeds her joey beginning the weaning process? Unlikely. I don't believe that this conclusion by Biolink which they also used in the approval of Brandy Hill Quarry is sound. It's a biased conclusion for a report that has been commissioned by the developer to support the proposal. The surveys may underestimate the biodiversity here.

40 The koala and New Holland Mouse, Perkilla were found in the pit location. 16 Perkilla were trapped suggesting a population of a thousand very significant when the entire mainland Australian population is estimated to be less than 10,000. Swift Parrots were not located but are recorded nearby and other species were also concluded to be not breeding on site when they may be.

Edge effects will have an ongoing impact on a much greater area if crushers and loading areas are not enclosed; thus, covering vegetation affects its growth by inhibiting chlorophyll production; thus, can be breathed in by koalas affecting their lungs and ingested on leaf affecting teeth wear and digestion efficiency. Species could be monitored after approval and motor vehicle hits listed as a triggering event but any repercussions may mean that incidents are not reported.

50 Next slide please. It's the last. Biodiversity offsets don't work. The New South Wales audit and the BCA review by Henry concluded this. Conditions aren't the

answer either. Quarries submit modification requests that ignore IPC conditions. For example, Karuah East Quarry had modification 10 approved in May. IPC should investigate the cumulative and combined impacts of the many existing and proposed quarries around here.

Deep Creek Quarry will have significant impacts and is not in the public interest. We recommend this proposal to be refused. You vote for rocks and you vote for koala extinction. Thank you.

10 PROF. BARLOW: Thank you. Ms Northwood, can I encourage you to make a submission to the IPC in a process that will happen in the next seven days - - -

MS NORTHWOOD: Thank you.

PROF. BARLOW: - - - because those diagrams you showed us were interesting but, indeed, we probably need more time to examine them in detail so please submit them in a submission to the Commission. Thank you.

MS NORTHWOOD: Thank you, Professor Snow.

20

PROF. BARLOW: I now will call on Mr Mark Lancaster and Mark is also coming through by phone. Can we put Mark on please?

MR LANCASTER: Yes.

MR BERRY: Hello, Mark.

MR LANCASTER: Snow, is it?

30 PROF. BARLOW: Please proceed.

MR LANCASTER: Thanks for that. I appreciate the opportunity to voice part of my concerns today. I'm Mark Lancaster. Lot 1. My property is adjacent to the proposed quarry access road. I moved here after being diagnosed in 2018 with hypersensitivity to diesel particulates, on doctor's and specialist's recommendations to find a relatively diesel-free environment. I already feel I'm a prisoner in my own property as I rarely leave. I feel this proposal has the potential to make me a prisoner in my own home. Leaving the property unusable during the operating hours.

40 I wish to reinforce my objection on the proposed quarry and access road on the grounds of this condition. I've read the development consent recommendations by the DPE. Although I do not agree with some of these recommendations a large amount of the information regarding this project it makes a (not transcribable) (01:29:29) concern in detail almost impossible in the time available. However, (not transcribable) (01:29:39) the access road location.

In the development consent they refer to an expert report on the effects of diesel particulates. I feel the report may have inadequacies with respect to addressing people that are already highly sensitised to diesel particulates such as myself. I question the
50 validity of the expert's report insofar as they appear to negate all responsibility on

quoted references. I also (not transcribable) (01:30:18) the decision's been amended by the DPE while not (not transcribable) (01:30:21) my doctor (not transcribable) (01:30:24) specialist views into account.

I'm sure the Independent Commission are aware, as stated in the New South Wales Duty of Care Law 2002 you cannot knowingly affect a person's health or wellbeing. I refer the IPCN committee to this report and would appreciate your chance in more detail my concerns with this report if they wish. As this access road location has the potential to very adversely affect my health I believe it should not go ahead in the proposed route. I wish to suggest some mitigation measures that could consider before the development proposal is affected.

Number 1. Make a small change to the proposed access road route, remove the dog leg with a straighter path in the Bucketts Way between the two dams further west as far as possible closer to the back of our property as shown in the map viewed yesterday. This change would still satisfy the requirements of the quarry proposals but will effectively move the road further from my home eliminating the dog leg and less potential of diesel particulates (not transcribable) (01:31:54).

Number 2. A thick tree screen to be planted along our boundary fence and Lot 552. I consider this would help with the adverse visual impact of the access road and more importantly, may lessen real-time impact of diesel particulates.

Number 3. Install diesel particulate real-time monitors between the access road and my home before the project commences so that both the quarry (not transcribable) (01:32:32) and myself can continually monitor diesel particulate levels to obtain some sort of benchmark, the particular level variations and correlate these variations with my diesel-related health effects over the life of the project.

Number 4. The proposed truck movements of around 50 trucks maximum in an hourly period seems to me to be very high considering the closeness of the access road to my home, especially when there is real threat to my health. Reducing these numbers would lessen the impact.

Along similar lines, number 5. The truck movements could be reduced to Monday to Friday only, at least giving us and all the Bucketts Way users some relief from heavy transport over the weekends; thus, reducing diesel particulate levels further.

Number 6. Due to my unique circumstances if this proposal is accepted it is then too late. I feel it to be only fair if mitigation measures implemented are not enough for a safe home environment and my health and quality of life is affected a voluntary acquisition of my property to be option in the conditions of consent. Thank you for your time.

PROF. BARLOW: Thank you, Mr Lancaster. We will now have a five-minute break and I just remind you the toilets are located to the left and right of the stage through the stairs. So we'll resume probably about 11.26 or 11.27. Thank you.

MEETING BREAK

50

RESUMED

PROF. BARLOW: Thank you. We will now resume. I'm sorry for that break, it was a little longer than we had hoped. We had a technical issue with one of the future presentations so I think we've probably got that solved now. So let's proceed. Would like to call now Stephen Albury please.

10 MR ALBURY: I live in Forest Glen Road and we will be 1300 metres from this proposed quarry. I'm going to talk about traffic and truck movements initially. In regard to truck movements in our current roads we are all aware of the excessive heavy vehicles cause ongoing damage to those roads due not only to their laden weight of these heavy trucks but also when they're empty. They bounce on any dips for imperfections in the road surface and they literally force the surface to break especially in wet weather conditions as we've seen being locals.

20 Studies have shown, and this was my own research, that one heavy truck can potentially cause damage to our roads that is equivalent to 10,000 cars and this is due to their constant weight transfer. This will only be made worse with the current road upgrades where they use a spray seal which is far inferior to the old more expensive proper bitumen that's laid down on our major highways.

Through research on my own heavy truck and dog gravel haulage trucks take a lot longer than our normal cars to reach a designated speed on the road. As an example, the average car can reach 100 kilometres per hour in a approximately 8.5 seconds but a 40-tonne truck can take up to 99 seconds or almost 12 times longer and I'm sure the locals have all witnessed this when a truck attempts to pull out of a major intersection such as the Bucketts Way and the highway. It just adds to the rick especially with smaller vehicles.

30 In regard to truck movements. There's a lot of figures and numbers going around but I'm quoting this from the Wedgetail Consulting. They say that 25 trucks per hour in peak periods over 10 hours but in real desktop analysis this could mean we could be putting up with 300 truck movements per day from this proposed quarry. Will the consultants and the IPC and Panel return and re-evaluate the increased risk to locals with this quarry if they do approve it. I don't believe you would as the assessment has stated that these extra trucks will not affect road use and in the EIS it states that there will be little or no delay at this highway intersection which includes peak times. Amazing how from their traffic count currently and desktop analysis that day-to-day motorist including receivers such as ourselves will hardly notice any delays including
40 peak time with up to 300 truck movements per day.

In regard to the employment it seems a little bit - there's some discrepancies there as well. In the EIS Executive Overview it states that this quarry will employ up to 10 fulltime employees; yet, when I read the economic section below this it states that between 17 to 31 jobs will be created in years '23/'24 to 43, 44. So which is the right number? Wow, looks this quarry's already looking to expand because it will need 31 fulltime jobs in the years 2043 and 2044.

50 Council and contributions which has been mentioned previously. When you look at the big number it looks pretty exciting, 11.1 million but when you break it up between

two Councils which is Mid-Coast and Port Stephens it only works out at \$185,000 each per Council per year and we all know that will go nowhere compared to the road deterioration that will occur with these heavy vehicles being excessive going to and from this proposed quarry. As with any approved development including mines and quarries if the proponent, in this case Ironstone Developments, is also approved they will be given a state government gift of being self-regulating, self-monitoring and self-reporting from the beginning of the project to the 30 years later when they have to do rehabilitation, that's if it's not extended between this period.

10 So the state government authorities are relying on this proponent to report and investigate any breach of their conditions. Trust is a huge undertaking when profit is the main driver in any of these developments. So in summary, I strongly urge the IPC and Panel to reject this proposed development on the grounds as mentioned and by any inappropriate development such as this quarry where the proponent is only focused on profit and not on us as receptors is totally unacceptable. With current legislation, this proposal does not directly return one cent back to the state government and it will have catastrophic impacts to us all for the operational life of the quarry.

20 PROF. BARLOW: Thank you. Any questions? Thank you, Mr Albury. I now call on Amanda Albury. Sorry, Megan - sorry, I was just - yes, Megan Benson. Thank you, Megan. Sorry.

30 MS BENSON: My presentation is a summary of our formal submission that I'm leaving for the Commissioners. The project should be refused because the generated truck movements will cause significant unmitigated safety risks to the general public. The biodiversity impacts are unacceptable and the project does not adequately avoid impacts on threatened species including the koala. We take issue with the DPE's subjective assessment of resource and supply demand in the absence of strategic or cumulative impact planning for this project and the other quarry proposals in our region.

Mid-Coast Council's economic development strategy recognises our environment as a valuable economic driver. If there is to be a balanced approach to project approval the cost and benefits of not proceeding with the project should reflect the economic value our rural environment affords to the local and wider community now and into the future.

40 The Hunter Regional Plan states that development proposals for quarries will be promoted if they're in accordance with district planning principles and local strategic planning, that they should balance economic benefits with the protection of the environment and local communities. However, there is no planning for regional quarries currently proposed.

We face ad hoc development that flies in the face of community expectation. Decisions are taken out of our Council's hands. Local knowledge and concerns are set aside by questionable assessment process that insists problems can be managed and offset. There is no consideration of the cumulative impacts these quarries will create. The project will unavoidably generate direct threats to koalas including habitat loss fragmentation and degradation of wildlife and climate refugia corridors, cause disease-

related stress and dislocation, see to the decline in genetic diversity and increase the likelihood of vehicle strike.

Port Stephens and Mid-Coast Councils have received substantial government funding for koala protection initiatives. When the DPE refuses to recognise the threats to our regional koalas and our other threatened species will be exacerbated by projects like Deep Creek one can only assume the DPE finds our region's environmental attributes expendable. The DPE's recommendations do not reflect the directives of the Biodiversity Conservation Act.

10

The Bucketts way and Pacific Highway intersection is an important essential regional intersection that is already considered unsafe by Mid-Coast Council and our Federal MP. Earlier this year Mid-Coast called for a full upgrade of the intersection, complete with an overpass. The Bucketts Way is designated as a tourist drive and a recognised critical detour route when closures to the Pacific Highway occur. Tourist and visitor traffic, agricultural produce freight, school transport and daily commuters use this road. Adding up to 50 haulage trucks per hour to current traffic is a recipe for disaster especially at the highway intersection during holiday periods.

20

A little bit. The cumulative impacts from other regional quarries which may involved over 1,000 daily truck movements north and south past the intersection will render the intersection extremely dangerous. The DPE has irresponsibly failed to assess the traffic impacts. The project will never gain community approval whilst the necessary road infrastructure that ensures community safety is not in place prior to quarry operation.

30

The project presents substantial inherent risks that will be exposed over time to our natural environment, our social amenity and safety and local, rural and tourism economy in the absence of strategic and cumulative regional planning for quarry development that justifies the project's approval and which reflects the local economic impacts of the development on our communities the project should be refused.

PROF. BARLOW: Thank you. I'd like to now call Amanda Albury please. Amanda, I hear you have a large number of photos so please be - - -

40

MS ALBURY: We'll try and show what we can. What you're looking at is me standing on the driveway to the quarry to our east, 10.5 kilometres away, Hunter Quarry. I'm talking about the cumulative impacts both the individual proposed companies and the operating quarries and mines. My name is Amanda Albury and I object on behalf of the wildlife, the headwaters of Deep Creek to Karuah River. Deep Creek is a protected zoned creek of the Karuah River, Port Stephens, Great Lakes Marine Park.

What this slide is showing here, it's not just one mountain that they want to take out, it's actually one, two, three and then there's these other ones around. So there's at least four that I could see. So it would be bad enough if it was one but there's four. Now, these are the headwaters of Deep Creek. These are the creek systems that they want to divert and then they want to dig up.

Next slide please. Next slide please. That's just my protest and Stephen's protest. O.K. This statutory declaration, I will send the Panel a copy of this, and I can't read it all out but it's actually writing about the actual real-time impacts that I, as a victim of an operating quarry 10 and a half K away, is impacting us on our property in the Forest Glen Road Limeburners Creek and so to push it into how dangerous these coalmines and quarries CSG industries are, et cetera, to people's health while it's destroying the environment I have now legalised it on stat dec and JP-signed so I will make sure that you get a copy of that.

- 10 Here the mine blast fumes, that document is a state government document in April of 2023 taking photographs of the quarry blasting which I'm being told to do by EPA and the DPIE compliance. The wind changed and me thinking that the wind was blowing over my head west to east it actually changed direction and it blew it straight over me. The health impacts that I suffered, I was fighting to get a breath in and I actually at one point thought I was going to die and Stephen would come home to find me dead on the driveway.

- 20 The full report will go into IPC and of that incident, and there's been a number of other incidences with the black smoke plumes, my voice has been left in the way it sounds from when I was gassed in April 2023. It burnt inside my respiratory and my noise.

Next slide please. What really disturbs me just ongoing stat dec, is I know people directly, adults and children that are impacted by coalmines, quarries in our valley and elsewhere around New South Wales as I was the President of Rivers SOS and I met people around New South Wales that were suffering the same impacts that we were whether it was a coalmine, a quarry or a CSG or like the poor people in Orange, New South Wales, gold.

- 30 Next slide please. So they didn't all come across? The Wallaburra - I'm sorry, the ICAG, I'm sorry. O.K. Terrific. Thank you. I need definite prompting. So on our property we bought 21 years ago and our air was so clean and the tank water was so sweet that the air actually hurt our sinuses if we breathed in too deeply. The lichen grew off everything, there was so many different colonies of living lichen altogether on the screens, the doors, window screens, on the furniture, the veranda posts and growing on every plant species they could grow on.

- 40 Around 10 years ago the lichen started to look really sick and it stopped growing and around eight years it dropped off everything, off the furniture, off our screens, off our doors. Now, obviously we know as the adults we are that lichen will only grow in a clean environment. Our environment stopped being clean and it actually stopped being healthy to anyone coming onto our property including us living there. The health impacts and the health crimes go undocumented, they go unacknowledged. That's the crime in humanity being done.

- 50 Our base noise on our property is around 30, 32 to 36 decibels and that's if wildlife go chirping past or something. On the day that the IP Panel came yesterday the wind was blowing quite strong and it was actually moving the noise monitor to 50, 55, 60 decibels and then it would shoot back down to 40 and there's a big difference between wind and storms and wildlife noise to the noise that a quarry or a coalmine produces

and the crushers and the blasting and the digging and the truck loading and the truck movements, et cetera, and the ground vibrations and there is no way that you can mitigate any of that noise on impacts on other people on our properties or surrounding areas.

10 As I said, we're smashed by a quarry to our east, 10.5 kilometres approximately, our tank water is contaminated and even with the filters that we have we can still taste the dirt in the water but everyone is left with the impacts that we're suffering, we're not assisted to actually have these injuries and also contaminated tank water, et cetera, mitigated, to use the terminology. We're 10.4 kilometres from the Pacific Highway, we can hear the trucks on the Port Stephens breeze blowing across to us. We can also hear the truck movements from the Bucketts Way, we're 1.5 kilometres, particularly when it's rained and then the truck's wheels are more noisy on wet roads.

20 If this proposal quarry goes in we would be approximately a line on a map 1.3 kilometres from the open-cut pit to our house. The people across the road would be closer. The people in Fords Road, there's houses, Ebsworth Road and then you go into Ironstone Drive, Guns Gully Road and then the houses along the Bucketts Way being impacted by the haul road proposed.

PROF. BARLOW: Ms Albury, I must ask you to finish soon.

MS ALBURY: Conclusion?

PROF. BARLOW: Yes, please. Thank you.

30 MS ALBURY: O.K. Yep. So the last thing that I'd just like to just mention is people pretend that there are no casualties to these types of approvals. However, you're all just pretending we don't exist. The victims of your approvals, the victims of these people, their companies, their businesses are antisocial in everything they do. Producing the noise and the blasting fumes and noise and dust and truck and vehicle movements, trimmers destroys the environment and kills the wildlife and the natural creek to river systems that we're living in that environment.

40 So I'm asking the IPCN to stop approving further new quarry developments regardless of the reasons. Our wildlife are being slaughtered, this is like every other area, koalas and other wildlife species trying to survive and being slaughtered with every approval. We have koalas coming through from the Deep Creek valley area, they come into the neighbour's properties in Forest Glen Road, sometimes they cross Forest Glen Road, climb up our fence post and continue on their way. We need an open bushland area, not one that's being taken up with haul roads and quarry infrastructure. Thank you.

PROF. BARLOW: Thank you very much. Yes, no, that's fine. I'd like to now call on Margaret Francis please.

MS FRANCIS: I'll just introduce myself. I'm Margaret Francis, I'm a 50-year resident in the local area and not in the same house but 25 years in one and now 25 years in the other. Both - both residences are now between the Deep Creek Quarry and the Hillview Quarry so the land that I know very well that I have been intimate

with and ridden horses over it, mustered cattle (not transcribable) (02:18:02) are now being very much impacted by being isolated as the bush gets smaller and smaller.

I've been - I did agriculture, I've trained in agriculture and managed a property for 25 years. It was a very diverse property, it had chickens, pigs, horses, cattle and hydroponic flower-growing so I did that for 25 years then I became a consultant and went out and helped people set up properties, do property planning and got very involved in natural resource management. I was Deputy Chair of the Mid-Coast, Lower North Coast Catchment Management Ford and I was on a water committee, a
10 vegetation committee. So I saw firsthand and saw a lot of country that had been impacted as time went by.

These last 10 years have been quite unbelievable with the amount of people leaving the city and coming up to our area. They've come to this area because they want to have a wonderful place to bring up their children, clean air and fresh water and good country living and I can see that the Bucketts Way really isn't the road to be able to cope with all this excess traffic and that intersection onto the M1 is frightening. I think I've lost several people, very good friends, children of friends that have been
20 killed near and on that intersection and the Medowie intersection. Both of them are very, very dangerous.

Last week I did - went up to Gloucester and the Mid-Coast Council are now setting up a strategy to manage koala and this is probably 15 to 20 years behind Port Stephens. So there isn't a lot of knowledge of how many koala there actually are living in our bush. This year we've taken two koalas to have medical attention. I hear them all the time in my creek and I saw one when I was walking just last week. So there are quite a lot of koala around. As you can see there's some that aren't very healthy, two of them recently had chlamydia and the other one had a broken leg that we saw a year ago. So they are being impacted. There are so many other wonderful animals that we
30 have in our area.

The other thing I was wondering about was the water for the quarry. There's a huge amount of water needed to produce a quarry to keep it running and the - how the water will be filtered and looked after, if it goes ahead, and going into a river that's actually part of a marine park and I keep wondering how - how we can have a marine park at one end and have mines and quarries and so much interruption to the river at the other end of it. If we want to have a good marine park we've got to have good catchment. So as a resident for such a long time if there are any questions that people who are developing this would like to come to talk to me about I'm very - more than happy to
40 have that conversation with people that are involved in it. So thank you very much.

PROF. BARLOW: Thank you, Ms Francis. I now call on Stephen Albury please.

MR ALBURY: I'm now talking about our Wallaburra Wildlife Reserve. Some people want to know how we got that name and basically it was divulged from two species that were found on our property, one being wallabies and the other one being a kookaburra. So we merged the two and came up with Wallaburra. So basically my wife and I have lived on our Wallaburra property in Forest Glen Road, Limeburners Creek for 21 years and initially we purchased our property with dreams of establishing
50 a wildlife reserve where we could share with the general public and also provide

affordable ecotourism accommodation. We also wanted to give children and their parent's families who are living with cancer such as Camp Quality or similar organisations to be able to come and stay free on our reserve.

10 Initially we established - sorry, next slide. Initially we established our property in land for wildlife with - back then it was Great Lakes Council, now Mid-Coast, and over those 21 years we have planted hundreds of habitat trees and shrubs, particularly in the areas along the roadside and around our house and buildings for accommodation. In recent years we established Wallaburra Wildlife Reserve with a council-approved sign on the Bucketts Way. All of these dreams and aspirations have been shattered with this new - excuse me - quarry proposal at Deep Creek.

If approved, our home and property inclusive of Wallaburra Wildlife Reserve and accommodation will be less than 1300 metres from the quarry extraction pit. The wildlife impacts will be severe if this quarry is approved. The impacts also to Deep Creek are zoned protected creek of the Karuah River, Port Stephens Great Lakes Marine Park needs the protection from the headwaters of Deep Creek, Karuah River to Port Stephens upheld by the IPC and Panel.

20 Next slide. This is just some wildlife on our property just for you to see at the moment. The dust, noise and huge increase in trucks on the Bucketts Way and local roads including them wanting to use Forest Glen Road will make our dream unviable. If IPCN approve this quarry both you and the proponent will together steal this dream, an opportunity we have to share our property with people who are doing it tough. It would also stop us drawing any potential income for us as an ecotourism wildlife accommodation business which we have been working towards.

30 We already have 10 operating quarries around our area with another six being proposed in a 20-kilometre radius to our property. The 10 current operating quarries with product are Hunter Quarries, Karuah Quarries, second, Karuah Red Quarry, Karuah East Quarry, Seaham Boral Quarry, Italia Road, Balickera, Coastwide Quarry in Allworth, Hanson's Quarry at Brandy Hill, Daracon Martins Creek, Meehans Quarry, Limeburners Creek Road, Eagleton Quarry, Winston Road which is off Six Mile Road and Hillview Decorative Rock Quarry which is in Maytoms Lane in Booral.

40 There are six proposed quarries at the moment, Deep Creek Quarry, Limeburners Creek, Hillview Hard Rock Quarry, Maytoms Lane which has already been mentioned with a concrete batching plant, might I add, Karuah South Quarry, proposed third Karuah Red Hunter Quarries, ARDG Stone Ridge Wallaroo State Forest, Italia Road, Balickera, Eagleton Quarry, Eagleton Ridge Syndicate, Italia Road, Barleith Ranch Way, Balickera. So that's just listing the ones that are proposed currently and that could change at any day as we know.

We all have witnessed a coal boom, it appears, now like it's a hard rock quarry boom is happening and us, the victims of the pollution they all produce, both air, noise and water pollution as well as the psychological and physical stress and effects on health that will have a massive impact on us receivers everyday.

Next slide. Some more wildlife we see on our property. For quarry consultants and Ironstone Developments, in particular, and the proponent family to list us people, property owners, residents that will be affected by this proposed quarry as receivers/receptors is both disrespectful and it demonstrates any real-time care or consideration for us whatsoever and just rams home the fact that we are insignificant receptors/receptors compared to this beefed-up State Significant Development which we see before us.

10 The word receiver/receptor in the dictionary means to receive or receive something. So as receivers what are we going to receive from this new quarry proposal? I can guess and tell you that what we will receive as receivers/receptors is noise, dust, water pollution, health issues such as nose bleeds, sinus and respiratory issues and emphysema, excess traffic movements, property devaluations and amenity loss. This proposed quarry will produce a large amount of silica dust as has already been mentioned which in studies in the US have shown contain up to 72 percent of silica dust which we know is the current one on the agenda for everyone at the moment in the building industry.

20 This dust in fine particles below PM5 can stay airborne for up to 12 days. So any desktop analysis cannot and never will show the real-time effects of this deadly pollution. Any reporting of breaching these conditions usually only means that the EPA and the operator just re-evaluate the original dust consent conditions or better still, they can increase their dust and noise levels.

30 Next slide. Wallaburra Wildlife Reserve was always a dream of ours which was to include respite holidays to those less fortunate. Both health-wise and to make it affordable for those that are not able to enjoy this property and all the wildlife it currently sustains only to have this dream stolen from us and, yes, if this quarry is approved.

PROF. BARLOW: Thank you very much. I'd like to now call Amanda Jones please.

MS JONES: - - - Deep Creek Quarry. Other Amanda. Thank you. So thank you again for the opportunity to speak today about this application and the assessment report. I'm a resident of the Bucketts Way Limeburners Creek and I object to this application for all of the reasons that the other speakers today have brought up, the traffic, pollution, noise, effects on flora and fauna and the aquatic life, the environment and more of all, its effect on the local community.

40 The assessment reports uses the word "unlikely" a total of 32 times. The project is unlikely to significantly impact the water resources. It is unlikely to have an adverse effect on aquatic biota or oysters. It is unlikely to result in noise impacts. It is unlikely to affect koalas. It is unlikely to affect endangered species. It is unlikely to affect adversely impact traffic.

Unlikely as someone's opinion is one thing but what if an unlikely satiation occurs, what happens then, who pays the price? It will be the environment, the water, the oysters, the people affected by the noise and pollution, the koalas and other endangered species, the people affected by the increased traffic and what

consequences or penalties will be applied to the project if these unlikely situations occur?

10 For the next few minutes I would like to turn the focus of the meeting to traffic. The Bucketts Way was recently identified as one of the worst 10 roads in New South Wales and, yet, the Bucketts Way is also a designated tourist road. The report states - this is the assessment report states that the road capacity assessment indicates that the existing road network is currently operating at a good level of efficiency with little or no delays. Well, this may be true during non-peak or non-holiday periods; however, I'd like you to see the footage of the Bucketts Way at Limeburners Creek taken during a holiday period earlier this year.

If you could show the slide please. So this doesn't look to me as though the existing road network is currently operating at a good level of efficiency with little or no delays and it keeps going and going and going and this is just holiday traffic trying to get out of the Bucketts Way and that's about six kilometres along the Bucketts Way from the Pacific Highway.

20 So the assessment report further states that the impact of the project on the Pacific Highway and the Bucketts Way intersection was assessed. The reports notes that there was no modelling during the morning peak hour period which should've been a priority as the AM is the peak time of delays where vehicles queue to turn right into the Pacific Highway or left, but they queue to turn into the highway. So I dispute the assessment that this intersection is currently operating satisfactorily.

30 For example, this Monday, Monday, the 11th of December at about 11.30am it took me over 10 minutes to turn into the - to get to the Pacific Highway in order to turn and on one memorable occasion in - during the December '22 school holidays I queued for over an hour on the Bucketts Way before I could even attempt to turn into the Pacific Highway. So again, I don't think this demonstrates the existing road network is currently operating at a good level of efficiency with little or no delays.

The assessment report further refers to the predicted added burden of 252 vehicles trips per day. So this will significantly increase delays, particularly travelling towards the Pacific Highway on an already overburdened road. The report refers to the traffic audit raising medium safety concerns; however, this doesn't reference the multiple accidents that have occurred at this intersection since its alleged upgrade and it doesn't address the safety aspect.

40 The report acknowledges the key markets would be to the south and most of the quarry-related traffic would turn onto the highway and out of the Bucketts Way going south. So drivers wishing to turn to the highway have limited view of oncoming traffic and when a heavy vehicle is turning left into the Bucketts Way drivers attempting to turn Right out of the Bucketts Way onto the highway have their vision totally obscured. You cannot see the oncoming traffic. The number of risks that people take to get across have resulted in significant near-misses and that report is silent on this major safety and traffic issue.

50 The report further says that the increased number of heavy vehicles is unlikely to impact road conditions; however, Ironstone will be contributing to ongoing

maintenance work, well, that's all very well and good but Ironstone will also - that will also - that additional maintenance will also create even more delays and traffic build-ups.

10 The report claims there's no safety issue for school children and for school buses and there's no dedicated public bus stops but this is factually incorrect, there are bus stops along the Bucketts Way and secondly, it doesn't take into consideration the number of school children collected and dropped off at intersections or driveways along the Bucketts Way. The Bucketts Way is an unsuitable haul road but just before - and I know I'm over time, but I would really like to draw Ms MacDonald's comments to the forefront and the concerns about silica, particularly its impact on our domestic water sources, our water tanks, we don't have town water, we don't have septic - sewerage, sorry, we have septic.

So all that - all of this taking into account but at the very least this issue should be further investigated, especially in light of new findings on the effect of silica dust but overall, the application and assessment report have too many unlikely situations, unaddressed concerns and variables to allow it to be approved.

20 PROF. BARLOW: Thank you very much, Ms Jones. Before I call the next speaker, Ms Evans, or Jessie Evans from the Department, I wonder - not now but at the conclusion of the next presentation is it possible to give the probabilistic estimation of what unlikely means? Is that - the scale that unlikely comes from. So if you wouldn't mind doing that, not now, I just was sort of - it's a question on notice to you. Thank you. So I'd now like to call please Amanda Albury. I don't think you're on yet somehow.

MS ALBURY: Hello.

30 PROF. BARLOW: Yes.

MS ALBURY: Sorry. Sorry everyone. That was just a little glitch, we didn't know we had to say slide two film so we've missed showing. So just to do a fly-around while I'm talking. So this is our property and so what it's doing is this is moving around from our property and it's moving north and it's actually going to show you all the mountain ranges in the areas where this proposed quarry wants to take out. As I said before, it would be bad enough if it was one mountain, it's at least three to four mountains just in that footprint area.

40 In my capacity as Secretary of ICAG I've been working pro bono with our committee for 20 years in this valley and we incorporated in 2010. It has introduced me to people, adults and children that are impacted by quarries and coalmines and CSG industries, et cetera. For myself I've been written up in documentation by name of my victim statement and the impacts that I actually suffer myself personally and I'd like to present - and I will only read out some because these people have been gracious enough to write their victim statements of the impacts that they suffer, both adults and children from operating quarries.

50 I have also met children and adults up our valley that are impacted by operating coalmines. I try to be the sort of person that want I say I am actually basing my

information on as much facts as I can put forward. These people are giving their witness statements of the impacts that they suffer. To add another quarry to the area means that we will continue to be impacted times by another quarry, times by.

10 This is a small young child that I met personally and she was listening to me telling her and her family and herself, they were guests on our property, Wallaburra, last year in the October long weekend on Sunday and she then asked me why her nose was bleeding when her cousin's nose was not bleeding and that she hadn't even been here for two months at that point and she was already suffering nose bleeds. Not only did my heart hurt for her and her health and that she represents children that I have met in our valley all the way through to Stratford and north of Stratford township and I have also met then children in Tarean Road, Karuah and their parents and other adults and children.

20 So to her comment - to her question I said to her I'm very sorry this is happening, this should not be happening to you, to any other children, to any other adults and that you and I represent adults and children that I know and then adults and children that I don't know, that I haven't met, that I believe are out there in the community suffering nose bleeds, respiratory issues, irritated eyes, sinus issues, et cetera, and those children - some of those children I've met as far as up to Stratford township, impacts from the coal up in that area and the dirt from the rock, of course.

So I said some people show up the impacts to people's health, we're all getting impacted, we're all breathing in that contaminated air if we're in that area but some of us will react more or more quickly than others and in the case of this young girl she represents many children that I have met and as I said, she represents children that I haven't met. So she says:

30 "My nose bleeds for no reason, I'm nine years old. When I started living at my nan's house I used to sleep with my window open but I started getting nose bleeds and headaches. Now I sleep with the window closed and my nose bleeds have slowed down."

40 Now, talking to her family just recently they said she still suffers nose bleeds but we actually advised them when they came to our property last year, October long weekend, that they actually make sure like we do and other people in Tarean Road and elsewhere, you have to sleep with the windows and doors closed because the air gets heavy at night time and the pollution in that air gets pushed through the screens of the windows and doors.

Next slide please. So this child represents the other letters of other adults that I have that were guests to our property and I'll read this one.

"On the long weekend in Sunday of 2022 the wind was blowing east to west. We're standing on our driveway looking at Hunter Quarries, Karuah Quarry, Karuah East Quarry, Karuah Red Quarry, Mod 10, we can see it all standing on our driveway 10.5K away."

50 So this is from one of the many adults that was on our property as a guest that day.

“This day was very windy and it was a sunny day on Sunday of the long weekend. The wind was blowing directly towards us standing on the driveway as we looked at Hunter Quarry’s multiples of pits and cliffs and the wind was blowing the dirt from the other side of the valley off Hunter Quarry’s property and straight to us standing on the driveway. I was being hit with dirt and dust and it was very unpleasant standing on the driveway Amanda and Stephen’s place. I suffered a nose bleed later on that day. I am very concerned about the impacts of these quarries in our local area.”

10 Next slide please. The impact - this is another person.

“The impact that the quarry has had on my property and health, it’s affected the drinking water of my tanks. There is a lot more dust in the air than used to be here and now my sinus and nasal issue - I have sinus and nasal issues that I didn’t have before the quarry arrived and the constant irritation of my eyes. The quarry has impacted my life, I’m afraid what will happen if there is more quarries in my area.”

20 These people live - this particular person lives in the shire of Limeburners Creek, they don’t live near us at all, they’re not in the street at all and they’re being affected by the same operating quarry to our east. The fact that I was written up in documentation is not only distressing to me knowing the people that I know that are impacted but it’s really highly offensive and it’s extremely cruel because we, as real-time victims we’re suffering these impacts and we’re left to suffer in silence from government departments who some have come out to our place in June 2023 and it took me over 15 years to get the Planning Department and the EPA to come out.

30 Once they did come out you can’t seem them for the dust trail behind them because they haven’t contacted me back. The EPA was coming out to put noise monitors, sound monitors - sound monitors and dust monitors and a video camera and take dust swabs inside the house and that didn’t happen and so they’ve effectively closed the file. However, the real-time victims, we exist, and we don’t close the file. We keep writing out objections into government departments during submission periods like we’re doing now and have done for decades.

40 This slide - sorry, go back please. This slide is showing that Deep Creek is a - sorry, is a sensitive regulated area and category 2 regulated land. The pink is regulated land, sensitive. So once again you’ve got this mapped on government maps and then they - if this quarry is approved then it’s sitting there I can’t reach up high enough but there’s the - where they’re putting the sheds, there’s where the - there’s the pit sort of area there. So it’s over that whole area and this is where we need to be protecting zone protected creeks and headwaters of creek systems to river systems and marine parks. To approve this would be catastrophic and it would be the wrong thing to do for the environment for us living in the environment.

50 Next slide please. This is just aerial photographs of the actual footprint area of the proposed quarry. Just keep rolling through please. Another - keep going. They’re the dams where the proposed haul road’s coming in. Now, I put this slide in, I took a photograph of the document. This is just to show how ridiculous this is. Here is the proposed quarry footprint, all these blue dots are private homes. Those homes could

have two, four, six, eight people living in them so you've got hundreds of people. Not only that, this is the last remaining area that the wildlife are migrating through with sort of little infrastructure there, houses, et cetera, and dirt roads and to the end of the Woodbury's property - opponent's property, excuse me.

10 Next slide please. Film. So this is just a film to fly around to show you just to try and get an idea of what's actually here and this is where one of the suggestions to the IPIC Panel if it was possible to do a helicopter flight would really show you what's here. So the proposed - the haul road is already starting to be sort of generated and has been for a long time and it's irrelevant to me who did it, it's been done and then they want to kick it out between the two DMs, right. So, O.K., can you stop that one and pick another one please.

PROF. BARLOW: Ms Albury, you're already well over time. Are you about to finish?

20 MS ALBURY: Yep. One more. Have you got another film? My attempt, as brief as it is, and I apologise for that, is showing that the cleared land has been bush land cleared. The documentation that states it's agricultural land, it's grassland and it's seedlings, saplings regrowth which is what the general consensus of documentation and how it's written, it shows very clearly that this is the last remaining bushland forest and wildlife species and for every approval that is given to clear the bush regardless of whether it's for quarries, coalmines, people wanting to be cattle barons the bushland wildfire are being destroyed in the process and wildlife being killed. So I just hope that this slide, for people that haven't done helicopter flights it gives you an idea of what is here and what is going to be taken away if you people approve it. Thank you.

30 PROF. BARLOW: Thank you very much. Just a note of explanation before I ask Ms Evans to come forward and talk briefly about the probability issues our technical team has just - as an explanation because Amanda and Stephen Albury have internet issues they were unable to resubmit a lot of heavy material which we've seen today and, therefore, it took a while to compile that material when they present today. Just technical issues about rural Australia. So just an explanation. I'd like now to ask Jessie Evans from the Department of Environmental to give us a brief explanation about the probability around unlikely.

40 MS EVANS: Thank you. I just wanted to say thank you to everyone as well for coming today. There was some really useful and insightful presentations and I got a lot out of as I always do with these community presentations. So just on the unlikely, it's interesting that it's in our report 32 times but I do think that is a reflection of the fact that it is a matter of fact and degree and how we use the term.

So when we do consider the term unlikely and the use of it we are looking at the scale of likelihood of an event happening and to note that ranges from certain to likely to possible to unlikely to impossible and where we get to unlikely it is often based and underpinned by the risk assessments that inform the technical assessments that are part of the Environmental Impact Statement. So in relation to each specific environmental aspect and the use of the term unlikely I would take on notice to go back and look at

each environmental aspect and look at the underpinning modelling and assessment for specific cases but at the moment I'm happy to provide the high level comments.

We also use the term unlikely where there isn't a hard quantitative value that can be used such as a percentage and that's either because the percentages can't be calculated or in the particular case of one environmental aspect they're just not relevant. So, I guess, in conclusion unlikely does acknowledge that there is a very small possibility that an event of an impact may occur but based on the balance of probabilities it is not - it is not likely to occur. It's unlikely.

10

PROF. BARLOW: Thank you very much.

MS EVANS: Thank you.

PROF. BARLOW: What - - -

MS MILLIGAN: Sorry, just to clarify. So the hierarchy is impossible, unlikely and - -

20 MS EVANS: Possible, likely, certain.

MS MILLIGAN: Possible. So it's below possible and above impossible?

MS EVANS: Impossible. Yeah, it sits in the middle.

MS MILLIGAN: And that's sort of - that's a widely acceptable technical definition of how you grade - and grade things?

30 MS EVANS: Yeah. And as I said, it is underpinned by assessments for each environmental aspect.

MS MILLIGAN: O.K. Thank you.

MS EVANS: Yep.

PROF. BARLOW: Thank you.

MS EVANS: Thank you.

40 PROF. BARLOW: This brings us to the conclusion of this public meeting. On behalf of my fellow Commissioners, Janett Milligan and Ken Kanofski we would like to thank you for your participation and input to that today. It's critical to us determining this application. To remind you, you have seven days from today to make a submission which can be made through the Independent Planning Commission's website under the make-a-submission portal or you can send a written or emails submission to the Commission, by email or post.

50 In the interests of openness and transparency we will be making a full transcript of the public meeting available on our website in the next few days and that will remain there. At the time of determination, in other words, when the Panel makes the

decision on this project, the Commission will publish the statement of reasons for our decision which will outline how the Panel took into account the community's views into consideration in our decision-making process. That will also include - if we were of the mind to approve the project, it would also include the conditions under which we made that decision.

10 Finally, a quick thank you for - to my fellow Commissioners and to those watching through our livestreaming thank you for watching this public meeting and from all - and finally, thank you to our technical team who enables us to do that and also the Commission staff, Brad James and Callum Firth who have organised this meeting and made sure it's run relatively smoothly. So from all of us at the Commission thank you very much for participation and enjoy the rest of the day. Good afternoon.

MEETING CONCLUDED