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LIVERPOOL RANGE QUARRY

Submissions Report

DRAFT

February 2025

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Submissions Report

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Prepared by
Umwelt (Australia) Pty Limited
on behalf of
ARDG Deans Quarry Pty Limited

Project Director:	David Holmes
Project Manager:	Penelope Williams
Report No.	23141/R16_V1
Date:	February 2025

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Acknowledgement of Country

Umwelt would like to acknowledge the traditional custodians of the country on which we work and pay respect to their cultural heritage, beliefs, and continuing relationship with the land. We pay our respect to the Elders – past, present, and future.

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1.0 Introduction

1.1 Project Background

ARDG Deans Quarry Pty Limited (the Proponent), part of the Australian Resource Development Group Pty Limited (ARDG) group of companies, is seeking planning approval for a new hard rock quarry, known as the Liverpool Range Quarry (the Project) located on privately-owned land, approximately 10 km north-west of Cassilis, NSW (refer to **Figure 1.1**). The Project occupies approximately 19.4 ha of privately-owned agricultural land in the Upper Hunter Shire Local Government Area (LGA) and is also located less than 5 km south-east of the boundary with the adjacent Warrumbungle Shire LGA.

The Project is seeking to access a high quality, hard rock resource suitable for producing a range of products for the sole purpose of supporting the construction, operation and maintenance of the approved Liverpool Range Wind Farm (LRWF) project (SSD-6696). Tilt Renewables Australia Pty Ltd, as a trustee for Liverpool Range Wind Farm Project Trust (Tilt Renewables), is the proponent for the LRWF project. The Project Area is located within the LRWF project boundary within the Central West Orana Renewable Energy Zone (CWO REZ) as shown in **Figure 1.2**.

The conceptual design for the Project has evolved throughout the environmental assessment process in response to preliminary environmental, social and cultural investigations, background monitoring, exploration drilling and geological modelling, constraints and impacts identified during technical specialist studies and discussions with EnergyCo regarding potential interactions with CWO REZ infrastructure. Project design has also taken into consideration the outcomes of stakeholder engagement undertaken during the scoping phase, EIS preparation and public submissions.

Key components of the Project are illustrated on **Figure 1.2** and include:

- main extraction area ('Main Pit')
- satellite extraction area ('Borrow Pit')
- processing and stockpiling area
- operational areas to accommodate internal temporary administration (mobile crib room/toilet facilities), peripheral topsoil bunds, access tracks, light vehicle parking and surface water management controls
- sealed access road linking the operational areas with Rotherwood Road.

Annual production from the Project is anticipated to be up to 700,000 tonnes per annum (tpa) and all materials produced by the quarry will supply the LRWF project only. At the completion of quarry operations, the Project Area will be rehabilitated in consultation with the landowner to determine an appropriate, safe and stable landform that can facilitate ongoing rural activities.

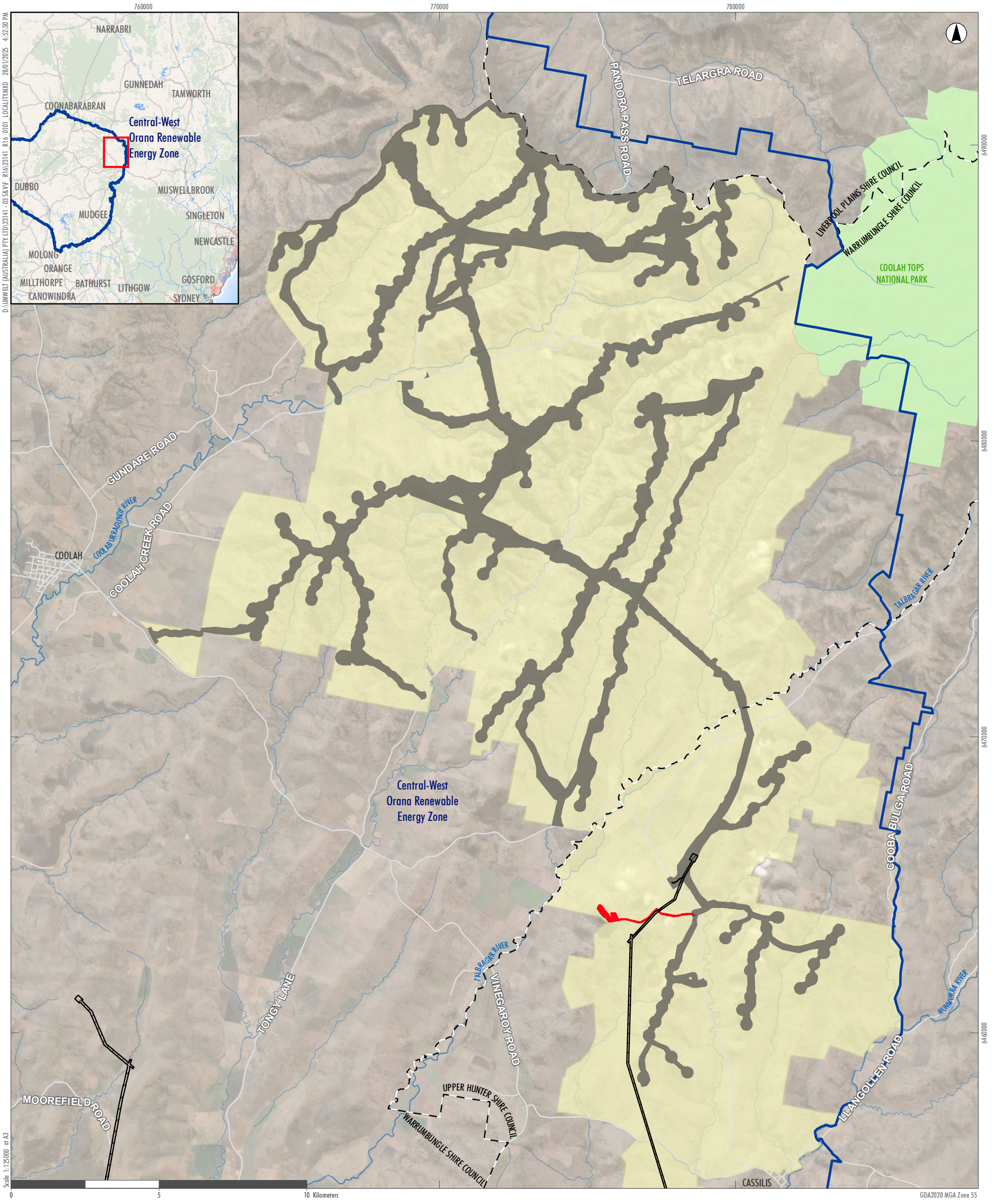
1.2 Assessment Process

The Project is State Significant Development (SSD-68063715) as defined under *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) and will require development consent under Part 4 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act).

The development application, Environmental Impact Statement (EIS) and accompanying documents were placed on public exhibition by the NSW Department of Planning, Housing and Infrastructure (DPHI) from 22 October 2024 to 18 November 2024.

During public exhibition 94 submissions, from both government and community stakeholders, were received. A full analysis of the submissions is provided in **Section 2.0**.

In correspondence dated 20 November 2024, DPHI requested a written response to the issues raised in submissions, including the full range of matters and recommendations raised by government agencies. This Submissions Report has been prepared by Umwelt on behalf of the Proponent having regard to the *State significant development guidelines – preparing a submissions report (Appendix C to the state significant development guidelines)* (the Guidelines) (DPHI, 2024).



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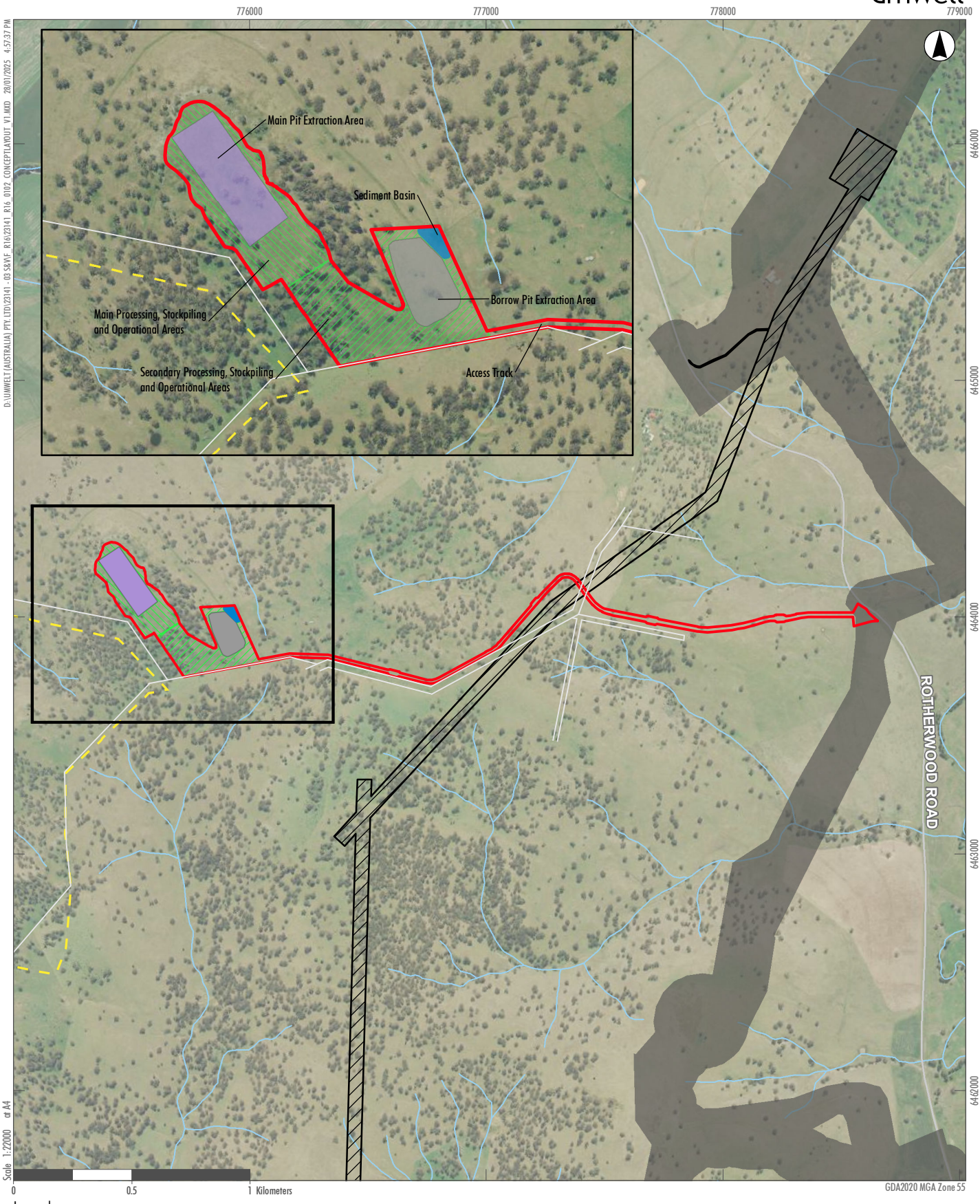
Legend

- Project Area
- Liverpool Range Wind Farm Project Site
- Liverpool Range Wind Farm Project Development Corridor – External Transmission Line CWO REZ
- Liverpool Range Wind Farm Project Development Corridor – Wind Farm
- Central West Renewable Energy Zone
- Local Government Boundary
- National Park (NPWS Estate)
- Drainage Line
- Road

FIGURE 1.1

Locality Plan

Image Source: ESRI Basemap (2022) Data source: NSW DSFI (2022)



Legend

- Project Area
- Liverpool Range Wind Farm Project Site
- Liverpool Range Wind Farm Project Development Corridor – External Transmission Line CWO REZ
- Liverpool Range Wind Farm Project Development Corridor – Wind Farm
- Road
- Drainage Line
- Surveyed Cadastre
- Borrow Pit Extraction Area
- Main Pit Extraction Area
- Main Processing and Stockpiling Area
- Secondary Processing and Stockpiling Area
- Sediment Basin

FIGURE 1.2

Conceptual Quarry Layout

Image Source: ESRI Basemap (2022) Data source: NSW DSFI (2022)

2.0 Analysis of Submissions

2.1 Breakdown of Submissions

95[1] submissions were made on the Project, however, in accordance with the Guidelines, multiple submissions from the same person or group should only be counted as one submission, therefore a duplicate submission was excluded from the submissions count, resulting in a total of 94 submissions.

Table 2.1 provides a breakdown of the submissions received and a submissions register is provided at **Appendix 1.**

Table 2.1 Submission Breakdown

Category	Group	No. Submissions
Government	State/Commonwealth government agencies and public authorities	9
	Local Councils	2
Community	Individuals	72
	Stakeholder groups	11
	Total	**94**

2.1.1 Government Submissions

As outlined in **Table 2.1**, nine submissions were received from State/Commonwealth government agencies or public authorities and two from local Councils:

- Biodiversity Conservation and Science (BCS), DCCEEW
- Department of Planning, Housing and Infrastructure (DPHI) – Crown Lands
- Department of Primary Industries and Regional Development, Agriculture and Biosecurity (DPIRD)
- Environment Protection Authority (EPA)
- Heritage NSW, DCCEEW
- NSW Rural Fire Service (RFS)
- Transport for NSW (TfNSW)
- Water Assessments, DCCEEW
- WaterNSW
- Upper Hunter Shire Council
- Warrumbungle Shire Council.

[1] The BCS Submission was received on 20 December 2024 following completion of the Exhibition Period

None of the State government agencies or authorities objected to the Project, however, further information or clarification of aspects of relevant assessments have been requested. The content of submissions is discussed further in **Section 4.0**. Upper Hunter Shire Council provided a commenting submission and Warrumbungle Shire Council objected to the Project.

It is noted that a submission from the Biodiversity, Conservation and Science Group (BCS) of the NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW) was received following commencement of this Submissions Report and therefore a separate response to issues raised in the BCS Submission is being prepared.

2.1.2 Community Submissions

Of the 81 submissions received from the community (including individuals and stakeholder organisations), four (5%) were in support of the Project, one (1%) provided comment and 76 (94%) were objections (refer to **Figure 2.1**).

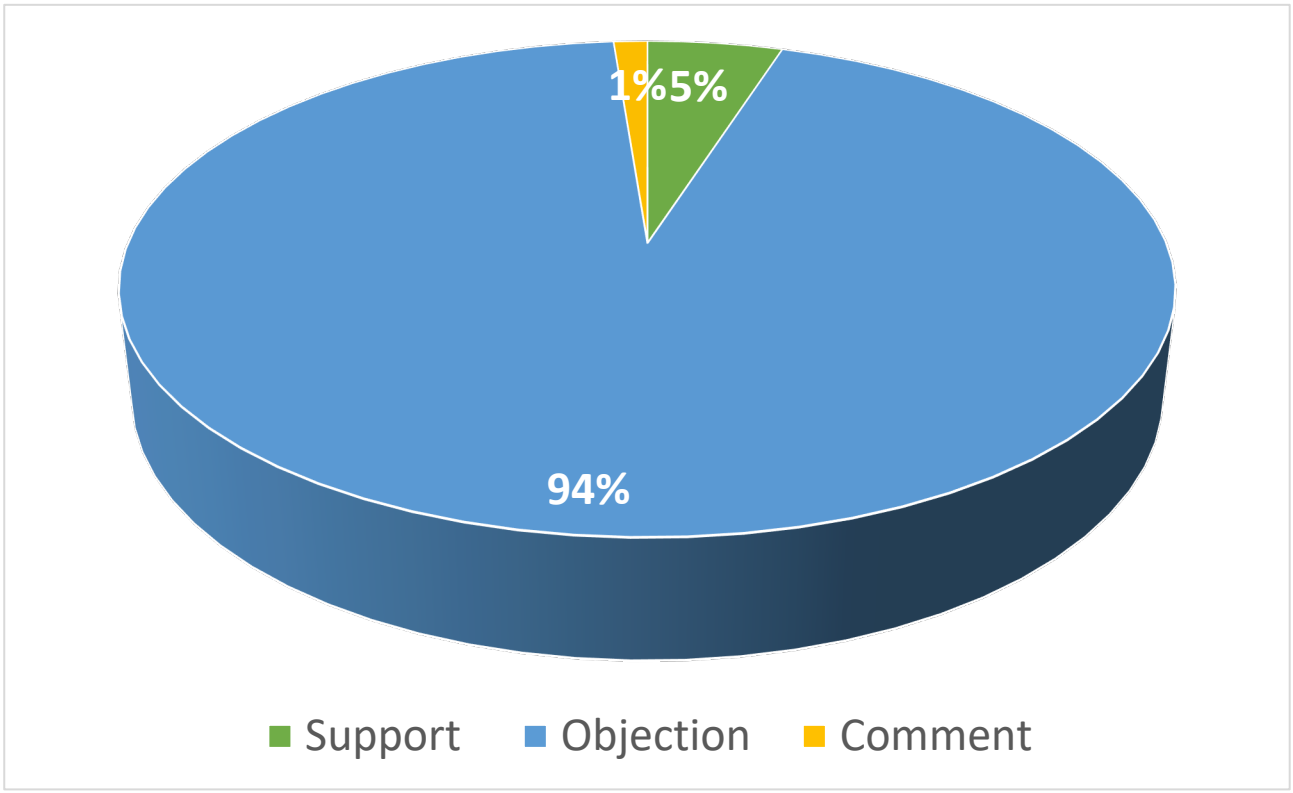


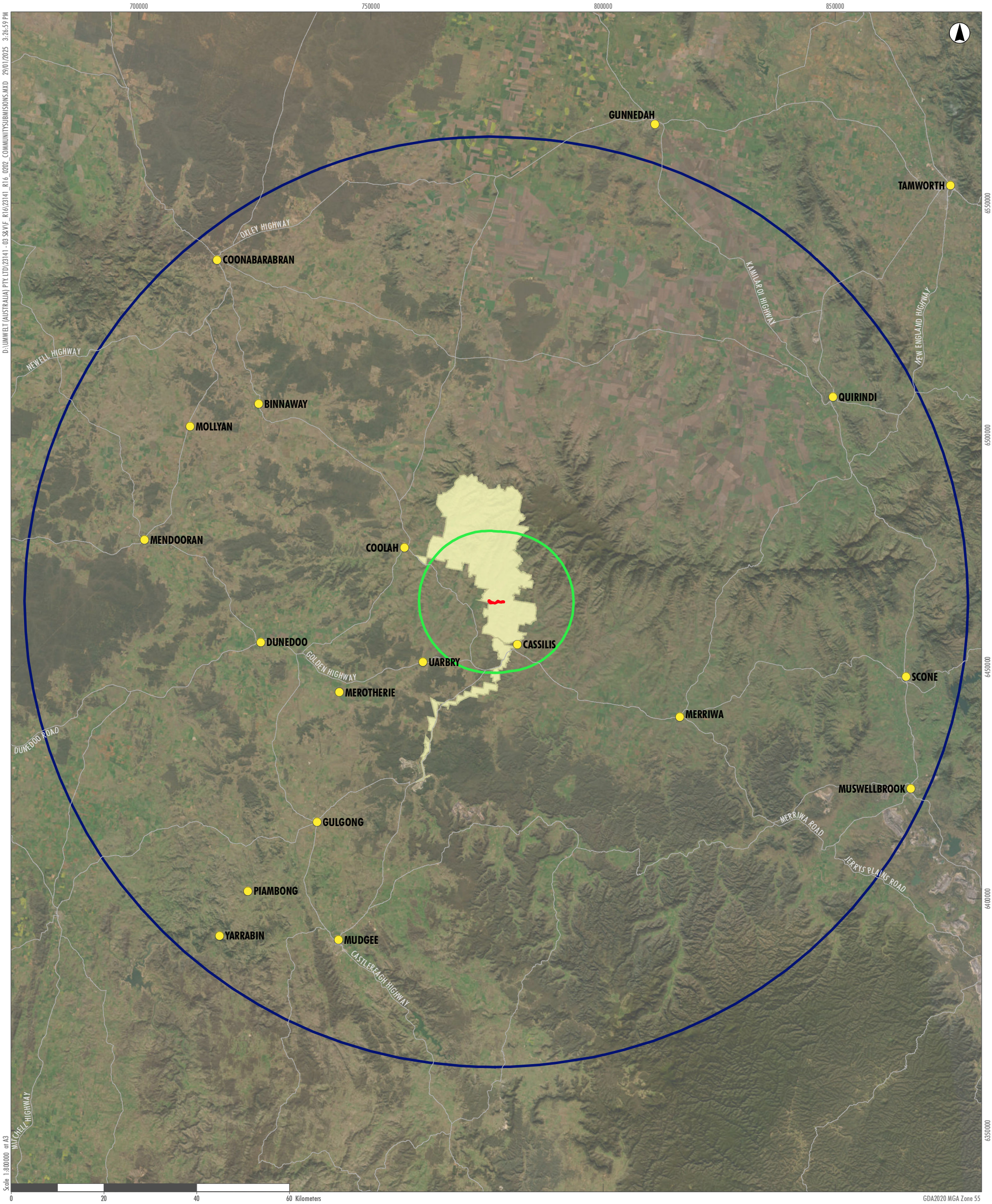
Figure 2.1 Breakdown of Community Submissions

Submissions were also analysed based on proximity to the Project to determine the level of interest across the following three categories:

- local (approximately 15 km from the Project Site)
- regional (between approximately 15–100 km from the Project Site)
- broader community (greater than approximately 100 km from the Project Site).

It is noted that the *State significant development guidelines – preparing a submissions report (DPHI, March 2024)* defines local submissions as those being from persons residing within 5 km of the Project. There are only five residences located within 5 km of the Project. It is unclear whether any persons residing within this 5 km radius lodged an objection to the Project however the owners of a property located within this 5 km radius but not residing within this zone have lodged an objection. Some submitters known to be located in proximity to the Project Area have provided their location as the suburb of Cassilis, located approximately 11 km from the Project Area. Submissions from persons identifying as being from Cassilis have therefore been characterised as being 'local' for the purposes of the Submissions report. The analysis is undertaken by suburb only and is therefore conservative in its approach as further interrogation is not possible with the data provided by DPHI.

Figure 2.2 provides a geographical representation of the locations from which community submissions originated.



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Legend

- Project Area
- Liverpool Range Wind Farm Project Site
- 15km Buffer
- 100km Buffer

FIGURE 2.2

Community Submissions - Location Analysis

Image Source: ESRI Basemap (2022) Data source: NSW DSFI (2022)

Of the community submissions received (including objections, comments and supporting submissions), three were from the local area, 37 were from the regional area and 43 were from the broader community (refer to **Figure 2.3**).

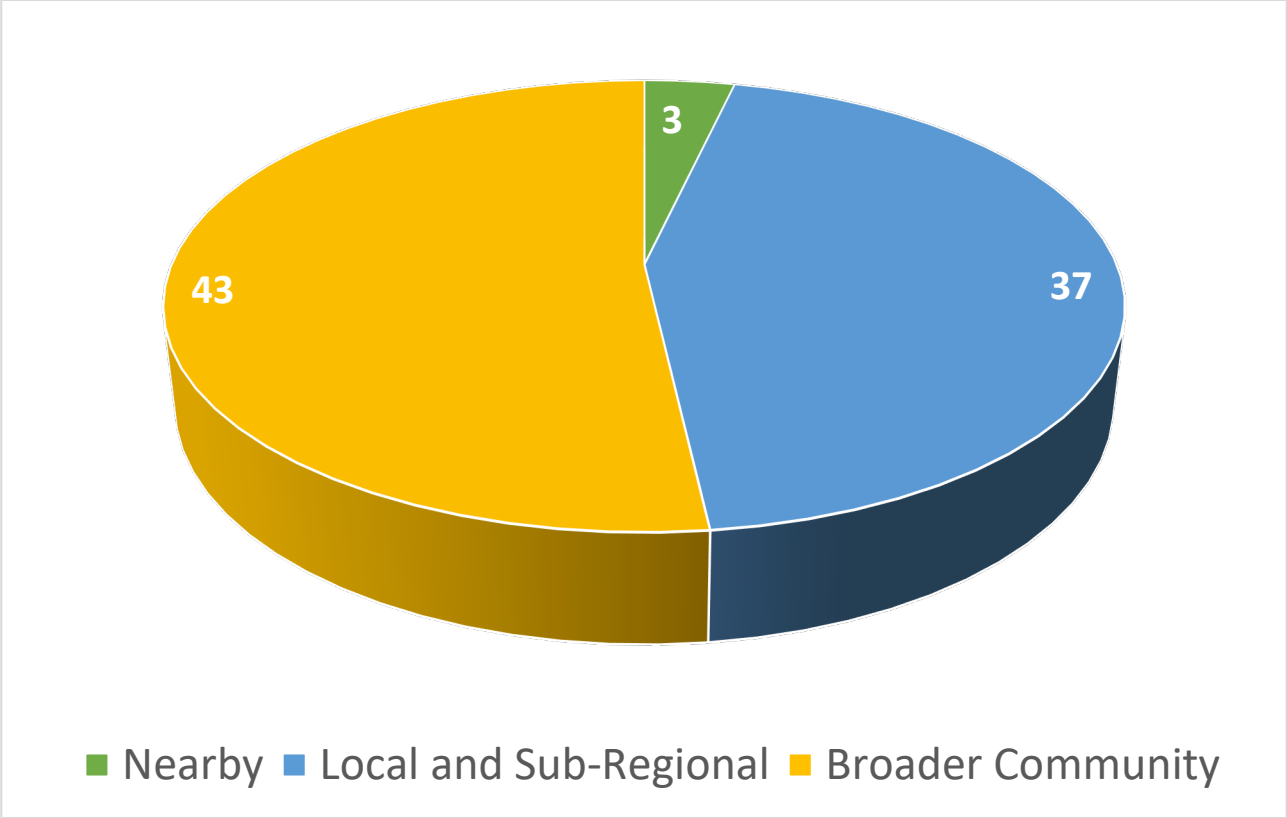


Figure 2.3 Community Submissions by Locality

2.2 Categorising Issues

A content analysis was undertaken on all community submissions to gain an understanding of the key issues raised in relation to the Project, with objecting and supporting submissions analysed separately.

In accordance with the Guidelines, issues raised in submissions were grouped into the following categories:

- the Project (e.g., the site, the Project Area, the physical layout and design, key uses and activities, timing)
- procedural matters (e.g., level or quality of engagement, compliance with assessment requirements, identification of relevant statutory requirements)
- the economic, environmental and social impacts of the Project (e.g., amenity, air, biodiversity, heritage)
- the justification and evaluation of the Project as a whole (e.g., consistency of the Project with government plans, policies or guidelines)
- issues that are beyond the scope of the Project (e.g., broader policy issues) or not relevant to the Project.

These broad categories were then divided into themes and sub-themes where relevant to provide greater definition of the issues raised. Further details on the categorisation of issues are provided in the following sections.

2.2.1 Objecting Submissions

Economic, environmental and social impacts of the Project were the most frequently raised category of issues in the 78[2] objecting submissions received (refer to **Figure 2.4**). Issues beyond the scope of the Project were the second most frequently raised category of issues, with the majority of these relating to the approved Liverpool Range Wind Farm project or the transition to renewable energy in general. A breakdown of the themes within the objecting submissions is provided in **Figure 2.4**.

It should be noted that many submissions raised multiple categories, and multiple themes and sub-themes within each category, hence the numbers quoted in **Figure 2.4** are greater than the total number of objecting submissions.

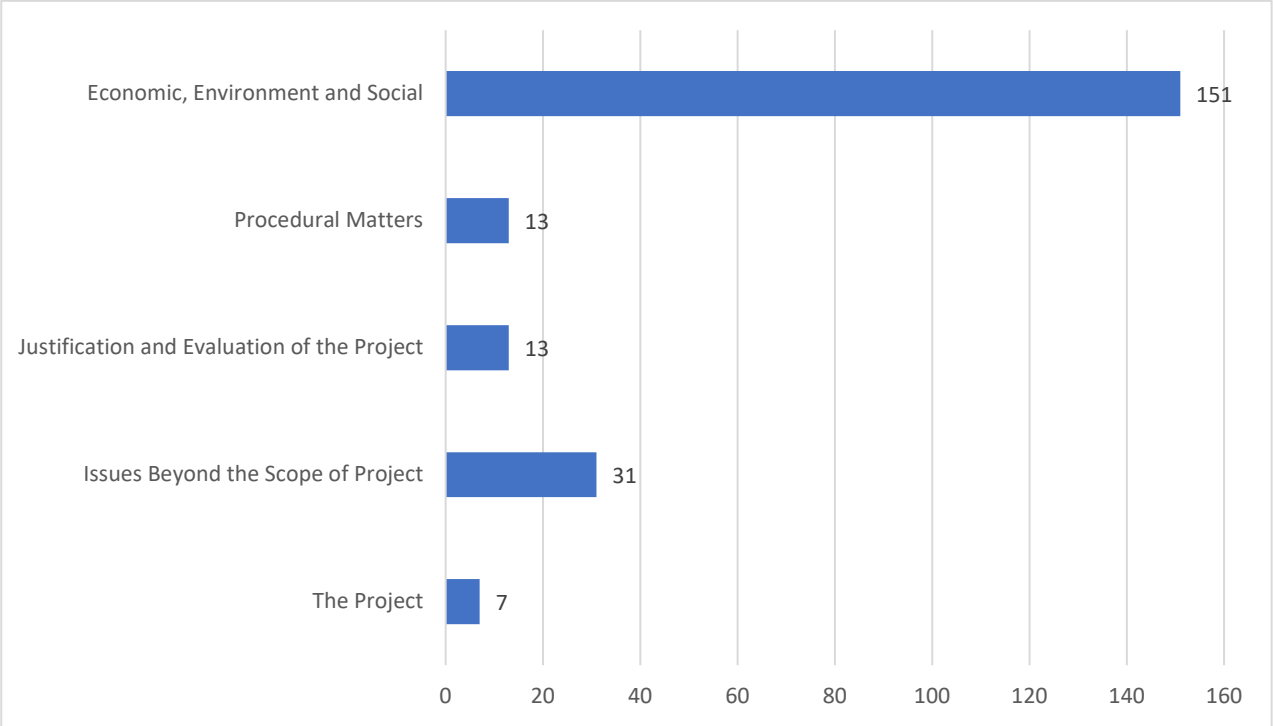


Figure 2.4 Categorisation of Issues in Objecting Submissions

2.2.1.1 Economic, Environmental and Social Impacts

Within the economic, environmental and social impacts category there were 16 key themes raised, which are listed below in order of frequency of occurrence (refer to **Figure 2.5**):

- water resources
- traffic and transport

[2] While counted as only a single submission, issues raised in the two separate submissions made by the same person have been considered in the submissions analysis.

- decommissioning and rehabilitation
- biodiversity
- noise
- air quality
- soils and land capability
- social impacts
- blast and vibration
- cumulative impact
- greenhouse gas emissions
- visual
- climate change
- project design
- landuse conflict
- heritage.

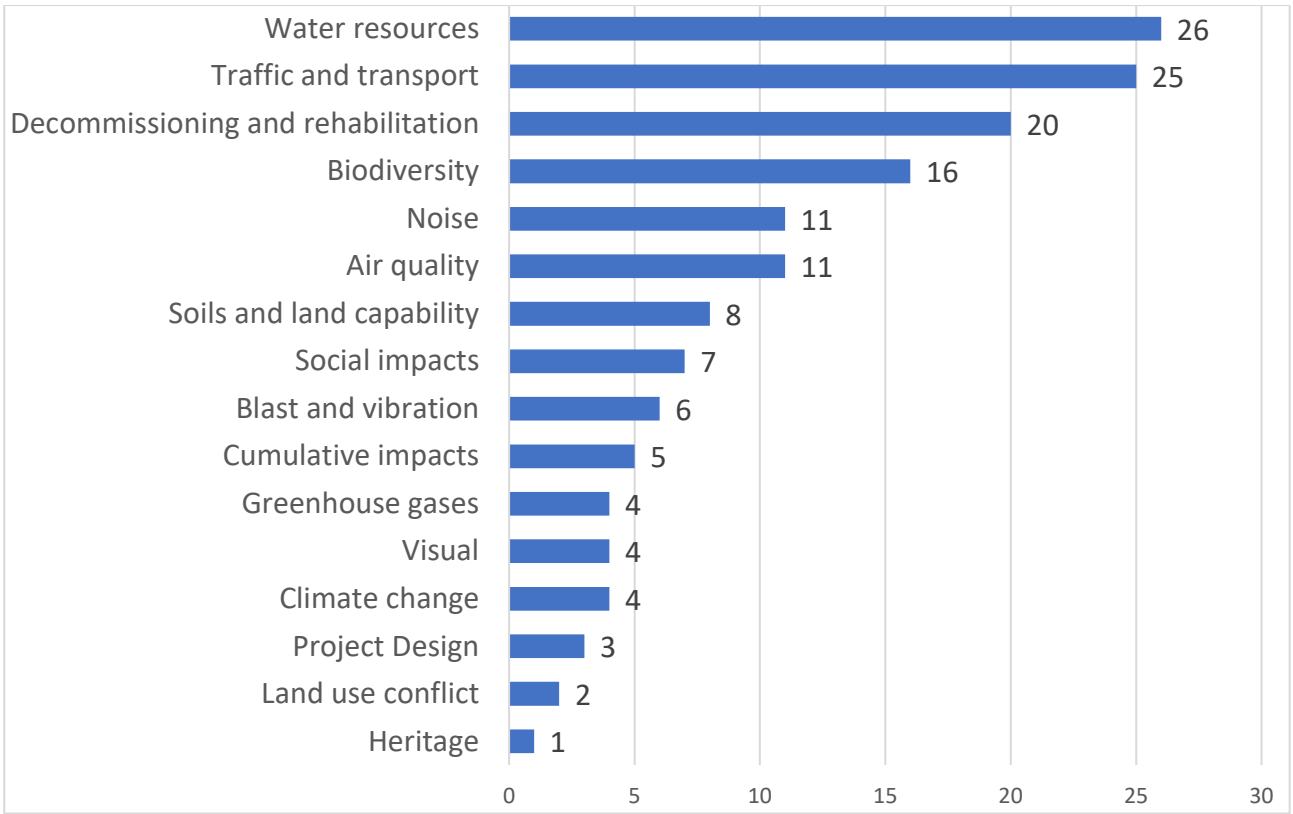


Figure 2.5 Economic, Environmental and Social Themes

Responses to issues raised by community members in relation to economic, environmental and social impacts are addressed in **Section 5.1**.

2.2.1.2 Issues Beyond the Scope of the Project

Issues raised that were beyond the scope of the Project were mostly in relation to the approved Liverpool Range Wind Farm (LRWF) Project, other renewable energy developments in the locality, and government policies and processes in relation to the renewable energy transition.

Responses to issues raised by community members in relation to issues beyond the scope of the Project are addressed in **Section 5.2**.

2.2.1.3 Procedural Matters

The procedural matters raised in the objecting submissions mainly related to the planning process, the adequacy of community consultation and engagement, and the adequacy of impact assessments or validity of data used.

Responses to issues raised by community members in relation to procedural matters are addressed in **Section 5.3**.

2.2.1.4 Justification and Evaluation

Issues raised in relation to the justification and evaluation of the Project as a whole were mostly concerned with the proposed end use of the extracted resources (i.e. the construction of the Liverpool Range Wind Farm) and the perceived lack of Project benefits.

Responses to objections raised in relation to the justification and evaluation of the Project are addressed in **Section 5.4**.

2.2.1.5 The Project

Issues raised in objecting submissions in relation to the Project were mostly concerned with the suitability of the proposed quarry location in comparison to potential alternative sites.

Responses to issues raised by community members in relation to the Project are addressed in **Section 5.5**.

2.2.2 Supporting Submissions

Key themes associated with the supporting submissions from the community generally related to the benefits of the Project in terms of its location within the Liverpool Range Wind Farm project area, the associated reduction in travel times and heavy vehicle traffic movements, and economic benefits in relation to direct employment and indirect flow-on effects.

A selection of quotes from supporting submissions is provided in the text box below. Supporting submissions are not addressed further in this report.

The quarry is inside the project which will cut travel time and the amount of trucks on the road and reduce the impact on local roads. 71

The proposed quarry would provide a local supply of high-quality quarry products for construction of the Liverpool Range Windfarm Project (LRWF) project and therefore not cause any extra haulage truck movements to the local and regional road network. It will only load construction materials to haulage trucks already approved under the LRWF project and will reduce construction traffic on the public road network associated with the LRWF project as construction haulage distances would be reduced. Consequently, the reduction in haulage truck movements would also reduce road safely risks, a reduction in road maintenance costs and produce lower greenhouse gas emissions. 72

I support the Liverpool Range Quarry Project as, if approved, the Project would provide a critical source of construction materials to support the construction of the Liverpool Range Wind Farm - all within the footprint of the wind farm. 73

A reduction in heavy vehicle haulage has flow on benefits to community amenity, improved road safety, reduction in road degradation and maintenance costs, and will improve the greenhouse gas footprint of the wind farm. 73

We support the proposed development of the Liverpool Range Quarry as a business. There is the potential for our services of drilling and blasting to be required in its operation. If the proposal was to proceed, there could be full time work over some years for a number of our employees as well as sub-contractors we engage to carry out our works. As a regular user of the Golden Highway, having fewer gravel trucks servicing this project from outside would be much safer, as there is already a constant stream of heavy vehicles travelling along this road. Our workers would require accommodation, food, fuels and mechanical services, all available in nearby local towns. This would see economic benefit to local businesses and families. Precision Drill and Blast Pty Ltd ORG012

2.2.3 Commenting Submissions

Only one commenting submission was received from the community. This submission offered biodiversity offset services to the proponent. This submission is not addressed further in this report.

3.0 Actions Taken Since Exhibition

3.1 Ongoing Stakeholder Engagement

3.1.1 Upper Hunter Shire Council

Umwelt provided Upper Hunter Shire Council (UHSC) with a copy of the Traffic Impact Assessment (with all appendices included) via email on 5 December 2024.

ARDG and Umwelt met with UHSC on 13 December 2025 to discuss their submission. Key discussion points were the requested planning agreement, project closure, waste management and traffic. ARDG advised UHSC they intended to propose a planning agreement in relation to community benefit, however, not in relation to traffic and road maintenance. This approach is based on all road upgrades and maintenance associated with Project being implemented by Tilt under the Liverpool Range Wind Farm Project approval. ARDG informed UHSC that during the consultation process, the Cassilis community requested the contribution be spent within the Cassilis community due to being the closest community to the Project Area. This information was acknowledged by UHSC. UHSC advised ARDG to make this offer via letter. A letter of offer was sent to UHSC on 17 January 2025.

3.1.2 Warrumbungle Shire Council

ARDG and Umwelt met with Warrumbungle Shire Council (WSC) on 11 December 2025. Key discussion points were Project design, WSC request for a planning agreements, traffic and social impacts.

WSC advised they consider that as the project is stand-alone SSD it requires a project specific planning agreement. ARDG advised that as the Project is not located within the WSC LGA and that there will be no impact to WSC services as a result of the Project, developer contributions are not applicable. Additionally, Tilt is responsible for road upgrades and maintenance under the terms of the Liverpool Range Wind Farm development consent, therefore road maintenance contributions are not warranted in this instance.
A letter outlining this approach from ARDG was provided to WSC on 23 December 2025.

In relation to the issues raised in the submission, WSC advised they will review the submissions report and comment accordingly.

3.2 Project Changes

No changes have been made to the Project.

3.3 Further Assessment

As outlined in the EIS and Biodiversity development Assessment Report (BDAR) (refer to Appendix 9 of the EIS) (Umwelt, 2024b) additional surveys for the pink-tailed legless lizard (*Aprasia parrapulchella*) and striped legless lizard (*Delma impar*) were undertaken in September, October and November 2024. These surveys did not identify these species as being present within the Project Area. Further detail regarding these surveys and changes to assessed offsetting requirements will be provided in an Addendum to the BDAR, provided as a separate response to DPHI.

No further assessment has been undertaken.

4.0 Response to Government Submissions

Government agencies and public authorities make submissions relating to their areas of responsibility and typically deal with technical matters. In addition, government submissions frequently raise matters that require consideration by the consent authority and recommend consent conditions for inclusion in project approvals.

The following section responds to the specific matters raised by each government submission. Submission wording is provided in text boxes, with the response provided below each text box.

4.1 DPHI – Crown Lands

The Department of Planning, Housing and Infrastructure – Crown Lands and Public Spaces (Crown Lands) has reviewed the proposal.

As per section 3.1.2 of the Environmental Impact Statement, Crown Lands notes that approximately 40 m of an unnamed Crown road will be bisected by a "new all-weather sealed access road".

Authority to use, traverse, access or build infrastructure on Crown roads is required. We note that the proponent has contacted Crown Lands to seek landowners consent to lodgement of the development application and to discuss and initiate the processes required to authorise the use of and/or access to the Crown road.

More information regarding Crown roads can be found at the following links: https://www.crownland.nsw.gov.au/licences-leases-and-permits/information-aboutcrown-roads

The Crown Lands submission is noted. Consultation regarding the use of and/or access to the Crown road that will be crossed by the proposed quarry access road is ongoing, with an application for landowners consent lodged in November 2024.

4.2 Department of Primary Industries and Regional Development, Agriculture and Biosecurity

The EIS and associated documents provided have been reviewed. We note that the site is located on Land and Soil Capability (LSC) Class 3 land based on regional mapping. The EIS noted that a detailed assessment of the potential impacts of the Project on soils and land capability was undertaken. This assessment relied on geotechnical information which is not suitable for a LSC determination. However, the likely impacts to agricultural resources and the proposed mitigation measures identified in the EIS are adequate for the project.

The Department notes that the site is in close proximity to Biophysical Strategic Agricultural Land (BSAL) and land mapped as draft State Significant Agricultural Land (SSAL). Any modification for expansion will need to consider the impacts on these resources.

The response from DPIRD is noted.

4.3 Environment Protection Authority

Matters to be addressed prior to determination:

1. Noise, Vibration and Blasting

The EPA notes that receivers in the noise assessment were classified as associated and non-associated residences. However, it is not clear if receivers classified as associated have an agreement with the applicant regarding impacts from the proposed quarry. The EPA considers if there is a negotiated agreement these receivers would be excluded from noise limits in an EPL.

If the agreements do not include the quarry, the impacted residences would be classed as 'non-associated' and the proponent would need to assess further mitigation measures for receivers where predicted noise levels are above the Project Noise Trigger Levels in the Noise Impact Assessment.

The EPA recommends the Department of Planning Housing and Infrastructure (DPHI) consider which receivers have agreements with the applicant for impacts from the quarry during their assessment, if any additional mitigation is required and if approved, any conditions specific to these receivers.

As outlined in the EIS, ARDG has a landowner agreement with the owner of the land associated with the Project Area (also owner of the closest residence ID F8-1) which includes agreement on potential impacts of the proposed quarry.

Appropriate noise mitigation is proposed to achieve relevant noise criteria at the closest non-associated residence (ID 2), as outlined in Section 6.2.3.1 of the EIS. The Noise Impact Assessment indicates compliance with criteria can be achieved at all other residences. In addition, all other residences located within 5 km of the Project Area are associated with the Project.

Matters to be addressed with conditions:

1. Noise, Vibration and Blasting

If the application is approved, the EPA recommends the following matters are considered by DPHI in conditions of approval.

a) Operational activities to be limited to 7am to 6pm Monday to Saturday, and at no time on Sundays and Public Holidays.

b) All construction activities at the premises to take place between 7am and 6pm Monday to Friday and 8am to 1pm on Saturdays, and at no time on Sundays and Public Holidays.

c) A blast management plan must be prepared and implemented by the applicant prior to the commencement of blasting and include but not be limited to:

- *i. Compliance standards*
- *ii. Measures to ensure compliance with licence limits*
- *iii. Remedial and reporting action plan*
- *iv. Monitoring methods and program*
- *v. Notification of procedures for neighbours prior to detonation of each blast*

d) Blasting ground vibration and overpressure:

- *i. The airblast overpressure level from blasting operations at the premises must not exceed 120dB (Lin Peak) at any time at any noise sensitive locations. Error margins associated with any monitoring equipment used to measure this are not to be taken into account in determining whether or not the limit has been exceeded.*
- *ii. The airblast overpressure level from blasting operations at the premises must not exceed 115dB (Lin Peak) at any noise sensitive locations for more than five per cent of the total number of blasts over each reporting period. Error margins associated with any monitoring equipment used to measure this are not to be taken into account in determining whether or not the limit has been exceeded.*

iii. Ground vibration peak particle velocity from the blasting operations at the premises must not exceed 10 +mm/sec at any time at any noise sensitive locations. Error margins associated with any monitoring equipment used to measure this are not to be taken into account in determining whether or not the limit has been exceeded.

iv. Ground vibration peak particle velocity from the blasting operations at the premises must not exceed 5 mm/sec at any noise sensitive locations for more than five per cent of the total number of blasts over each reporting period. Error margins associated with any monitoring equipment used to measure this are not to be taken into account in determining whether or not the limit has been exceeded.

v. Blasting at the premises may only take place between 9:00 am–5:00 pm Monday to Friday. Blasting is not permitted on public holidays.

vi. Blasting outside of the hours specified in (v) can only take place with the written approval of the EPA.

vii. The airblast overpressure and ground vibration levels in conditions (i) to (iv) do not apply at noise sensitive locations that are owned by the licensee or subject to a private agreement, relating to airblast overpressure and ground vibration levels, between the licensee and land owner.

viii. Blasting at the premises is limited to 1 blast on each day on which blasting is permitted.

e) A Traffic Noise Management Strategy (TNMS) be developed by the applicant, prior to commencement of construction and operation activities, to ensure that feasible and reasonable noise management strategies for vehicle movements associated with the facility are identified and applied, that include but are not necessarily limited to the following;

i. driver training to ensure that noisy practices such as the use of compression engine brakes are not unnecessarily used near sensitive receivers,

ii. best noise practice in the selection and maintenance of vehicle fleets,

iii. movement scheduling where practicable to reduce impacts during sensitive times of the day,

iv. communication and management strategies for non-licensee/applicant owned and operated vehicles to ensure the provision of the TNMS are implemented,

v. a system of audited management practices that identifies non -conformances, initiates and monitors corrective and preventative action (including disciplinary action for breaches of noise minimisation procedures) and assesses the implementation and improvement of the TNMS,

vi. specific procedures for drivers to minimise impacts at identified sensitive receivers,

vii. clauses in conditions of employment, or in contracts, of drivers that require adherence to the noise minimisation procedures and facilitate effective implementation of the disciplinary actions for breaches of the procedures.

The draft conditions identified in paragraphs a) to d) are noted and are consistent with the proposed Project and Project commitments as described in the EIS.

In relation to the Traffic Noise Management Strategy, it is noted that the Project will only supply quarry material for the construction of the LRWF project and the transport of quarry material from the quarry to locations where the product is used for the LRWF (including road upgrade works) will be wholly managed by Tilt Renewables, the proponent of the LRWF. These movements are subject to management plan requirements under the LRWF development consent (SSD 6696). Whilst it is acknowledged that this condition would ordinarily be appropriate for quarry operations, the specific supply characteristics of this operations (which are reflected in the Project commitments) make it more appropriate that product haulage movements on the broader road network are managed under the EPL for the LRWF rather than the EPL for the Project.

2. Air Quality

If the application is approved, the EPA recommends the following matters are considered by DPHI in conditions of approval.

a) The proponent must, as far as practicable, prevent or minimise the generation of air emissions, including dust generation, from the site.

b) Prior to the commencement of the construction activities, the Applicant must develop and implement an Air Quality Management Plan (AQMP) to manage air quality emissions, including dust emissions from construction activities. As a minimum, the AQMP must consider the following:

i. Objectives

ii. Risk assessment

iii. Proactive and reactive mitigation strategies

iv. Key performance indicator(s) to evaluate the implementation of mitigation strategies

v. Monitoring method(s)

vi. Location, frequency and duration of monitoring

vii. Record keeping

viii. System and performance review for continuous improvement.

The terms of the draft condition are noted and are consistent with the proposed Project and Project commitments as described in the EIS.

3. Water Quality

If the application is approved, the EPA recommends the following matters are considered by DPHI in conditions of approval.

a) The applicant must implement a comprehensive Water Management System that includes erosion and sediment controls to mitigate potential water quality impacts on downstream receiving waters during both construction and operational phases.

b) Before the commencement of any work, erosion and sediment controls must be installed and maintained. When implementing such controls, any relevant guidance in the Managing Urban Stormwater, Soils and Construction Vol.1 (Landcom, 2004) and Vol. 2E Mines and Quarries (DECC, 2008) must be considered.

c) The SSD must be designed, constructed and operated so as to maintain the NSW Water Quality Objectives where they are being achieved as at the date of this approval, and contribute towards achievement of the NSW Water Quality Objectives over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the SSD contains different requirements in relation to the NSW Water Quality Objectives, in which case those requirements must be complied with.

The terms of the draft condition are noted and are consistent with the proposed Project and Project commitments as described in the EIS.

4. Waste Management

The EPA understands that approximately 4 to 6 tonnes of waste tyres would be generated at the site. If the application is approved, the EPA recommends DPHI consider a condition of approval requiring the applicant not to bury any tyres on site and they are disposed of at a licensed tyre recycling facility.

Comment is noted and is consistent with the proposed Project and Project commitments as described in the EIS.

Other matters:

5. Water Discharge Point

The EPA acknowledges that in the EIS, the applicant states that a discharge point may be required to allow the controlled release due to the excessive accumulation of water from the sediment dam. An application to the EPA would be required to add a discharge point to an EPL. The EPA advises the applicant will be required to de-silt the sediment dam and any other water storage dams prior to applying for a water discharge point to be added to an environment protection licence.

Comment is noted and is consistent with the proposed Project and Project commitments as described in the EIS.

6. Greenhouse Gas Emissions

The estimated emissions provided in the greenhouse gas assessment show the proposal will generate less than 25,000 tonnes per annum of scope 1 and scope 2 emissions. Therefore, the modification does not trigger additional requirements in the Draft NSW EPA Guide for Large Emitters (large emitters guide).

For future applications or modifications, the applicant is encouraged to ensure consistency with the principles in the large emitters guide.

Comment is noted.

4.4 Heritage NSW, DCCEEW

Heritage NSW requests additional information to inform its advice to the Department on whether the Aboriginal Cultural Heritage Assessment Report adequately addresses the Secretary's Environmental Assessment Requirements for the project, including the associated recommendations for the management of Aboriginal cultural heritage. The additional information includes:

Heritage NSW understands that this project was originally a part of a modification application (SSD-6696-Mod 1) but at the request of Department of Planning, Housing and Infrastructure the projects were split into separate applications. As such, the consultation with the Registered Aboriginal Parties (RAPs) started under one project and was completed as two projects. However, as the SEARs require consultation as per the Aboriginal cultural heritage consultation requirements for proponents (DECCW 2010), Heritage NSW requires Stages 1-3 documentation from the initial project to ensure the RAPs have been adequately consulted on the project.

The requested information was provided to Heritage NSW for review in January 2025. The Stage 1-3 consultation process was undertaken to establish the Registered Aboriginal Party (RAP) Group associated with the LRWF Project. Given the location of the Project Area (within the LRWF Project Area) and the association with the LRWF Project continuation with the established RAP group was pursued.

4.5 NSW Rural Fire Service

The Environmental Impact Assessment (EIS) incorporated a bushfire assessment that correctly identified a grass fire threat to the proposed development. The EIS recommends a 10m asset protection zone, heavy vehicle internal roads, on-site water supply and emergency management/evacuation planning.

The bushfire recommendations of the EIS are supported. The Response to Submission (RTS) shall incorporate the bushfire mitigation measures within Appendix 4 – Summary of Management and Mitigation Measures. Those measure shall also incorporate a minimum 4 metre wide trafficable defendable space within the recommended 10 metre (perimeter) asset protection zone.

The Rural Fire Service submission is noted, and an additional 4 m wide trafficable defendable space will be incorporated within the 10 m asset protection zone as requested.

The Summary of Management and Mitigation Measures (refer to **Appendix 2**) has been updated to include bushfire management commitments.

4.6 Transport for NSW (TfNSW)

a. Confirmation should be provided that the intersection upgrades for the Vinegaroy Road/Golden Highway intersection will have commenced prior to the operational phase of the quarry.

Tilt Renewables has recently advised ARDG that the Vinegaroy Road/Golden Highway intersection is scheduled to be upgraded by EnergyCo as follows: "*The targeted completion date for Vinegaroy Road / Golden Highway is 1 October 2025. This includes Contingency: Start 22-Aug-25, Finish 1-Oct-25*". As discussed with TfNSW during the preparation of the EIS (meeting on 31 May 2024), if these intersection upgrade works are not completed by the time mobilisation of the Quarry-related plant and equipment is required, heavy vehicle movements through the Vinegaroy Road/Golden Highway intersection would be completed under escort and would occur outside of the AM and PM peak hour periods.

b. Clarify if the mobilisation stage and any establishment works would occur prior to any construction works necessary for the quarry.

As detailed in Section 3.1 of the TIA, mobilisation would occur via the Golden Highway, Vinegaroy Road and Rotherwood Road and be limited to the crushing and screening plant, mobile plant and site infrastructure (e.g. demountable office/crib room). Access from Rotherwood Road to the Quarry site would be through the landowner's existing property entrance off Rotherwood Road and internal farm tracks, to deliver the crushing plant and other initial mobile plant and equipment. No road construction works/upgrades are required for the mobilisation stage of the Project. The site access point to the proposed Quarry on Rotherwood Road (refer Section 5.2 of the TIA) would be constructed prior to any quarry material leaving the site.

c. Specify the mitigation measures that will be employed to mitigate the traffic impacts of the quarry at the Vinegaroy Road/Golden Highway intersection, if all of the establishment, construction and operations of the quarry will commence prior to the completion of the intersection treatments by EnergyCo. Consideration will need to be given to the direction, given the existing non-compliances with the safe intersection sight distance at this intersection. Traffic mitigation measures that will need to be considered are: *• Limiting the traffic in the AM/PM peak hour to a traffic volume that conforms with the existing land use (rural settings this would be 1 heavy vehicle and a maximum of 7 light vehicles),* *• Restricting the direction of travel to the direction in which SISD is achieved.* *• Identifying the routes for all phases of the development.* *• Staggering traffic volumes throughout the hours of construction.* *• Providing a swept path analysis for largest heavy vehicle and design vehicle for the project for the Vinegaroy Road/Golden Highway intersection.* *• Consideration of signage on the approaches to identify the turning traffic for the project.* *• Consideration of other routes that are not restricted by the 4.9 m vertical limitation on the Black Stump Way/Golden Highway route.*

As detailed above, the Vinegaroy Road/Golden Highway intersection is only required to be used during mobilisation (i.e. establishment and construction) and demobilisation. It is not required for use by Quarry haulage vehicles during the operational phase of the Project. Mitigation for the mobilisation stage through the intersection (if not upgraded) would be as follows:

- Restriction of all vehicle movements (HV and LV) to a maximum of one heavy vehicle and 7 light vehicles during the AM/PM peak hour
- Restriction of all other vehicle movements outside of the AM/PM peak hour
- All HV movements to be escorted through the intersection.

As detailed in Section 3.1 of the TIA, the intersection between the Golden Highway and Vinegaroy Road has been assessed for OSOM vehicle swept paths as part of the Supplementary TIA that was prepared for the LRWF Project (included as Appendix 1 to the TIA), including a 90 m long blade transportation vehicle combination which did not require any pavement widening to accommodate the turning manoeuvre. It is therefore considered that sufficient pavement width exists at this intersection to accommodate the less critical swept path of a standard low loader transportation combination (HV category).

Alternative access via the Black Stump/Golden Highway was considered, however, was discounted noting the 4.9 m vertical limitation of the Coolaburragundy River bridge on Vinegaroy Road. Access via Cassilis was also considered, however the low-level crossing of Four Mile Creek on Rotherwood Road was considered to be unsuitable.

d. Provision of swept paths are required to show if the existing pavement of Golden Highway/Vinergaroy Road intersection is suitable or if mitigation measures are required. This is to be shown for all directions of travel proposed.

As detailed in Section 3.1 of the TIA, the intersection between the Golden Highway and Vinegaroy Road has been assessed for OSOM vehicle swept paths as part of the Supplementary TIA that was prepared for the LRWF Project (included as Appendix 1 to the TIA) including a 90 m long blade transportation vehicle combination, which did not require any pavement widening to accommodate the turning manoeuvre. It is therefore considered that sufficient pavement width exists at this intersection to accommodate the less critical swept path of a standard low loader transportation combination (HV category).

e. Include the dimensions (i.e., length, width, height and mass) of heavy vehicles proposed as part of mobilisation works. Clarity should be provided regarding if these vehicles are oversize over mass and require escorts.

The vast majority of all heavy vehicle movements associated with mobilisation would be within standard HV dimensions – 21 m (length); 2.5 m (max) (width); 4.5 m (height); 50 t (GVM). Should any OSOM vehicles be required (e.g. transport of primary crusher), OSOM permits would be applied for through the NHVR.

f. The Traffic Impact Assessment (TIA) states that the plant and equipment will be completed under escort. Clarification is requested as to whether the plant and equipment will be travelling under an NHVR notice or will be considered high-risk OSOM requiring a high-risk OSOM route assessment (refer to TfNSW high-risk OSOM fact sheet).

The majority of plant and equipment mobilisation would utilise standard HV's (refer Item (e)) and as such will not require escorts. Should any OSOM vehicles be required (e.g. transport of primary crusher), OSOM permits would be applied for through the NHVR. As indicated under Item (a), if the Golden Highway / Vinegaroy Road intersection upgrade works are not completed by the time mobilisation of the Quarry-related plant and equipment is required, movements through the Vinegaroy Road/Golden Highway intersection would be completed under escort, and would occur outside of the AM and PM peak hour periods.

g. Clarification is required of when the mobilisation of heavy vehicle movements is proposed to be undertaken in relation to the upgrades of Golden Highway/ Vinegaroy Road intersection.

Refer to response to item (a).

h. Provide a diagram of the routes proposed of mobilisation vehicles for oversize over mass (OSOM), heavy vehicles and light vehicles.

Refer to **Figure 4.1**.

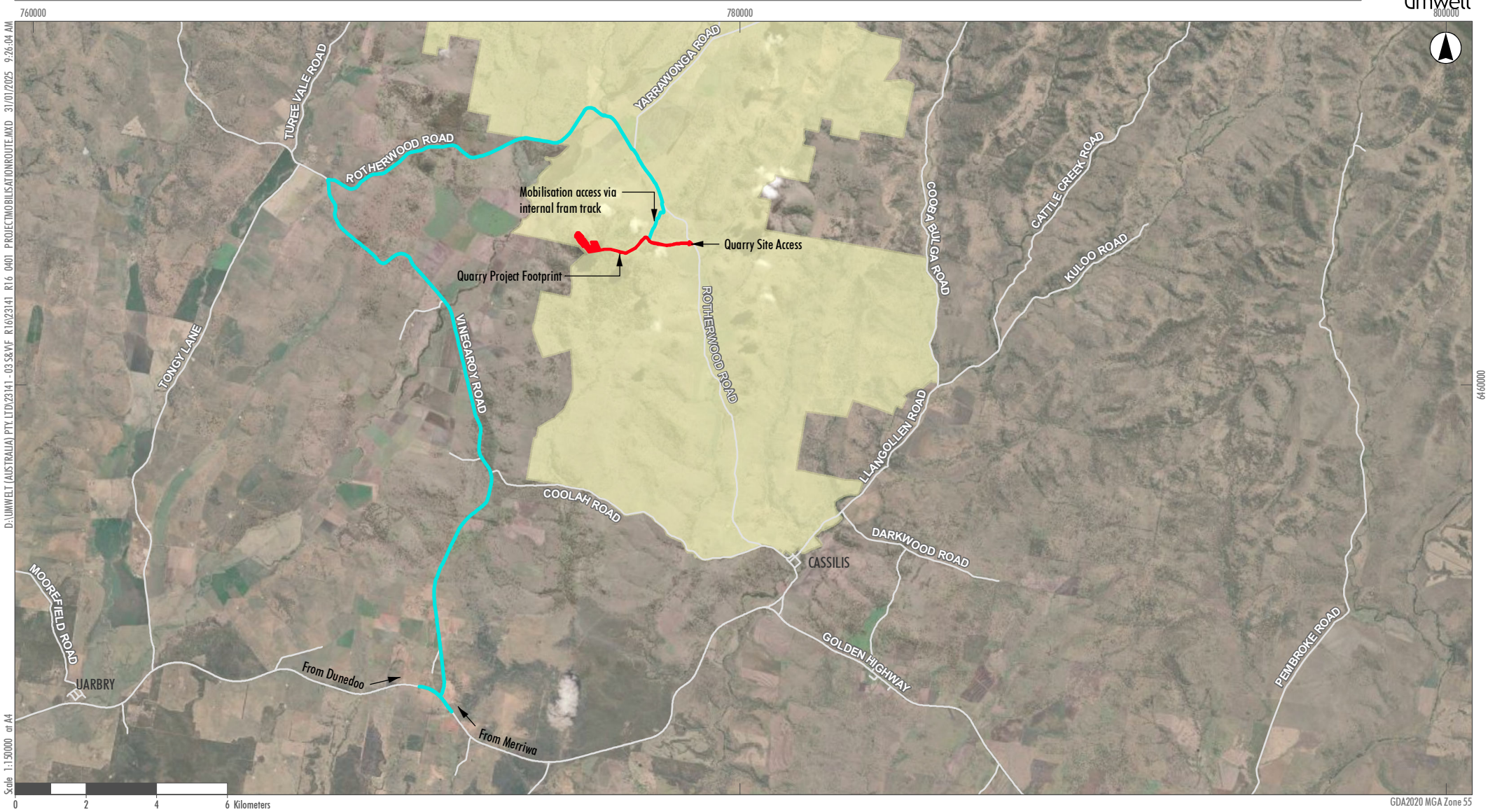


FIGURE 4.1

Project Mobilisation Route

Image Source: ESRI Basemap (2022) Data source: NSW DSFI (2022)

Clarify if 30 vehicles is the total number of vehicles proposed during mobilisation stage.

As indicated in Section 3.1 of the TIA, the number of mobilisation movements is estimated at between 20–30. This includes movements to and from the site.

4.7 Water Assessments, DCCEEW

1.0 Water take and licensing

1.1 Recommendation – Prior to determination

Department of Planning, Housing and Infrastructure request the proponent to:

- *Confirm the proposed water supply options to meet site water demands.*
- *Confirm if consultation has occurred with the owner of the bore or other water supply sources proposed to supply water for the project*

Explanation

Conflicting information is presented in the EIS on the groundwater supply options proposed to meet site water demands. Section 3.4 notes a bore on Lot 5 DP883170 will be used whereas Section 6.5.1.5 notes 80CA706124 will be used. The proponent should confirm which option is proposed. Should the bore on Lot 5 be the preferred option the approval number is requested.

Insufficient information has been provided to understand if consultation has occurred for the use of third party works or town water supply options. The proponent should confirm that consultation has occurred to ensure that these are viable options to meet the project demands.

The reference to the bore on Lot 5 DP883170 is incorrect and refers to a bore previously considered for use or supply purposes. The bore proposed for use to supplement water supply for the Project is correctly identified is Section 6.5.1.5 as is a bore located on Lot 89 DP 750749 and subject to works approval 80CA706124.

4.8 WaterNSW

WaterNSW has reviewed the EIS and found that the proposal is not located near any WaterNSW land, assets or infrastructure. Therefore, we have no comments or requirements regarding the proposal.

However, if required, the applicant must apply for a Water Access Licence (WAL) from WaterNSW for the extraction of water from existing or new groundwater bores. Any such request will be assessed at the time of application.

WaterNSW requests that the Department continues to consult with us for any development that may impact on our assets, infrastructure or land, by emailing Environmental.Assessments@waternsw.com.au.

The WaterNSW submission is noted.

4.9 Upper Hunter Shire Council

1. Waste Management Plan

1 kL seems a very conservative estimate for waste oil / grease for the size of the operation. Given the remote location and proximity to more than one shire boundary, within the EIS potential facilities for disposal of non-recyclable waste should be identified.

All oil and grease waste material will be removed from site by supply contractors for recycling.

Warrumbungle Shire Council has requested that any waste from the operation is not disposed of at its waste management facilities and ARDG have accepted the request. Most waste material from the site will be removed by supply contractors for recycling (e.g. tyres, oils and grease). It is currently proposed that the small quantities of putrescible waste generated by the Project would be taken to the Cassilis Waste Transfer Station (which is open weekly on Saturdays from 10.00 am to 1.30 pm) by a site employee. It is understood that any waste taken to the Cassilis Waste Transfer Station will be subject to Waste Levy Charges.

2. Road and Traffic Impacts

- *Council is concerned with the impacts of project traffic on pavement life reduction due to accelerated loading from heavy vehicle quarry movements over a short 2/4 year cycle. Therefore, we request that the proponent be required to undertake a detailed assessment of these impacts for Council's consideration, as the roads authority.*
- *Due to the significant increase in heavy vehicle movements on Rotherwood Road, as shown in Table 6.15 of the EIS, Rotherwood Road, between Vinegaroy Road and the quarry entrance, should be fully upgraded and sealed to the following standards:*
  - *Design pavement width 7.2 m with a 6 m bitumen seal.*
- *We note that Appendix 1 to Appendix 5 of the Traffic Impact Assessment are missing. It is requested that a complete Traffic Impact Assessment with appendices be provided.*
- *The road segment IDs referenced in the EIS and Traffic Impact Assessment are not clearly defined. It is requested that chainages be provided for each road segment so that the location of proposed road upgrades can be clearly identified.*
- *Heavy vehicle movements should be restricted to Rotherwood Road, Yarrawonga Road and Vinegaroy Road within the Upper Hunter Shire Local Government Area. A condition of consent should be imposed prohibiting the use of any other Council roads for heavy vehicle haulage.*

Copies of the missing appendices have been provided to the Upper Hunter Shire Council (UHSC) for review and the complete version of the TIA is attached to this report, refer to **Appendix 3**.

ARDG met with the UHSC in December 2024. During this meeting, ARDG drew UHSC's attention to the linkages between the Project and the LRWF Project and the commitment that quarry product haulage would be restricted to approved haulage routes under the LRWF development consent (SSD 6696). All quarry product haulage from the Project would be subject to the road upgrade and maintenance requirements in SSD 6696. Accordingly, separate conditions related to road upgrades and maintenance in a development consent issue for the Project is unnecessary and potentially complicates obligations in relation to road upgrades were both ARDG and the proponent of the LRRF to have the same legal obligations. ARDG do not object to a condition of consent limiting all product from the quarry is to be limited to material required for construction and/or maintenance activities approved under SSD 6696 (or any replacement consent should SSD 6696 be surrendered) and a restriction on haulage routes to those approved under that consent.

As discussed in the EIS, the only road upgrades associated with the Project are located at the site entrance. The location of the proposed intersection relative to the approved LRWF Site Access Points (SAPs) SAP 55 and SAP 15 are shown on **Figure 4.2**; also shown on the figure are chainage distances (in metres) from the Rotherwood Road intersection with Vinegaroy Road. The entrance to the proposed quarry access road would be located close to SAP 15, with the final location to be micro-sited within the quarry disturbance footprint that fronts Rotherwood Road. The final quarry access location would be a sufficient distance from SAP 55. The detailed intersection design will be developed in consultation with the UHSC as part of the s138 process.

3. Planning Agreement

- *It is requested that the developer enter into a planning agreement with Upper Hunter Shire Council. The planning agreement should include a community enhancement component and a road maintenance component to provide funding for the ongoing maintenance of haulage routes for the life of the quarry. The key terms of a planning agreement should be accepted by the parties before development consent is granted.*

ARDG met with the UHSC in December 2024. ARDG explained the that the requested contributions in relation to road maintenance are fully covered under the terms of the LRRF development consent (SSD 6696). Accordingly, a separate road contribution requirement for the Quarry would effectively amount to a duplication of maintenance requirements. At the meeting, UHSC acknowledged that they no longer require this in the requested consent provided it was covered in the LRRF development consent.

ARDG have presented a community enhancement contribution offer to UHSC and are currently awaiting a response to this offer. ARDG have requested that any such contribution be put towards community enhancement works in the Cassilis area.



Legend

- Project Area
- Liverpool Range Wind Farm Project Development Corridor
- Road
- Rotherwood Road
- Chainage mark
- LRWF Access Road
- Site Access Point (SAP)

FIGURE 4.2

Site Access Road intersection Location

Image Source: ESRI Basemap (2022) Data source: NSW DSFI (2022), Tilt (2025)

4.10 Warrumbungle Shire Council

1. Project Overview

It is noted that, according to the EIS, the purpose of the proposed quarry is to supply hard rock products solely for the construction, operation and maintenance of the Liverpool Range Wind Farm (LRWF) Project (SSD-6696) Modification 1 which was approved by the Department on 23rd October 2024.

Council notes that as the LRWF MOD-1 was only determined after the Quarry Project EIS was publicly exhibited, then the Quarry Project could not possibly have fully assessed all the wind farm's impacts. A key pillar of the Quarry Project EIS is that most of its impacts have already been mitigated under the LRWF MOD-1 project. A Response to Submissions report is now required from the Quarry Project proponent, to reconcile the LRWF consent conditions with its own (contemplated, anticipatory) assertions about how those consent conditions (would likely) deal with its specific impacts. Key among those impacts include roads matters discussed below.

It is understood the Quarry Project would involve, inter alia:

a) construction of a site access road off Rotherwood Road;

b) extraction, processing and transportation of up to 700,000 tonnes per annum of hard rock quarry products (from a total resource of approximately 2 million tonnes) to supply the Liverpool Range Wind Farm Project ('LRWF') during its construction phase;

c) only supplying aggregate to LRWF and nowhere else;

d) a maximum project life of four years and then will be closed and rehabilitated; and

e) rehabilitation of the site following quarry closure after four years of operation.

A review of the LRWF Modified consent conditions indicates that these remain consistent with the assumptions regarding approved LRWF activities applied in the assessment of the Project.

2. General Comments

2.1 Cumulative impacts

There are some 11 renewable energy projects (proposed/actual) located wholly or in part in Warrumbungle LGA. Within or just outside the boundary of the CWO REZ there are some 40 proposed/ actual renewable energy projects.

Whilst WSC is generally supportive of renewable energy initiatives, the likely scope and extent of cumulative impacts arising from all these proposed or actual projects remains poorly assessed.

Inadequate action has been taken by the NSW Government to identify, quantify and compensate for the cumulative adverse environmental, social and economic impacts arising from REZ-related activities. Meanwhile, the locals who live in the REZ are having to bear these costs.

The lack of meaningful detail on cumulative impacts and how they will be remedied by the NSW Government and the developers means WSC is not in a position to make an informed, merit-based judgement as to the relative costs and benefits of the proposed Quarry Project.

WSC calls on the NSW Government to ensure its agencies and the proponent address how the proposal-specific impacts relate in the context of the overall cumulative impacts across both the Shire and the CWO REZ more broadly.

Key project-related matters of material interest to WSC include:

a) The impact of increased traffic on Shire roads - including light and heavy- and ongoing consequential road maintenance costs;

b) The environmental, social and economic costs (who bears them?) and benefits (for whom?) as they relate to the Warrumbungle Shire; and

c) Securing a Planning Agreement with the proponent.

The various concerns are outlined in this submission. It is because of these unresolved and significant matters that WSC hereby lodges an objection to the Proposal. The prospect of WSC subsequently reviewing its objection is dependent on whether the Proponent and DPHI actively and substantively engages with WSC to address, to WSC's written satisfaction, the concerns listed.

The residents, ratepayers and community groupings in the Shire require WSC to be satisfied that the environmental, social and economic assets and attributes of the Warrumbungle LGA in general, and the local communities, towns and rural districts in particular, will be safeguarded and their future wellbeing enhanced.

The Warrumbungle Shire Council (WSC) comments are noted. ARDG met with Council in December 2024 to discuss their submission and the issues raised.

Specific responses to these issues, consistent with the views presented to WSC in the December meeting, are provided below.

*2**.2 Risk of inappropriate manipulation of the NSW planning assessment and determination process***

WSC considers that there is opaqueness and a lack of transparency regarding the relationship of the Quarry Project and the LRWF and that that lack of clarity raises serious questions about the designation of each when it comes to the assessment designation of each (SSD and Modification) respectively.

The matters at hand are outlined below.

a) Who really is the proponent of the Quarry Project?

WSC has been advised by Tilt Renewables, the proponent of the LRWF, that:

i. In early 2023 it was advised by DPHI that the quarry was to be part of the LRWF Modification application;

ii. At the end of 2023 it was advised by DPHI that the quarry was NOT to be part of the LRWF Mod;

iii. It (Tilt) is bankrolling the costs associated with the impact assessment process for the Quarry Project being promoted by Australian Resource Development Group Deans Quarry Pty Ltd; and

iv. That all the quarry products are to be used on the LRWF project and nowhere else, over a four-year period coinciding with the construction of the LRWF, and then the quarry is to be closed.

Also, of key relevance to note, there is nothing stated or inferred in the LRWF planning agreement as recently negotiated by WSC on the Modification that suggests a planning agreement will not be sought for the Quarry Project.

The Quarry Project EIS further reinforces the messaging that Tilt Renewables (LRWF) is, in effect, in the 'driver's seat' in relation to the quarry activities, by stating as follows:

Page 94: ' s the Project is solely for the purpose of supplying the LRWF project construction activities, any mitigation necessary to manage impacts of quarry haulage and light vehicle traffic on Council road assets would be undertaken by the LRWF project. in accordance with Development Consent SSD 6696 (as modified).

Page 94: "Potential traffic and transport impacts will be mitigated and managed through appropriate intersection design and compliance with the LRWF Traffic Management Plan (TMP)."

Page 94-95: "Haulage of quarry products from the access road gate will be managed by Tilt subject to the requirements of the LRWF project development consent which include these haulage constraints."

In considering the above information sourced from the Quarry Project EIS, WSC submits a reasonable person could reasonably believe that Tilt Renewables is, to all intents and purposes, the proponent - real or de facto - for the Quarry Project.

Based on the evidence outlined above, WSC reasonably believes that, at law, this is in fact a de facto development activity that is fairly and squarely an integral component of the LRWF - yet to be built - and thus should be assessed and determined as such, with Tilt Renewables being the proponent, and not having the development promoted via a third party as a separate SSD.

WSC looks forward to dialogue with DPHI on this matter.

ARDG is the proponent for the Project and is a corporate entity independent of the proponent of the LRWF. While the Project is linked to the supply of quarry material for the construction of the LRWF, the Quarry will be operated independently of the LRWF under a separate development consent and EPL.

Notwithstanding the above, we note that the matters raised in this aspect of the WSC submission are not a relevant consideration for the assessment of development applications under Part 4 of the EP&A Act.

b) The Quarry Project is an SSD in its own right therefore WSC requires a Planning Agreement prior to any contemplation of consent being issued

The Minutes of the LRWF Community Consultative Committee Meeting held on 27 August 2024 (CCC) state that Mr Stafford from Tilt Renewables "advised the quarry is a stand-a/one State Significant Development and will operate independent of the determination for the wind farm".

WSC has also been recently advised by Tilt Renewable management that there is now real uncertainty as to whether the Quarry Project will be approved and constructed soon enough for the LRWF to be supplied with the required aggregate, and that the wind farm may have to look elsewhere across the region for the necessary material. If that is so, what does this mean for the scope and extent of Conditions of Consent for the Quarry Project? Is a Modification being contemplated to transport the aggregate product further afield to other markets? What are the traffic impact assessment implications arising from that prospect?

Even leaving aside a potential Modification to the Quarry Project, the current EIS does not adequately assess the proposed Quarry Project as a stand-alone development. For example, the Quarry Project may commence stockpiling material (onsite or elsewhere at the LRWF project site) earlier or later than the LRWF demands it, the LRWF construction may be completed in stages over many years or decades, or there may be surplus material left over once the LRWF is completed.

These factors mean the Quarry Project must be assessed as a stand-alone development that cannot rely on the LRWF Modification-01 consent already having covered its impacts, just like any other quarry project.

Critically also, the SSD consent development rights under either of the LRWF or the Quarry Project may be sold by either project owner to a third party at any time (before or after any Quarry Project consent determination, and before or after construction of either project), and this may lead to unfair advantages for either of the project proponents or the incoming purchaser, unless Planning Agreements are in force between both projects and Council, and both SSD consents fairly reflect the individual stand-alone requirements of those projects as though the other project is not certain.

Given the Quarry Project has been designated SSD status then WSC requires a planning agreement to be negotiated with the developer, namely Australian Resource Development Group Deans Quarry Pty Ltd. There is nothing contained in the LRWF modified project planning agreement that states or implies a planning agreement will not be sought for the Quarry Project.

The issue of developer contributions is addressed in detail below.

As noted above, ARDG is a separate entity to Tilt Renewables and the Project will be operated independently of Tilt Renewables other than coordinating the timing of supply of product for the construction of the LRWF.

The history of the approval processes for the Quarry is irrelevant to the assessment of the current development application which is a stand-alone State Significant Development project.

c) Impact assessment matters

WSC would appreciate answers to the following questions.

1. Could Tilt Renewables please advise:

a) What is the extent of the funding Tilt has provided to the proponent of the quarry project - both the quantum and for what purposes?

b) Does the funding end at the date that project approval is granted?

c) Are any of the payments advance funding to cover costs related to the aggregate resource?

d) When does Tilt expect to require aggregate for construction of LRWF - including upgrading public roads?

e) Will such supplies be sourced from the LR Quarry from the commencement of construction of LRWF?

If 'no' to 01 e) then from where will the aggregate be sourced?

ARDG is the Proponent for the Project, not Tilt Renewables. With the possible exception of items (d) and (e) the matters raised in this aspect of the WSC submission are not relevant planning considerations.

ARDG cannot speak on behalf of Tilt Renewables but understands that it is Tilt Renewables intent to commence construction activities as soon as possible. Should the Project be approved and all necessary secondary approvals and preconditions to quarry production are satisfied, the Project would provide materials for most aspects of the LRWF construction, including public road / intersection upgrades and maintenance.

As discussed in the EIS (see for example Section 6.8), there are a range of alternative quarry supply options available for the LRWF Project, however, these are all located a considerable distance away from the LRWF Project. The assessment of potential traffic impacts associated with the LRWF (Modification 1), assumed quarry product for the LRWF would be supplied from quarries located in Dubbo (detailed in Appendices 1 and 2 of the TIA**)** refer to **Appendix 3**.

c) Impact assessment matters

WSC would appreciate answers to the following questions.

…

2. Could ARDG Deans Quarry please advise:

a) When does it expect to commence supplying aggregate to the LRWF?

b) What are the Company's plans in the event that Tilt Renewables is forced, due to scheduling incompatibilities, to acquire aggregate from other sources?

c) In the event that Tilt Renewables obtains some or all of its LRWF aggregate needs from other parties, will the Company immediately cease production and close and rehabilitate the LR Quarry? Or does it plan to submit a Modification to allow product to be distributed to other, more distant markets?

In relation to the questions raised, ARDG provides the following responses:

a. ARDG is aiming to be in a position to supply quarry products to the LRWF from the commencement of construction activities. The ability to do this is subject to the timing of necessary approvals enabling early development works for the Quarry.

b. The current development application only seeks approval for supply of material to the LRWF. If the Project is not able to supply this material (for reasons relating to the timing of the planning approvals), the Project will not commence. If/when the necessary planning approvals are in place, the Project will re-evaluate the opportunity to supply material to the LRWF Project.

c. This is not relevant to assessment of the development application currently under consideration. Should either ARDG or the landholder seek a change to operations which are outside that ultimately approved, the assessment of impacts associated with such changes would be considered as part of that development assessment processes.

3. Securing Development Contributions via a Planning Agreement

As the sphere of government directly responsible for the day-to-day governance of Warrumbungle LGA, the issues WSC has to manage are significant and diverse. Whether it be roads and bridges, water and sewerage systems, waste, community buildings, recreation or day care facilities, the availability and quality of this infrastructure and social services has a significant influence on the quality of life and wellbeing of its citizens and ratepayers.

WSC seeks development contributions from the Proponent via a Planning Agreement that acknowledges the tangible and intangible environmental, social and economic costs arising from the proposal. Such funds will be applied to a public purpose that will ensure the provision of a public benefits, as per the EP&A Regulation.

As the Warrumbungle LGA will be impacted by the proposal, it requires a Planning Agreement to be negotiated with it prior to any contemplation by the NSW Government of the granting of development approval. In addition, WSC requires the Agreement's financial Key Terms to be included as a specific condition within any project consent. Without a Planning Agreement, the negative impacts of the stand- alone development on Council's roads will not be mitigated or offset as required under the EP&A Act.

As acknowledged in the EIS (page 31 Engagement) WSC advised the proponent of its planning agreement requirements in April 2024. The EIS then suggests the relevant section in the document that addresses the planning agreement matter is 'Section 6.8'.

Page 94 of the EIS seems to suggest that the developer does not support a planning agreement, noting ' s the Project is solely for the purpose of supplying the LRWF project construction activities, any mitigation necessary to manage impacts of quarry haulage and light vehicle traffic on Council road assets would be undertaken by the LRWF project, in accordance with Development Consent SSD 6696 (as modified).

Accordingly, a requirement for the quarry to contribute towards road upgrades or maintenance (e.g., via a haulage levy or VPA) would not be appropriate as it would effectively constitute 'double-dipping'."

Page 94 goes on to add that "Potential traffic and transport impacts will be mitigated and managed through appropriate intersection design and compliance with the LRWF Traffic Management Plan (TMP)."

Page 94-95 adds "Haulage of quarry products from the access road gate will be managed by Tilt subject to the requirements of the LRWF project development consent which include these haulage constraints."

To be clear, as per the Minutes of the LRWF Community Consultative Committee Meeting held on 27 August 2024 (CCC) where Mr Stafford from Tilt Renewables "advised the quarry is a stand-alone State Significant Development and will operate independent of the determination for the wind farm", WSC believes securing a Planning Agreement is entirely reasonable given it is a SSD.

Contrary to the assertion made in the WSC submission, entry into a Planning agreement is 'voluntary', and there is no 'right' for a planning agreement to be in place before a development can commence or be approved. This is particularly the case where the Project is not located within the Council's LGA (as is the case here).

Rather, the purpose of a Planning Agreement and developer contributions generally is to ensure that Councils are not financially disadvantaged by an additional demand on services created by a Project. A planning agreement with a Council (including a Council in a neighbouring LGA) may therefore be appropriate where a development creates additional demands on Council, either through a need for additional infrastructure, maintenance costs of other services beyond core business requirements. The DPHI Planning Agreements Practice Note – February 2021 provides a list of fundamental principles related to the Planning Agreements:

Planning authorities and developers that are parties to planning agreements should adhere to the following fundamental principles.

- *Planning authorities should always consider a development proposal on its merits, not on the basis of a planning agreement.*

- *Planning agreements must be underpinned by proper strategic land use and infrastructure planning carried out on a regular basis and must address expected growth and the associated infrastructure demand.*

- *Strategic planning should ensure that development is supported by the infrastructure needed to meet the needs of the growing population.*

- *A consent authority cannot refuse to grant development consent on the grounds that a planning agreement has not been entered into in relation to the proposed development or that the developer has not offered to enter into such an agreement.*

- *Planning agreements should not be used as a means of general revenue raising or to overcome revenue shortfalls.*

- *Planning agreements must not include public benefits wholly unrelated to the particular development.*

- *Value capture should* not be the primary purpose of a planning agreement.

The Project is considered unlikely to create any additional demand on WSC or impose additional burdens on WSC warranting additional recurrent spending during the term of the Project for the following reasons:

- All road maintenance requirements associated with the haulage of quarry material on WSC roads are regulated under condition 29 of the LRWF consent which places the onus on the proponent of the LRWF to ensure roads impacted by construction activities (which includes haulage of quarry materials, irrespective of their origin) are properly maintained - indeed, the requirements under this condition are a driver for quarry products to be supplied to the LRWF by the Project. Under this condition, WSC have the ability to direct the proponent of the LRWF to undertake these maintenance works where they could endanger road safety. This condition removes any financial obligations on WSC in relation to road maintenance requirements associated with the Project.

- The Project does not impose any additional demands on WSC infrastructure or services, with the only potential service the Project may have required related to disposal of waste. However, ARDG acknowledge WSC's request (discussed further below) regarding the inability of its waste disposal facility in Coolah to receive any waste from the Project and as such, the Project will manage waste disposal outside of the Warrumbungle LGA.

- Due to the relative low employment requirements and its short duration, the Project is considered highly unlikely to be a driver of material residential growth in the WSC and any additional population growth would not be of a magnitude to warrant an upgrade of WSC services or infrastructure.

While public interest considerations associated with mitigating impacts of a project on the public domain may be a valid justification for a planning agreement contribution, this is not considered warranted in the case of the Project for the following reasons:

- The Project will result in a significant *reduction* in truck movements on the broader regional road network including roads managed by WSC and on which Warrumbungle LGA residents would regularly travel (e.g. Vinegaroy Road and Golden Highway) – in this regard, the Project will improve conditions in this broader public domain relative to the Project not proceeding.

- Quarry Product haulage routes will be restricted to the existing approved haulage routes for the LRWF that are located within Warrumbungle LGA. The Project will not result in any change to heavy vehicle movements in sections of the approved LRWF haulage route closest to Coolah.

- Potential noise, dust, visual and vibration/blasting impacts associated with the Quarry activities will be almost entirely limited to the Upper Hunter LGA and only negligible impacts are predicted in areas of the Warrumbungle LGA. The Project's quarry operations are not predicted to have any adverse impacts on public domain areas within the Warrumbungle LGA.

For the reasons stated above, ARDG are of the view that a planning agreement with WSC is not warranted in the circumstances.

4. Road and Traffic Impacts

For the reasons stated in the Introductory paragraph and Planning Agreement sections above, securing a Planning Agreement is vital to ensure the developer mitigates or offsets its impacts on Council roads serving the development.

More than 2.8 million tonnes of material being transported by Council roads to the LRWF project (a relatively short distance) has been modelled using Austroads methods to represent potentially several-to-tens of millions of dollars of future damage, which Council would be required to pay for rehabilitation and maintenance of road pavements.

As the LRWF MOD-1 consent was determined after the public exhibition of this Quarry Project EIS, both the quarry developer (in its EIS) and Council have had limited time to review the actual consent requirements to ensure that any gaps in impact assessment between the two SSD projects are adequately mitigated or offset. The Quarry Project's Response to Submissions is required to address the roads consent conditions, including maintenance and upgrades to be provided by each developer.

Council recommends consent conditions which require full upgrade of all the Council- owned roads between the quarry site and the LRWF sites. As the commercial arrangements between the LRWF and Quarry Project are not public, it is only fair on the LRWF project developer that the Quarry Project must also bear consent conditions requiring such upgrades - given those upgrades are integral to enabling the quarry traffic to safely traverse public roads and offset the damage caused by them.

As noted above and in the response to the UHSC submissions regarding contributions related to road maintenance (refer **Section 4.9**), the terms of condition 29 of the LRWF development consent adequately cover this issue of road upgrades and maintenance. A developer contribution in relation to road maintenance is therefore not required.

As discussed with WSC at the December 2024 meeting, ARDG reasserts that the only use of material from the Quarry for which development consent is sought is the construction of the quarry access road and associated intersection onto Rotherwood Road and the use of quarry material for construction and maintenance activities approved or required (including intersection and road upgrade works) under the LRWF consent.

It is noted that the ability to use material from the Quarry to undertake these road upgrade and maintenance works would significantly reduce the distance material required for these works would otherwise need to be hauled (in the absence of the Quarry), with corresponding benefits in terms of reduced impacts associated with haulage on the public road network.

5. Waste Management

Please note that as the capacity of the waste management facilities in Warrumbungle Shire are fully committed, there is no capacity to handle any of the project's waste.

ARDG acknowledge this request from WSC and commit to using alternative waste disposal locations outside the Warrumbungle LGA.

6. Water Management

It is noted from the EIS that the Quarry Project expects to require 15 ML or water per year. Apparently this volume is inclusive of 12 ML that is intended to be used for dust suppression and 3 ML that will be used to meet process demands. It is understood these demands will be met by surface water runoff captured on-site and groundwater from a local bore located on Lot 5 DP 883170 owned by the quarry site landholder.

Comment is noted. Refer also to the clarifications provided in **Section 4.6.**

5.0 Response to Community Submissions

As outlined in **Section 2.0**, a total of 83 community submissions were received in relation to the Project. Responses to the issues raised in the objecting submissions are included in the following sections.

As outlined in **Section 2.2**, issues have been characterised in accordance with the Guidelines (DPIE, 2022) into the following broad groups:

- the Project (e.g. the Project Site, the physical layout and design, key uses and activities, timing)
- procedural matters (e.g. level or adequacy of consultation, the planning process, adequacy of the assessment undertaken)
- the economic, environmental and social impacts of the Project (e.g. visual amenity, biodiversity, noise)
- the justification and evaluation of the Project as a whole (e.g. consistency with Government plans, policies or guidelines)
- issues that are beyond the scope of the Project (e.g. broader policy issues) or not relevant to the Project.

As noted in **Section 2.2** there were no submissions that related to the justification or evaluation of the Project as a whole, so this issue is not explored further.

Several of the community and organisation submissions received were similar or had consistent themes. Where this is the case, the theme of the concern has been provided in bold in the text boxes below with some examples of specific quotes from the submissions provided to assist the reader.

5.1 Economic, Environmental and Social Impacts

5.1.1 Water Resources

Water Use

What impacts will this quarry have on the Talbragar River? 2

The results will be depletion of groundwater, … 8

This quarry will deplete local groundwater reserves. The project associated with this quarry will deplete local groundwater reserves. Wells, bores, springs, local creeks and the Talbragar River will be impacted by this quarry and the associated project. Reducing water availability will not just impact the local ecosystem but the local stock and domestic water availability. Stop destroying the environment, water is vital. 33

It is not good enough to simply state that "….. no ….adverse impacts to aquifers are predicted …". Given that the surrounding communities rely totally on the existing ground water aquifers you must state your understanding of this fact and provide details of exactly how the applicant will prevent any permanent depletion or contamination of those resources to be considered as part of this application.
The potential impact on "downstream users due to the Project Water Management System catchment area" any design against failure must be guaranteed to be nil with serious fines and requirements for rectification imposed as a condition of any approval of this application. 39

Between the quarry and the extensive water use of the Wind swindle project ground water resources in the area will be eroded. 44

… there will be known & unknown detrimental impacts on EPBC Listed Threatened Species & essential surface water resources caused by reductions in downstream flow to the surrounding catchment depleted as a result of the quarry Water Management System (WMS) retaining Water. 53

The Surface Water study on this EIS report needs to be retracted and properly researched in relation to this Deans Quarry project. 38

GW012325 is purported to be on my property Cooinda Lot 90 according to map on Water NSW site. This bore does not exist. It is obvious that no real physical research was undertaken concerning existing bores. Quoting figures without proof is simply a desk top evaluation of convenience. Figures based on a non- existent bore render this whole report invalid. 38

Section 6.5 of the EIS and the Surface Water Impact Assessment (SWIA) (refer to Appendix 8 of the EIS) includes a comprehensive assessment of impacts associated with water usage, including potential impacts on downstream catchments.

As detailed in Section 6.5 and the SWIA, water for the Project will be supplied by a combination of run-off water from disturbed areas of the Project captured in the sediment basin and pit and a nearby water bore. The Project will not source any water directly from the Talbragar River.

As assessed in Section 6.5.2 of the EIS, extensive drilling of the site did not intersect any groundwater and the proposed extraction activities within the quarry pit floor will be confined to depths well above the measured depth of groundwater in the vicinity of the site. Therefore, extraction activities in the Main Pit and Borrow Pit areas are highly unlikely to intersect the local groundwater table.

Extractions from the local landholder bore will divert a small volume of water from its currently approved use for irrigation purposes. The groundwater extraction requirements from the local bore for quarry purposes is predicted to be unlikely to exceed 13 ML/year and this represents less than 5% of the allowable take under WAL 27888 which is associated with this bore. The Project therefore will not extract any additional groundwater from local aquifer systems relative to what is already approved to occur and will have a minimal impact on the amount of water available for irrigating from the bore proposed to supplement Project demands.

Assessment inaccuracies

The Surface Water study on this EIS report needs to be retracted and properly researched in relation to this Deans Quarry project. 38

GW012325 is purported to be on my property Cooinda Lot 90 according to map on Water NSW site. This bore does not exist. It is obvious that no real physical research was undertaken concerning existing bores. Quoting figures without proof is simply a desk top evaluation of convenience. Figures based on a non- existent bore render this whole report invalid. 38

The data associated with bore GW012325 (location and monitoring data) relied upon in the EIS was obtained from the Australian Groundwater Explorer System developed by the Australian Government Bureau of Meteorology. A site inspection of the purported location of this bore with the manager of the property owned by this submitter was undertaken after submission of the EIS and confirms that this bore does not currently exist and its correct location is unknown. Notwithstanding, this does not alter the assessment conclusion that the quarry will have no impact on groundwater.

It is noted that this submission also identified a spring present on the adjoining property and asserted that this fed a 'semi-permanent' creek. The inspection undertaken in late 2024 included a review of this 'spring location. At the time of the inspection, the spring was dry and based on the landscape appeared to be very intermittent. The location where the spring is purported to occur is below the lower of the two basalt flows targeted by the Main Pit, and is likely to be associated with an aquifer within the weathered layer between the lower basalt flow and the underlying sedimentary bedrock, which is recharged following extended rainfall periods.

Excluding consideration of the data from this bore does not impact the assessment of potential groundwater impacts associated with the Project. As discussed in Section 6.5.2 of the EIS, the absence of groundwater within the strata of the ridge at elevations proposed for extraction of rock was confirmed by extensive drilling of both the Main Pit and Borrow Pit extractions areas. This drilling included drill holes to depths up to 10 m below the proposed pit floor levels and no groundwater was encountered in any holes, consistent with expectations based on preliminary analysis. The Project will not involve any excavation into the weathered zone below the basalt lava flows which is the likely source of spring water associated with the intermittent spring identified in this submission.

Water Quality

The results will be … contamination of the Talbragar River … 8

What negative impacts will this quarry project have on nearby water systems, dams, creeks and the Talbragar river? If this quarry then becomes a dumping ground for obsolete turbine blades, batteries and solar panels, the toxins from these defunct RE forms will then pollute the nearby waterways, thus impacting imperative drinking water for both humans, livestock and wildlife. 21

This project and the associated wind project will result in sediment runoff and chemical contamination of nearby water bodies. The site's proximity to the Talbragar River and tributaries that feed into the Talbragar River raise serious concerns about water quality for the environment plus the homes and businesses who rely on this water. 37

The risk to the nearby Talbragar River from sediment runoff and contamination is unacceptable. 44

There will be adverse water quality impacts on numerous, adjacent dams, creeks & downstream receiving waters during all phases of the project - construction, operation and closure - as a consequence of erosion and transport of sediment from exposed surfaces in stormwater discharges to the surrounding environment.
… there would definitely be pollutants such as hydrocarbons - fuel/oil leaks or spills - entrained in stormwater discharges to the surrounding environment as well as from residual elevated nitrate concentrations as a result of blasting activities - contaminating the Macquarie-Bogan River and Hunter Catchments. 53

Our water will be contaminated by sediment & chemicals used for blasting, construction & ongoing activities. 61

The water management system will fail to prevent sediment runoff, leading to contamination of local dams, creeks, and rivers, jeopardising the quality of drinking water for surrounding communities. 62

Section 6.5 of the EIS and the Surface Water Impact Assessment (SWIA) (refer to Appendix 8 of the EIS) includes a comprehensive assessment of impacts associated with the Project's potential impacts on water quality.

The submissions above do not identify any deficiencies in the assessment undertaken in the EIS and this is supported by the advice provided by the EPA on the Project.

Flooding

The flood event of November 2021 was declared a Natural Disaster event on the Talbragar River and grants were made available for flood damage to infrastructure. Photos of High Water Level at the intersection of Cooinda Rd and Vinegaroy Rd - flooding through the night and other photos during the morning showing floodwater still over flats on Cooinda, adjacent to Tangaratta. Logs brought downstream from Tangaratta/Yarrawonga deposited on flats on Cooinda. Cattle stranded. Pump shed inundated.

EIS uses data from Dubbo "Blue Book" – 100 km downstream from Deans Quarry project site - irrelevant to local conditions. 12(40)

Engeny has not followed Umwelt report on flows to Talbragar River and has not researched the headwaters of this river nor local flood levels as at 2021.40(12)

I contend that the flood event of November 2021 should be taken into consideration in the EIS of surface water impacts of water users downstream of Deans Quarry. 40

The Project is located well above (approximately 180 m) the Talbragar Flood Plain and works associated with the Project will not impact on flood flows within the Talbragar other than a potential minor (negligible) reduction in flood levels dues to catchment flows intercepted by the quarry pit and sediment dam.

The application of the Blue Book design criteria to the Project is considered appropriate and is consistent with adopted industry and regulatory practice. We note that no issues have been raised by regulators regarding the application of 'Blue Book' principles to the Project.

5.1.2 Traffic and Transport

Increased Traffic on Vinegaroy Road

The proponent would like us to believe that the traffic on our local roads will be reduced given the pit location, this is deceptive. According to the proponent there was an average of 443 vehicle movements per day in 2023 along Vinegaroy Road. Given the transmission, wind, and "Liverpool Range Quarry" projects vehicle movements on this road are expected to increase by 287%. At no stage does the proponent consider the cumulative impact of traffic on the Vinegaroy Road. Uarbry Tongy Lane Alliance Inc ORG003

I object to the Liverpool Range Quarry project because:

1. it fails to address to massive increase in heavy vehicle traffic movements it will add to that is already created by the Liverpool Wind Project, the CWO-REZ Transmission lines project and the Vinearoy Road upgrade. 70

I object to the proposed quarry on Vinegaroy Road. As a local I am already going to be faced by a heavy increase in traffic on my day to day journeys with the recent approval of the TILT Liverpool Range swindle factory. A 287% increase in traffic since surveyed results last year is unacceptable to residents, locals and those transiting through our district. 68

The heavy vehicle traffic on Vinegaroy Road between Coolah and the Golden Highway at present is made of trucks carrying farm produce plus supplies to Coolah and nearby towns. This quarry, the wind swindle, the transmission project and the multiple accommodation camps will increase the traffic on this road by at least 287%. 41

The heavy vehicle movements on this local road will disrupt grain getting to market, livestock to processors, and supplies to the local towns. Plus this has the potential to cause road accidents in a community that has limited access to medical or emergency services. 34

With the plan being to increase traffic on the already barely trafficable Vinegaroy Road by 287 (almost 300)%, the people who actually pay their rates in this area will be unacceptably inconvenienced, if not outright endangered. School buses travel along this road. Are they now to have to negotiate between giant trucks and machinery as well as potholes and steep drop-offs along the edges of the road? Why are the majority of people, who do not want these monstrosities that are being foisted on them, now to be endangered by them? 10

The traffic from this project and all the other projects in the area will create havoc on the local roads. Truck drivers are in short supply, where are all the drivers of these heavy vehicles coming from? Will they be experienced drivers or will they be rushed through the licencing process in order to drive all these heavy vehicles. We've already seen multiple accidents caused by heavy vehicle drivers who are unfamiliar with local conditions and inexperienced in heavy vehicle transport. 7

As detailed in the EIS, the Project will not result in any increase in traffic on Vinegaroy Road. While the approved LRWF Project will increase the number of vehicle movements on Vinegaroy and other local and regional roads, the Project will mitigate these impacts and significantly *reduce* the number of heavy vehicle movements on the section of Vinegaroy Road between the Golden Highway and Rotherwood Road.

As evidenced by these submissions, the increased traffic on Vinegaroy Road associated with the LRWF is a significant issue for some members of the local and regional community. In this regard, and contrary to their assertions, these submissions actually highlight the significant public benefits associated with the Project through reducing road traffic impacts of concern relative to the Project not proceeding.

Road Damage/Infrastructure Upgrades

Traffic between Coolah and the Golden Hwy - along Vinegary Road - will have an increase of 287% compared to the surveyed traffic results in 2023. This will cause significant structural damage to the road and as such, cause damage to our vehicles while we try to commute. 25

Also, the heavy vehicle movements will add to those already proposed by the Liverpool Range Wind Works and the CWO-REZ transmission lines projects. The experience of Gulgong already shows that just water trucks alone used in the construction of a nearby solar works took only a few months to damage two local roads. These roads had to be resurfaced and vehicle weight restrictions applied (<6 tonnes). 69

Will the developers be required to improve local infrastructure to cope with increased traffic and heavy vehicle movements? 36

As noted above, the Project will *reduce* the number of heavy vehicle movements on the local road network relative to the Project not proceeding. In this regard, the Project will reduce the cumulative traffic impacts associated with the developments identified in the submissions.

As discussed in the response to both the UHSC and WSC submissions, road maintenance impacts are addressed through the existing conditions of development consent for the LRWF.

Route Selection

The low level crossing over the Talbragar River will most likely succumb to the increased volume of heavy traffic. This low level crossing does not rate a mention in Umwelt LIVERPOOL RANGE QUARRY Scoping Report FINAL February 2024. This seems to be a gross oversight as routing the trucks over the Talbragar River would mean a reduction of <55 km – 3 sides of the rectangle – Deans Quarry to Cassilis, Golden Highway to Vinegaroy Rd towards the location of most of the wind turbines along ridges towards Coolah. 18

Why can the wind factories not transport their hideous loads through the lands of the people who have already sold out to them? Surely, this would give them a more direct route anyway. 10

As the quarry material is required for roads, turbine foundations etc., the heavy traffic should be directed through the wind project boundaries & through the properties of those who elected to participate. 2

All traffic associated with the "Liverpool Range Wind Farm" and the "Liverpool Range Quarry" should be restricted to the boundary of the "Liverpool Range Wind Farm". The resources from the "Liverpool Range Quarry" are to be used for roads within the"wind farm" project, turbine hardstands and cement production. This project is located on land within the "wind farm" that is hosting a large number of turbines. Therefore the project is well located to transport all materials through the land hosts. The environmental destruction to land within the "Liverpool Range Wind Farm" is significant, thousands of trees are being bulldozed and roads are being forced through land that currently has no roads. All these internal roads will have to accommodate heavy vehicles. Why transport the "quarry" materials along Vinegaroy Road? Uarbry Tongy Lane Alliance Inc ORG003

The low-level crossing over the Talbragar River on Rotherwood Road is a concrete causeway crossing. The use of this crossing is part of the currently approved LRWF development consent and its upgrade / maintenance will be subject to the provisions on Condition 29 of the LRWF development consent (discussed above).

The Project does not seek approval for any alternative haul routes other than those approved for the LRWF. Accordingly, should this crossing be unavailable for any reason, haulage of quarry materials from the Project to areas of the LRWF west of the crossing would need to be halted until the crossing was repaired to a condition which enables haulage to recommence.

As noted in responses above to submissions, the Project will reduce the number of heavy vehicle movements on the broader regional road network and an estimated reduction of approximately 17,000,000 kilometres of heavy vehicle haulage relative to sourcing quarry material from Dubbo. In this regard, the Project provides an opportunity to significantly reduce traffic impacts relative to those that would otherwise occur under the currently approved LRWF operations. With specific reference to submission from ID 18, this property is located on a section of Vinegaroy Road which will experience the largest *decrease* in heavy vehicle movements relative to what is currently approved to occur under the LRWF consent should the Project proceed.

Route Selection

All traffic associated with the "Liverpool Range Wind Farm" and the "Liverpool Range Quarry" should be restricted to the boundary of the "Liverpool Range Wind Farm". The resources from the "Liverpool Range Quarry" are to be used for roads within the"wind farm" project, turbine hardstands and cement production. This project is located on land within the "wind farm" that is hosting a large number of turbines. Therefore the project is well located to transport all materials through the land hosts. The environmental destruction to land within the "Liverpool Range Wind Farm" is significant, thousands of trees are being bulldozed and roads are being forced through land that currently has no roads. All these internal roads will have to accommodate heavy vehicles. Why transport the "quarry" materials along Vinegaroy Road? Uarbry Tongy Lane Alliance Inc ORG003

The Project does not seek any change to approved operations under the LRWF, rather the Project presents an alternative means of supplying quarry material for the LRWF project using a local source. As discussed in Section 2.7.2 of the EIS, ARDG undertook a detailed investigation of other potential quarry sites in and around the LRWF Project Area which may have presented additional opportunities to reduce public road haulage. These investigations determined that the vast majority of the LRWF project area and surrounding land is not suited to the production of quarry materials for the LRWF project, due to the very deeply weathered basalt soils and limited exposure of competent rock close to surface.

It is noted that constraining quarry material haulage from the LRWF project to internal access roads only and avoiding public roads (as appears to be suggested in the Uarbry Tongy Lane Alliance Inc submission) would involve considerably greater impacts to vegetation than is currently proposed and/or approved. The use of public roads currently approved for heavy vehicle haulage avoids the disturbance of vegetation that would otherwise be required if additional internal haulage routes within LRWF project hosts' land were constructed.

5.1.3 Decommissioning and Rehabilitation

Once the quarry is there, the land owner can sell this resource to multiple other projects & the land will never be rehabilitated. 2

It will mean, that once dug, quarrying will be ongoing, & be used for multiple additional projects. At decommissioning stage, the community will be left with a 25 m gaping hole in the ground that could well be used for unrecyclable rubbish from the two wind factories, leading to contamination of local waterways, including the Talbragar River. 13

The 'Project Life' is stated as 3-4 years, however reading deeper into the document it states that the quarry will "remain operable" and remediation will not fully occur until the "closure and decommissioning of the LRWF Project" which is expected to have a lifespan of 20-25 years. Who is to be held accountable for the remediation if this company no longer exists? Is the money being held in trust by the Government for this remediation? The remediation also makes no mention of replanting trees, only pasture seeds. The designated area is populated with mature eucalypts, kurrajongs and other natives which should be reinstated. 14

When this environmentally damaging project has finished, what will happen to the quarry/land afterwards? Will this site then become a dumping ground for obsolete/defunct turbine blades, batteries and solar panels? Not very "green"… 22

Once the Liverpool Range Wind project has been completed, who will be the next user of the quarry? Given the landowner has the ability to choose, will this be another wind/solar/battery project? 26

What happens to the quarry when its resources are depleted and exhausted? Will this quarry become the land fill for obsolete turbine blades, batteries, solar panels? What impact will this have on the environment both short-term and long-term? 27

Where will the next massive quarry be once this one on submission has been exhausted? What will happen to this one once exhausted? 29

Undoubtedly the quarry will be used until resources are depleted by any number of local wind/solar/battery swindles. Where is the next quarry? When will this quarry be expanded? 41

This project, once the quarry materials have been depleted, will undoubtedly become a giant land fill. 42

Once the Liverpool Range Wind project is complete who will be the next user of the quarry? Will this be another wind/solar/battery project? This will only maintain significant heavy traffic within the area. The landowner gets to choose and their priority is money, over neighbouring properties and the community's best interest. 64

What will happen with it after the swindle factory has had its fill? Upper Hunter Shire Council has already said they want a part of it. Others will be vying for it too. So this hole in the ground will just get bigger and bigger until its exhausted. The planning department should take into account this when assessing it, as it WON'T just be for a few years, it will likely go on for decades. 68

What's to stop the land owner repurposing this "quarry" as land fill for obsolete batteries, solar panels, turbine components? Uarbry Tongy Lane Alliance Inc ORG003

The proposed rehabilitation plan for the Liverpool Range Quarry lacks enforceable measures, specific timelines, and financial accountability. Rainforest Reserves Australia ORG004

… there are significant errors in what is supposed to be a 'Final' version of the EIS such as a Table of Contents that referrers to table 6.35 which actually does not exist. I expect the actual table is 6.34 which is so poorly written that much of it is unclear and open to multiple interpretations. How can the content of such an important document be trusted if such communication basics are not correct? **39**

The Project only seeks approval for supplying products for the construction of the LRWF project (including maintenance works associated with construction activities). The Project does not seek approval for supply of quarry materials to the LRWF beyond the LRWF construction period and the rehabilitation of the quarry, as described in Section 6.16 of the EIS, would commence following the completion of the approximately 3–4 year LRWF construction (and associated maintenance) period. It is noted that the words "*closure and decommissioning of the LRWF Project*" do not appear in the EIS and the development application does not contemplate deferring rehabilitation until closure of the LRWF.

Approval is not sought for the use of the quarry void as a repository for any waste material, whether associated with the Project, LRWF or otherwise.

Umwelt acknowledges the minor typographical error contained in Section 6.16.1.4 of the EIS where Table 6.34 is incorrectly referenced as Table 6.35. This table contains preliminary completion criteria which will be used to demonstrate achievement of rehabilitation objectives and performance standards and will be included in the Quarry Closure Plan. It is noted that such a plan is likely to be required as a condition of development consent and would not normally be prepared prior to approval of a project.

Completion criteria are defined by setting specific and measurable targets that demonstrate the achievement of closure objectives. Completion criteria need to be relevant to a specific operation and achievable. They will be evaluated and monitored in a time-bound manner, at various stages over the life of the quarry, as in early stages of closure planning, it is often unknown what the necessary levels of performance will be at the time of closure. Indeed, future attainable outcomes may be altered by a range of factors, including changes in natural attributes due to fire or drought, or changes due to new opportunities for final land uses. The completion criteria in Table 6.34 of the EIS are written to achieve these requirements.

5.1.4 Biodiversity

The Liverpool Range Quarry Project threatens critical habitats for numerous flora and fauna, some of which are already classified as endangered or vulnerable under state and federal legislation. Fragmentation of ecological corridors will diminish genetic diversity and disrupt essential migration and reproduction patterns. Furthermore, the proposed biodiversity offsets are insufficient to compensate for permanent habitat loss.

Biodiversity Conservation Act 2016 (NSW): Section 6.5 requires avoidance or minimization of impacts on biodiversity, which the current plan does not achieve. Rainforest Reserves Australia ORG004

This quarrying plan will disrupt the local threatened species, biodiversity, … Save Our Surroundings Barham ORG006

… there will be known & unknown detrimental impacts on EPBC Listed Threatened Species … 53

Habitat destruction for this unnecessary Wind Turbine Factory Quarry will force local wildlife to migrate or perish, further endangering already vulnerable species and disrupting the ecological balance. 46

Both the quarry and the wind swindle will destroy habitat, fragment ecosystems and further risk endangered species - Box Gum Woodland for starters. 44

… destroying habitat, contribution to endangered, vulnerable and protect species risks, loss of biodiversity, … all add up to this project (and the associated wind swindle) destroying the environment. 41

Given the Federal Minister for the Environments recent decision to reject a Gold mine at Blayney AS A PRECEDENT and the above acknowledgement of the existence of or predicted existence of endangered species within the area of the project this application MUST BE REJECTED WITHOUT FURTHER CONSIDERATION. 39

Bio Diversity offsets are a farce and must not be considered, you cannot just determine that the Trees, Owls and lizards must move address and live somewhere else, a fact clearly acknowledged by the Minister in her making a decision to protect the Blue Striped Bee! 39

Between this quarry and the project it supports there will be enormous habitat destruction. This will displace wildlife and disrupt ecosystems. The diverse species in the Liverpool Range area will be at risk, particularly the vulnerable, threatened and protected flora and fauna. 37

This quarry project will cause significant ecological impacts for threatened species within this region, and cause significant detrimental environmental damage. 24

There is no consideration of the environment & natural heritage or biodiversity when construction relates to a wind turbine project & its destructive components? Why? A massive quarry will impact the landscape, bird & animal habitat & the Talbragar River. 1

The offsets proposed in the EIS do not meet the "like-for-like" replacement principle. Research by Jones et al. (2020) demonstrates that offsets in similar NSW projects have failed due to poor site selection and insufficient enforcement.

Recommendations:

1. Conduct an independent ecological impact assessment to identify high-priority conservation areas.

2. Revise the biodiversity offset strategy to ensure "no net loss" outcomes, with independent monitoring and reporting.

3. Reduce the project footprint to exclude ecologically sensitive areas and implement habitat restoration measures.
Rainforest Reserves Australia ORG004

The EIS includes a comprehensive assessment of biodiversity impacts associated with the Project. The BDAR (Umwelt, 2024b) included as Appendix 9 of the EIS, considers all matters identified in the above submissions.

The BDAR was prepared to address the Secretary's Environmental Assessment Requirements (SEARs) in relation to biodiversity and in accordance with the Biodiversity Conservation Act 2016 (BC Act) and the Biodiversity Assessment Method (BAM). The BAM provides a consistent method to assess impacts on biodiversity values from a proposed development. Only persons accredited under Section 6.10 of the BC Act (assessors) can prepare a BDAR. Accredited assessors must successfully complete training and be able to demonstrate appropriate knowledge, skills and experience, including academic qualifications and relevant work experience.

The BDAR provides an assessment of the biodiversity values of the Project Site, documents the application of the avoid, minimise and offset framework and assesses the likely biodiversity impacts of the Project. It is noted that the project design endeavoured to avoid wooded areas that meet the BC Act and EPBC Act listed Box Gum Woodland Critically Endangered Ecological Community (CEEC) listing where possible. However, due to the location of the quarry resources and limitations on the alignment of the access track relating to land tenure and the planned design of the CWO REZ Transmission Line, total avoidance was not achievable. It is noted that the Project does not impact on any declared critical habitat for any threatened species.

The impacts to MNES associated with the Project will be offset in accordance with the Biodiversity Offset Scheme (BOS). The measures proposed by ARDG to address the offset obligation of the Project are listed below. ARDG is committed to ensuring that the credit liability of the Project can be acquitted in accordance with the requirements of the BOS and the Bilateral Agreement and prior to the commencement of construction.

The following options are under investigation:

- establishment of Biodiversity Stewardship Sites to generate biodiversity credits
- retirement of credits sourced by the NSW Credit Supply Taskforce (CST) via a credit demand expression of interest
- sourcing and purchase credits available on the market
- payment into the Biodiversity Conservation Fund (BCF) for any residual credits not obtained via methods described above.

An Addendum to the BDAR is currently being prepared to address additional issues identified by BCS in its submission (refer to **Section 2.1.1**). The BDAR and EIS both include consideration of cumulative impacts, including impacts associated with the LRWF and other renewable projects and associated infrastructure.

5.1.5 Air Quality

The quarry will generate significant dust emissions from blasting, crushing, and transportation activities. These emissions, including fine particulate matter (PM2.5 and PM10), pose health risks to nearby residents and workers, and reduce agricultural productivity by impairing soil and crop quality. Rainforest Reserves Australia ORG004

Dust and pollutants generated by the quarry will increase my respiratory issues & that of others in the local population - causing long-term health problems for nearby residents & the wider Australian public. 61

I object to the Liverpool Range Quarry with all its dust, contaminating explosives & sediment wrecking our healthy water system … 57

Dust, air and noise pollution from this project and the associated wind project is unacceptable. 37

Noise, dust, air, water pollution. 3

The EIS includes a comprehensive assessment of the Project's potential impacts on air quality, with a specific focus on particulate matter (refer to Section 6.4 and Appendix 7 of the EIS). The Project, modelled at peak production capacity, is predicted to meet relevant health and amenity-based assessment criteria at all potentially sensitive receivers.

The submissions above do not identify any deficiencies in the assessment undertaken in the EIS and this is supported by the advice provided by the EPA on the Project.

Importantly, the Project will result is a significant reduction of heavy vehicle movements which will result in lower diesel particulate emissions along currently approved haul routes on the regional network. Given Dubbo quarries are considered to be the most likely alternative source of quarry material for the LRWF, this change will result in a significant reduction in diesel emissions in towns such as Dunedoo relative to currently approved haulage arrangements for the LRWF.

5.1.6 Noise

During operations, this giant hole in the ground will be an eyesore & a dust hazard & contribute to noise pollution. 1

International studies have found that the CUMULATIVE impact of wind factories, & associated activities including quarrying, have a deleterious impact on local environments & communities. These impacts include negative health issues, noise pollution (including infrasound), disruption to ecosystems, disruption to agriculture, warming of local environments, division & ill-feeling in rural families & communities. 13

It is not good enough to "predict" that noise levels will 'comply', unconditional assurance MUST be given that noise levels will comply with relevant standards with significant penalties attached for every reported non-compliance. Continuous monitoring at sources and receivers must be provided. To state that compliance is "predicted" is ignorant and lazy indicating that the project team have not done adequate research and validation into this critical matter. 39

None of this is in any way good for the environment. The impending ground water depletion, contamination of nearby waterways, dust, erosion, noise pollution, runoff and contamination of soil and water quality means that this project is contributing to environmental disaster in the district. 43

The EIS includes a comprehensive assessment of potential noise impacts associated with the Project (refer to Section 6.2.3 and Appendix 5 of the EIS). This assessment has been prepared in accordance with relevant NSW assessment guidelines and includes an assessment of cumulative impacts associated with a cumulative operative of the Project and both the LRWF and the proposed Valley of the Winds Wind Farm project. The Project is located in a rural area and the Noise Impact Assessment for the Project (Refer to Appendix 5 of the EIS) predicts that relevant assessment criteria can be met at all non-associated residences in the locality.

The submissions above do not identify any deficiencies in the assessment undertaken in the EIS and this is supported by the advice provided by the EPA on the Project.

The Project includes a commitment to undertake noise monitoring of the operations to ensure the operations do not exceed the relevant assessment criteria at the nearest potentially impacted residences (other than Receiver F8-1 which is owned by the owner of the land on which the Quarry is operated and who has a negotiated agreement with ARDG regarding potential noise impacts). In the unlikely event that noise impacts do exceed relevant criteria, ARDG will modify operations through either equipment, modification, location or intensity or include additional attenuation and screening.

5.1.7 Soil and Land Capability

The explosives used & operational activities for this unnecessary, destructive quarry will ensure that toxic substances will leak into the environment, contaminating groundwater, soil, and local ecosystems for generations. Save Our Surroundings Murrumbidgee ORG008

This energy intensive quarry plan is not sustainable clean or environmentally friendly at all!
Just like the ecocidal Liverpool Range Wind Turbine Factory, it has no benefits - only detrimental impacts on the biodiversity, local plant and animal species as well as harming human beings reliant on healthy soil & water sources for human sustenance. 51

This quarry will degrade the landscape and contradicts NSW's environmental sustainability goals. 34

More contamination of soil and water. 32

The environmental impact is far worse to this prime agricultural land than the benefits. 16

How Dare You All plan a High Impacts Future to the Australian Food Bowl Catchments that Grow Our Food … 11

Quarry operations are commonly undertaken in rural areas in close proximity to agricultural activities, including grazing and cropping enterprises, with negligible impacts. Due to the nature of the resource being quarried, there are negligible risks associated with changes to ground or surface water quality with the Project and proposed mitigation and management measures to be implemented are well understood and accepted industry practice. Risks presented by refuelling and maintenance operations can be effectively managed through bunding and are no different to similar activities undertaken on farming operations.

The assessment of the Project in the EIS does not identify any material risks to agricultural production presented by the Project.

5.1.8 Social and Economic Impacts

They do not have a social licence for this project. 63

The Liverpool Range Quarry Project poses significant risks across … community well-being. Rainforest Reserves Australia ORG004

As a mental health professional, I am aware that many people in the local community are opposed to this project and it is negatively impacting their mental health. The costs of the project need to be thoroughly considered before further progress is considered, including the mental, social, and community costs to those that call the region 'home'. 20

The potential for 287% increase of traffic from 2023 survey past my front gate will detrimentally impact my business and lifestyle. 18

These submissions appear to conflate social impacts of the approved LRWF project with those of the proposed Liverpool Range Quarry Project. As discussed earlier in this Submissions Report and also in **Section 5.2**, the LRWF project is approved to proceed irrespective of whether the Liverpool Range Quarry Project is approved and proceeds. The Project does, however, present an opportunity to reduce the impacts associated with the construction of the LRWF Project.

Social impacts have been assessed in the Social Impact Assessment (SIA) (Umwelt, 2024c) included as Appendix 15 of the EIS and Section 6.14 of the EIS. As detailed in the EIS (refer in particular to Table 6.30), adverse social impacts associated with the Project have all been assessed as low. The Project does however present significant opportunities to reduce the social impacts from heavy vehicles movements associated with the LRWF by providing a local source of quarry material and reducing the need to haul quarry product on the Golden Highway and section of Vinegaroy Road between the Golden Highway and Rotherwood Road. As evidenced by the submissions received on traffic issues (refer to **Section 5.1.2**) there would appear to be significant continuing concerns from some members of the community regarding potential construction traffic impacts associated with the approved LRWF. As the Project will enable these traffic impacts to be significantly reduced along much of the currently approved haulage route for the LRWF, the Project presents a significant reduction in social impacts associated with the avoided traffic movements relative to the Project not proceeding.

In relation to the concerns raised by Submitter ID 18, it is understood that the 'front gate' to this person's residence is on a section of Vinegaroy Road between Rotherwood Road and the Golden Highway. The Project will present an opportunity for a halving of heavy vehicle movements (a reduction of almost 40,000 movements in total) past the gate to this person's residence in the peak year of construction relative to what is currently approved to occur if quarry product is sourced from other available quarry sources (refer to Table 6.15 in the EIS). Over the life of the LRWF project, this section of Vinegaroy Road would see an overall reduction of approximately 106,000 heavy vehicle movements (assuming 1.7 Mt material supplied by the Project).

The only quarry product from the Project that may past along this section of the approved LRWF haul route is for material associated with the upgrade of the Vinegaroy Road/Golden Highway intersection or maintenance works on Vinegaroy Road required due to impacts from other approved LRWF construction heavy vehicle movements (e.g. heavy vehicles hauling turbines). In this regard, the Project is expected to result in a significantly reduced level of impact

Confirm that people who are living in the community local to the project WILL be offered first choice of jobs on the project for the duration of the project? 39

If approved, ARDG would assess employee / contractor requirements prior to commencing the Project and if required, would preferentially advertise locally for employee and contractor suppliers to the Project.

Confirm that funds contributions will be spent in the communities directly affected and not consumed by Councils for projects unrelated to the affected communities. 39

ARDG has made an offer to the UHSC to contribute funds to community enhancement projects as part of a Planning Agreement. ARDG has requested that this funding be used for projects in Cassilis.

This project is funded by lies and hidden $, there is no real economic benefit to be had, only long term loss both now and in the future when the Turbines fail and are left to rot because there is no enforceable funded make good plan. 39

The long-term environmental impact and resource depletion caused by the quarry could ultimately increase energy costs for consumers, further exacerbating the financial strain on households and businesses caused by the Fake Green rort. 49

The Project under consideration is the proposed quarry and this is unrelated to any impacts associated with the closure of the LRWF. As noted above, the Project does not seek approval for the use of the quarry pits for waste disposal.

It is unclear how the depletion of quarry resources will result in an increase in electricity prices. Indeed, the opposite is considered more likely to be the case, with the Project likely to have positive economic impacts by reducing haulage costs associated with the supply of quarry materials for the construction of the LRWF and also through increased supply of quarry products into the market which will reduce competing demand for quarry products in the broader region, including that required for other renewable projects. This would be expected to increase the price competitiveness of these renewable energy projects relative to the Project not proceeding.

By reducing or avoiding the need for the LRWF to purchase quarry products from existing quarries, this reduces the overall demand for supply on these operations and reduces the potential inflationary impacts that may otherwise occur should further demand be placed on existing suppliers. Additionally, the close proximity of the Project to the point of use at the LRWF means the haulage of quarry material can be undertaken with significantly fewer haul trucks; again, this reduces the demand on haul trucks which frees up existing trucking resources for haulage of quarry product to other projects which similar positive benefits in terms of inflationary impacts relative to the alternative of the project not proceeding.

5.1.9 Blasting and Vibration

It is noted that there are no details regarding the public blast notification system. The pre blast assessment and blast monitoring system are still to be described. 37

The blasting protocol should be published as part of the DA application to allow all affected to review, understand and provide feedback BEFORE any approval is given. 39

I object to the Liverpool Range Quarry with all its dust, contaminating explosives & sediment wrecking our healthy water system, … 57

As detailed in the EIS, vibration and overpressure impacts associated with blast at the Project can be managed to meet relevant Australian Standards and assessment criteria at all nearby residences. Blasts will not require closure of any public roads which is the usual driver for notice of proposed blasts.

Residence F8.1 (owned by the owners of the land on which the quarry would be located) is the only residence located within 2 km of the Quarry. The owners of Residence F8.1 will be offered the opportunity to have a pre-blast inspection prior to any Project-related blasting to provide a baseline against which any potential blast impacts from the Project can be assessed.

Blast modelling demonstrated that ground vibration and overpressure levels at residences located more than 2 km from the quarry are well below criteria limit levels and are therefore unlikely to experience any material impacts associated with blasts (either in terms of structural damage or amenity impacts), particularly given there will be no need to close public roads.

Should the Project be approved, ARDG will endeavour to consult with the occupiers of the five residences located within 5 km of the Quarry as well as the owners of Res ID E8-5 and E9-4 regarding their preferred method of notification of blasts; methods used successfully at other mining and quarry operations include a mixture of SMS, phone and email notifications. Preferred methods of notification will be adopted, where practicable, and documented in the Blast Management Plan prepared for the Project. Planned blast times will also be published on the ARDG Liverpool Range Quarry website.

5.1.10 Visual

This quarry will be another blight on our rural landscape brought about by this Liverpool Plains Wind Project. This is unacceptable to the people who live nearby. 2

I am against the development of this gigantic quarry for many reasons, not least of which being yet another permanent disfigurement of our landscape. 9

More permanent alteration of the landscape. 32

Potential visual impacts associated with the Project are assessed in the Visual Impact Assessment (VIA) prepared for the Project and attached as Appendix 14 of the EIS. The VIA identified that there will be negligible visibility of the Project during operations from public roads and residences due to screening provided by topography and/or vegetation. Due to the elevated nature of the site, the main pit would not be visible from any locations outside the immediate vicinity of the Project due to a combination of terrain and vegetation screening.

What steps are you proposing to ensure that there is NO negative visual impact for the 3 affected households both short and long term? Are you proposing any sort of screening and if so where and of what?

The statement in 6.13.1 that "The ZVI is a preliminary assessment tool based on topography alone and does not consider the impacts of screening elements such as vegetation and structures." is ridiculous in the extreme! You cannot assess the aesthetic of a visual landscape based on a topographical analysis. Landscape is 20% landform and 30% vegetation and 50% atmosphere including light and weather impacts! Did these people actually visit the site and if so when? Where do they live … in the City no doubt without a love for the country they are attempting to assess. What Community input was there into this visual assessment, what input were the 3 residences able to provide …. NIL? 39

The ZVI is a preliminary screening tool which identifies what locations may have a line of sight to quarry based only on topography alone. As explained in Section 4.1 of the VIA:

'The ZVI mapping has been used to identify land from which the LRQ Project may theoretically be visible and an indicative range of visibility, which informs fieldwork ground truthing and the viewpoint analysis to identify locations requiring detailed assessments.'

The ZVI is a conservative in that it identifies areas of land as having possible views of the quarry but, in reality, these views may be screened by vegetation and actual impacts are then assessed based on viewpoint analysis which is detailed in Section 5 of the VIA.

5.1.11 Greenhouse Gas Emissions and Climate Change

Quarrying is not a sustainable practice and directly contradicts efforts to address climate change and environmental degradation. 37

The proponent imagines that greenhouse gases will be reduced given the location of the quarry. Greenhouse gases will be reduced if this project and the associated wind Liverpool Range Wind swindle never get built. 41

This quarry will be a very energy intensive project thus the proponent's statements about how this project will reduce greenhouse gases is completely fabricated. 44

I cannot support this quarry project as it is environmentally damaging due the emissions it creates and also facilitates by its material being used in making concrete. 69

I object to the Liverpool Range Quarry project because:

3. most of the quarry materials are for concrete making, which has a very high emissions footprint that is being ignored by the project. 70

How come this idiotic plan is based on machinery that relies on Fossil Fuels when this delusional Government reckons that's contributing to their 'Climate Change' Hoax? As the energy demands of the quarry require Fossil Fuels, for ghastly Wind Turbines that are produced & run by Fossil Fuels, this is contradictory to any claims of their Net Zero agenda! 60

As discussed earlier in this Submissions Report and also in **Section 5.2** the LRWF project is approved to proceed irrespective of whether the Liverpool Quarry Project is approved and proceeds. The Project does however present an opportunity to reduce transported related greenhouse impacts associated with the construction of the LRWF project.

The greenhouse gas emissions associated with the operation of the Project are assessed in the Air Quality and Greenhouse Gas Assessment (AQGGA) prepared for the EIS (refer to Appendix 7 of the EIS). As acknowledged in the EPA advice on the Project, the predicted annual Scope 1 emissions[3] associated with the Project will average less than 2,200tCO2-e which is well below the 25,000 tCO2-e/year threshold for additional assessment requirements applicable to large emitters set out in the Draft NSW EPA Guide for Large Emitters. As detailed in the AQGGA and Section 6.4 of the EIS, using the Project as a local supply of quarry product for the LRWF is expected to *reduce* greenhouse gas emissions associated with the construction of the LRWF by approximately 18,000 tCO2-e over the life of the Project.

5.1.12 Cumulative

Why does the Quarry EIS make no mention of cumulative impact? 1

The quarry EIS does not take into account cumulative impact. 2

I do Demand an Immediate Moratorium on Renewables and associated activities as Cumulative Impacts unassessed …11

[3] Scope 2 emissions associated with the Project will be negligible. Emissions associated with onsite generation of electricity are considered in Scope 1 emissions.

All assessments undertaken for the Project include consideration of cumulative impacts. Consistent with NSW assessment guideline requirements, the cumulative assessments include consideration of existing, approved and proposed but not yet approved projects. Importantly, the assessment of impacts includes specific consideration of impacts associated with the approved LRWF Project and the CWO REZ.

It is noted that agency advice received on the Project has not identified any deficiencies in the assessment of cumulative impacts.

5.1.13 Heritage

The Liverpool Ranges are Sacred Sacred Sacred. You don't know that do you. Why ? You should know. You know, Cultural Heritage Values of Country are in EIS but aren't, hey. 11

The site for Deans Quarry is 20 metres from our property boundary with Tangaratta. This area is prime grazing slopes, with white box and kurrajong trees. We have a spring in the gully running parallel to the boundary with native rock orchids. There is an abundance of rock wallabies and grey kangaroos frequenting these Tops.

We consider this to be our "natural" area of the property. This area was a portion of Sir Frederick McMaster's "Dalkeith" which was compulsorily acquired for the Soldier Settler scheme following WWII. Our property "Cooinda" was known as his Shooting Paddock because of the abundance of kangaroos – we still call the paddock "Kangaroo Gully". 38

The Aboriginal cultural heritage values and historic heritage values of the Project site were assessed as part of the EIS in accordance with all relevant NSW Government guidelines and the SEARs. A copy of the Aboriginal Cultural Heritage Assessment (ACHA) (Umwelt, 2024a) was provided as Appendix 10 of the EIS. Section 2.0 of the ACHA contains specific information regarding the extensive consultation with the Aboriginal community that was undertaken throughout the assessment process. **Section 5.0** contains results of the archaeological survey undertaken on the Project site.

As outlined in section 6.7.2 of the EIS, there are no listed heritage items in the vicinity of the Project Area. The closest heritage item is the Turee Vale Cemetery, located approximately 9.5 km west of the Project Area. This site is locally listed within the Warrumbungle LEP. No historic heritage features were identified during the preparation of the EIS. Given there are no heritage sites within the vicinity of the Project Area or in close proximity to haulage routes associated with the Project, there will be no impact to any heritage listed items. The proposed EMP will include an unexpected finds management procedure in the unlikely event that potential items of heritage value are uncovered during construction works.

5.1.14 Land Use Conflict

This Quarry project represents a misuse of public land for private profit, rather than using that land for purposes that would benefit the public, such as conservation or sustainable agriculture. 50

The extraction of two million tonnes of aggregate material from the area over 3 – 4 years is a huge impost on local farming operations where large agricultural machinery movements – cultivation equipment, seeders, combine harvesters, grain trucks, stock trucks- will be impacted severely by the huge number of truck movements carting aggregate on local narrow gravel roads. 38

It is noted that the land on which the Project is located is privately owned, not publicly owned.

The proposed rehabilitation plan includes the retention of the Borrow Pit as an additional water storage dam for the rural property. Given the excavation into a hard rock mass, the final quarry void will not be available for agricultural production following cessation of the Project.

It is also noted that the skeletal nature of soils in and around the Main Pit area currently limit its agricultural production capacity to grazing. Areas outside the extraction areas will be returned to grazing lands in consultation with the land owner.

As noted elsewhere, the Project would only supply Quarry materials to the currently approved LRWF project. Other than a short section of Rotherwood Road between the Quarry Access Road and Vinegaroy Road, heavy vehicle movements on the local and regional road network will be reduced by the Project relative to the Project not proceeding. This reduction in heavy vehicle movements will reduce any conflicts with agricultural machinery and product movements.

5.2 Issues Beyond the Scope of the Project

Renewable Energy Transition and Policies

This is just another project railroading these communities for the net zero target. 16

We don't want to be in a Renewable Energy Zone. 5

This destructive quarry serves no useful purpose as Wind Turbine Monstrosities like this Liverpool Range plan will be nothing but a massive blight destroying ecology, biodiversity & even killing people - reminding us of how incredibly stupid & totally dodgy the Government's Energy Depriving Blackout Agenda is! Save Our Surroundings Moulamein ORG007

… the REZ as a whole is a very unwelcome and destructive imposition on our communities and environments. 39

Let's see the authoritarian megalomaniac's propaganda of the 'New Renewable Energy Planning Fantasy Framework' in action - showing NSW actually is genuinely leading a once-in-a-generation downgrade of the electricity network, building the infrastructure that will NEVER keep the lights on! 53

Australians deserve Australian Coal & Nuclear Power that actually works 24/7 - not this con job! 56

All the carpetbaggers are lying just so they can rip-off taxpayer subsidies & clear out leaving their big mess behind for the gullible Hosts to be cursed with. Nobody wants to rely on such a dumb & destructive idea of covering our precious land in hazardous, grossly ugly Turbine rubbish that doesn't work most of the time, when we have so much, far superior Australian power resources. 62

How come this idiotic plan is based on machinery that relies on Fossil Fuels when this delusional Government reckons that's contributing to their 'Climate Change' Hoax? As the energy demands of the quarry require Fossil Fuels, for ghastly Wind Turbines that are produced & run by Fossil Fuels, this is contradictory to any claims of their Net Zero agenda! The Government are obviously deceiving the public about carbon emissions as they sure aren't adhering to the CONtrolling energy poverty plan they have for all of us everyday Australians who are suffering so badly under their Government inflicted Cost of Electricity/Cost of Living Crisis. It's time for the Australian public to DEMAND RELIABLE, AFFORDABLE AUSTRALIAN POWER & to CHUCK OUT ALL THE DODGY WOKE BUREAUCRATS WITH VESTED INTERESTS IN THESE HORRIBLE, ANTI-AUSTRALIAN SCAMS! 60

The claims of "sustainability" by this Government are mere GREENWASHING, as the long-term environmental, economic, security and social impacts of Industrialised Wind/Solar/BESS disasters & all the quarrying & mining associated with these terrible projects far outweigh any imaginary benefits. 59

Just like Liverpool Range Wind Monstrosity which defies the Paris Agreement by threatening food security. 50

The centre of Australia has millions of acres of uninhabited land that could be used for all these so called renewable energy sources why put them on land in someone's back yard. 17

Wind generation infrastructure can be On Rooftops Only, alongside Solar, for Best Benefits to Environment All On Country Environment and the People of NSW. 11

The claims of "sustainability" by this Government are mere GREENWASHING, as the long-term environmental, economic, security and social impacts of Industrialised Wind/Solar/BESS disasters & all the quarrying & mining associated with these terrible projects far outweigh any imaginary benefits. This is nothing but a MASSIVE RORT - A TRANSFER OF WEALTH - RIPPING OFF EVERYDAY AUSTRALIANS TO FEED FAKE GREEN FUDGERY! 59

I object to this plan as it is reliant on Non-Renewable Resources. This is contrary to the NSW Government's context of a supposed shift to 'sustainable' energy which it designates as Wind/Solar generation. This contradictory plan is Fossil Fuels based so can't possibly be approved when the Government's environmental goals for Australia are to end this reliance. 55

The Project is a quarry development that if approved, would significantly contribute to mitigating the construction traffic impacts of an existing approved wind farm development (LRWF). Both the Project and the approved LRWF are consistent with NSW government policies.

While some submitters may have differing views regarding NSW policies and the decisions of NSW regulators and decisions makers in relation to other projects, this Project can only be assessed against current regulatory and policy requirements.

Liverpool Range Wind Farm

The NSW government has dismissed environmental & cultural heritage issues and net zero targets to build the Liverpool Range wind farm. 2

We don't want the Tilt project. 5

I object to Liverpool Range Quarry as this plan is all about destroying the environment to construct Liverpool Range Turbines as ugly as sin & pathetic for power. 45

Just like the disgustingly ugly, useless & unhealthy Liverpool Range Wind Turbines, Industrialised Solar Factories & filthy BESS hazards that are destroying Rural Australia & having a negative impact on all surrounding victims regarding their property values, health & wellbeing. 56

… as well as all the obnoxious Liverpool Range Wind Turbines with blades that will shed toxic microplastics into the air & all over the land & water. Bisphenol A is as toxic as blue asbestos & lethal to young children. 57

Many deaths will result from Liverpool Range Wind Electricity Generating Works if this terrible curse eventuates as stacks of birds & bats will be slaughtered & people will die of hyperthermia because Wind & Solar don't work most of the time. Save Our Surroundings Barham ORG006

As discussed earlier in this Submissions Report and also in **Section 5.2,** the LRWF project is approved to proceed irrespective of whether the Liverpool Range Quarry Project is approved and proceeds. The Project does, however, also present an opportunity to reduce transported related greenhouse impacts associated with the construction of the LRWF project.

The issues raised in these submissions relate to objections to the LRWF Project (and wind farms generally) and are not impacts directly (or indirectly) associated with the Project.

5.3 Procedural Matters

5.3.1 Planning Process

This is far from a complete review or analysis for this project because of the insufficient time allowed for the tasks. This project is not time critical therefore an extension of time till the third of January 2025 is required and hereby requested. 39

The State Significant Development Guidelines and EP&A Act state that all development applications for State significant development are to be exhibited for at least 28 days. The EIS for the Project was publicly exhibited for an extended period from 22 October 2024 to 18 November 2024 by DPHI. Notwithstanding the exhibition period described above, a number of submissions were received after the end of the exhibition period and the issues raised in those submissions were also considered in this Submissions Report.

This project raises significant concerns, including potential breaches of environmental legislation. Rainforest Reserves Australia ORG004

The ‘legislative breaches’ identified by this submission are unfounded. The Project is consistent with current NSW and Commonwealth policies and if approved will be subject to consent conditions to ensure compliance with applicable legislation.

5.3.2 Adequacy of Assessments

Typographical Errors

… there are significant errors in what is supposed to be a ‘Final’ version of the EIS such as a Table of Contents that referrers to table 6.35 which actually does not exist. I expect the actual table is 6.34 which is so poorly written that much of it is unclear and open to multiple interpretations. How can the content of such an important document be trusted if such communication basics are not correct? 39

Umwelt acknowledges the minor typographical error contained in Section 6.16.1.4 of the EIS where Table 6.34 is incorrectly referenced as Table 6.35. This table contains preliminary completion criteria which will be used to demonstrate achievement of rehabilitation objectives and performance standards and will be included in the Quarry Closure Plan. It is noted that such a plan is likely to be required as a condition of development consent and would not normally be prepared prior to approval of a project.

Engagement Process

Nobody consulted us. Nobody even told us we were in a Renewable Energy Zone. 5

You say in this report that there has been little feedback from Community members however you must understand that the Community are not paid to review and correct your work and we have other fulltime lives to lead. You have failed to communicate sufficiently and to allow adequate lead times, your public meetings have tended to be run with insufficient notice, during the day when people are working to earn a living and the meetings have tended to be lectures about what will happen as opposed to what is proposed and you have never been prepared to listen sincerely to community input at the meetings that I have attended. …
Contrary to their assertions, attempts at public consultation have not been visible nor active. I did not become aware of this project until I received and email from a local action group on the 15th November 2024. 39

There has been a total failure to address the concerns & objections of the community about the quarry’s impact & that of the useless, weather dependent Liverpool Range Wind Factory. Everyday Australian voices are unjustly being ignored by an autocratic Government in favour of big profits for vested interests, showing a lack of genuine consultation & respect for the well-being of locals & all NSW Electricity consumers. 54

The consultation process undertaken for the Project is described in detail in Section 5 of the EIS.

Concerns about traffic impacts associated with the construction of the approved LRWF were a key issue raised by the community in relation to that project. The Project represents a significant opportunity to mitigate the impacts associated with haulage of quarry products necessary for the construction of the LRWF.

5.4 Justification and Evaluation

I object to all development associated with supporting the establishment of unreliable, environmentally and economically destructive wind factories such as this quarry. 67

SOS objects to this quarry as it adds to more destruction of our rural environment to support the costly, unreliable and environmentally destructive transition to Ruinables (wind, solar, BESS and transmission lines). Save Our Surroundings Gulgong ORG011

This destructive quarry serves no useful purpose as Wind Turbine Monstrosities like this Liverpool Range plan will be nothing but a massive blight destroying ecology, biodiversity & even killing people … Save Our Surroundings Moulamein ORG007

The proposal is couched in feel-good terms to attempt to make it sound like it will be a minor development and it's for the good of the district. In reality the only people who will benefit from it are the proponent, their business partners and the host landowner. 68

Liverpool Range Quarry is a horrible plan at Cassilis because it's dedicated to enabling the despicable Liverpool Range Wind Turbine Disaster that everybody hates with a vengeance! 53

This energy intensive quarry plan is not sustainable clean or environmentally friendly at all! Just like the ecocidal Liverpool Range Wind Turbine Factory, it has no benefits … 51

This project is NOT needed; none of this or the Wind Turbine projects would be needed if our Governments had the common sense to build Nuclear Power generation plants at the locations of existing Coal Fuelled generation plants. This project and the REZ as a whole is a very unwelcome and destructive imposition on our communities and environments. 39

The operators of this quarry and the government officials who approve it will not be held accountable for the long-term environmental damage of this plan & the associated environmentally destructive & extremely unhealthy, contaminating Liverpool Range Wind Turbine Nature Killers - leaving future generations to deal with the devastating consequences of their actions. 48

The destructive Liverpool Range Quarry isn't needed at all as Liverpool Range Wind Factory will never be built due it being an Environmental Catastrophe! 47

I object to Liverpool Range Quarry as this plan is all about destroying the environment to construct Liverpool Range Turbines as ugly as sin & pathetic for power. 45

Section 7.0 of the EIS includes a detailed assessment of the justification of the Project, including an assessment of the Project against the principles of ecologically sustainable development.

Most of the submissions raising justification issues relate to the LRWF project and not the Project specifically.

While the Project will have some localised environmental and (minor) social impacts, it represents an opportunity to significantly reduce the traffic impacts associated with the approved LRWF through the local supply of quarry product rather than from further afield. The reduced haulage distances have significant social and economic benefits relative to the alternative of the Project not proceeding. The Project also has positive environmental and amenity benefits in terms of reduced noise and particulate emissions along parts of the approved LRWF quarry haulage route no longer required if quarry product is sourced from the Project, and reduced greenhouse and particulate emissions associated with lower diesel usage. Biodiversity impacts associated with vehicle strike will also be reduced.

5.5 The Project

Zoning

It is clear to the reviewer that the location of the proposed mine has been chosen to suit the financial interests of some parties, including the landowner of the proposed site. We consider this approach to be unacceptable … This land is RU1 Agricultural, and is not zoned, nor should it ever be zoned for an industrial quarry that the owner of the land may wish to establish post project completion. 39

The zoning of the land on which the Project will be undertaken is addressed in Sections 2.2, 2.4.1 and Section 4 (in particular Table 4.1) of the EIS. The *Upper Hunter Local Environmental Plan, 2013* specifically identifies extractive industries as being development permitted with consent in the RU1 Zone.

Alternative Sites

What other Quarry sites have been considered? For example the existing small quarry (at -31.7533742, 149.9092999) along State Forest Road which is the gravel road that runs up to the entrance to the Coolah Tops National Park from the junction of Coolah Creek Road and Pandora Road. This road has already been earmarked for upgrade to accommodate the Turbines. 39

Why is the quarry not being proposed immediately along one of the turbine paths? Given that the geology of the area is most likely to be consistent the location of a suitable quarry site along one of the turbine connection roads should be possible and would significantly further reduce travel distances and delivery times, by approximately 10k for each trip, and most importantly reduce the physical and visual destruction and division of further rural lands and its potential siltation impact on streams. Explanations given in the section "What alternatives were investigated?" are not acceptable without further detail of all geological investigations undertaken, it is illogical to propose that this one knoll is somehow different from all of the other ridges in this area or along the Wind turbine development roads.39

It needs to be closer to the areas where the materials will be used and on land that is in favour of these 'renewables'. 19

The assessment of alternative sites for a local quarry are discussed in Section 2.7.2 of the EIS. The site selection assessment undertaken by ARDG includes consideration of the suitability of product from alternative sources, site suitability and location with respect to the LRWF project.

It is noted that almost all alternative sites would still require product transport along public roads to different parts of the LRWF project.

The selected site for the Project enables the development of the quarry in an area where tree cover has already been largely removed through historical agricultural activities or storm damage. Alternate sites, even if able to provide suitable material with low stripping and overburden handling requirements (including the option for smaller satellite pits closer to different turbine groups) would likely involve similar or greater levels of significantly greater vegetation disturbance and associated biodiversity impacts.

6.0 Updated Project Justification

As discussed in Section 7 of the EIS, the Project supports the current strategic direction of the NSW and Australian governments in the transition to renewable energy. The environmental, cultural, social, and economic impacts of the Project have been identified and were subject to a detailed environmental assessment based on:

- assessment of the site characteristics (existing environment)
- focused consultation with relevant stakeholders
- environmental and social assessment
- application of the principles of Ecologically Sustainable Development (ESD), including the precautionary principle, intergenerational equity, conservation of biological diversity and valuation and pricing of resources
- expert technical assessment.

The key issues associated with the Project were subject to comprehensive specialist assessment to identify the potential impacts of the Project on the existing environment and community. These assessments were detailed in Section 6.0 and the appendices of the EIS and further clarification has been provided throughout this Submissions Report.

The potential environmental, cultural and social impacts associated with the Project can be appropriately managed through the implementation of appropriate management, mitigation and monitoring measures. The proposed mitigation measures (updated to include specific bushfire management measures as requested by RFS) is provided in **Appendix 2**.

The objective of the Project is to provide quarry material for the approved LRWF project. The Proponent has undertaken detailed site geological investigations which have identified a hard rock resource within the LRWF project area capable of supplying a range of in-specification quarry products required for the construction of the public road upgrades/repairs, internal road network, hardstand areas, turbine footings and other associated works.

There are significant benefits to the LRWF project and the surrounding community associated with sourcing quarry materials in proximity to the LRWF project, primarily associated with the reduction in haul distances and reduced heavy vehicle movements on the broader road network. These benefits also extend to other developments in the broader region, in that the Project will reduce demand for quarry products sourced from other existing quarries.

From a geological and topographic perspective, the Project Area is an ideal location for sourcing the optimum mix of raw materials required to produce high quality quarry products, that can be viably extracted while minimising the extent of surface disturbance. In addition, the close proximity of the Project to the areas where quarry product is required for the LRWF project, its relative isolation from any sensitive receivers and the opportunity to utilise a suitable resource within an existing highly disturbed environment with good road access, means that potential impacts the Project can be minimised, as would the haul distance for supply of materials to the LRWF project.

As detailed in Section 7.4 of the EIS, the Project has been assessed against the principles of ESD as required by the EP&A Act and EP&A Regulation. This assessment has indicated that while the Project would have impacts, these impacts can be effectively managed, mitigated and offset. In particular the Project will provide significant social and environmental benefits in terms of reduced road haulage impacts on the broader road network relative to the Project not proceeding. As noted above, these benefits are achieved with relatively minor adverse social and environmental impacts.

The Project is estimated to provide the following annual direct and indirect annual effects to the local economy:

- $31 M in output
- $10 M in value-added
- $4 M in gross wages
- 51 jobs.

7.0 References

Airen, 2024. *Liverpool Range Quarry, Air Quality and Greenhouse Gas Assessment*

DPHI, 2024. *SSD-6696, Liverpool Range Wind Farm Development Consent*

DPHI, 2024. *State significant development guidelines – preparing a submissions report* (Appendix C to the state significant development guidelines) (the Guidelines).

Engeny, 2024. *Liverpool Range Quarry, Surface Water Impact Assessment*

Gillespie Economics, 2024. *Liverpool Range Quarry Economic Assessment*

Moir, 2024. *Landscape and Visual Impact Assessment, Liverpool Range Quarry*

Umwelt, 2024. *Liverpool Range Quarry, Aboriginal Cultural Heritage Assessment*

Umwelt, 2024. *Biodiversity Development Assessment Report – Quarry*

Umwelt, 2024. *Liverpool Range Quarry, Social Impact Assessment*



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