

22/01/21

General Manager,
Flinders Council
4 Davies St
Whitemark Tas 7255

RE: DA2021/004

We would like to raise two concerns regarding the development application at the quarry. This quarry is located next to our house.

Concern 1.

'B.3 OPERATING HOURS'

Operating hours will be those recommended in the Tasmanian Quarry Code of Practice 2017 –

- 0700 to 1900 hrs Monday to Friday,
- 0800 to 1600 hrs on Saturday,
- closed on Sunday and public holidays.

Most truck movements are projected to occur between 0700 and 1800 hrs on Monday to Friday with low volume movements after that time (ie. from 1800 to 1900 hrs after which time the Quarry will close as per the operating hours). Trucks may access the Quarry on Saturday between the hours of 0800 and 1600.'

We find these hours extremely long and would adversely affect our amenity.

We appreciate the need for this quarry and the noise these accompanying activities would create. We do disagree with the long hours proposed under section B.3 of the application.

To compromise we would prefer the hours of;

- 0700 to 1700 hrs Monday to Friday
- 0900 to 1200 Saturday

We do appreciate the noise mitigating measures the development is proposing and look forward to seeing these established if this part of the development application is successful.

Concern 2

B.9 TRAFFIC MOVEMENTS

Light vehicles will access the extraction pit from the existing access off Harleys Road (Figure B-1) and could be up to 3 per day (6 movements per day).

Based on a 1.5 tonne/metre³ conversion ratio the maximum volume of 4,999 cubic metres equates to approximately 7,500 tonnes. This tonnage equates to about 250 truckloads (based on 30 tonne capacity Harleys Road Quarry, Flinders Island – DA Supporting Information).

26 trucks) or 500 movements per annum at full production. This is about 6 truck movements per day based on 80 haul days (NB – 80 haul days is approximately 4-5 months of regular haulage). Truck movements could be as high as 10 movements per day (5 trucks) during peak periods of demand or for slightly larger projects (e.g., house foundation and driveway construction).

Harleys road is a gravel road. The section that runs from the quarry down the hill has extreme water run off issues. Flinders Council Works & Services Manager has been efficient in maintaining this road and fixing the large wash outs that regularly occur. This road is graded once a year.



This picture was taken 6 weeks after the last time the road was graded.

Our concern centres on the increased usage of large vehicles and the impact this will have on the hilly section of Harleys road. This part of the road gets extremely dangerous.

With the proposed increase in usage of large vehicles has the Council considered upgrading this section of the road?

Thank you for considering our concerns.

Kind regards

Stuart Dwyer.

Stuart Dwyer

Dear Mr Groves,

I am writing in response to the development application listed by the Flinders Council for an Extractive Industry (Quarry) establishment on Harleys Road, Whitemark. - C/T: 176057/2

Whilst I have no problem with the establishment of such an industry on the said location, I am concerned with the lack of specifics in accountability by the applicant.

To be frank the application reads like the applicant is providing a lot of non-specific generalized comment on what actions will take place so that when and if the application is approved they are free to do (or not) as they like.

Having no experience in this area, I hope it is the council's role to ensure such issues are highlighted and appropriately addressed prior to approval.

Specifically, I have concerns with the following sections of the application:

1:

To the best of VDC's knowledge, the report presented herein represents the Client's intentions at the time of completing the document. However, the passage of time, manifestation of latent conditions or impacts of future events may result in changes to matters that are otherwise described in this document. In preparing this document VDC has relied upon data, surveys, analysis, designs, plans and other information provided by the client, and other individuals and organizations referenced herein. Except as otherwise stated in this document, VDC has not verified the accuracy or completeness of such data, surveys, analysis, designs, plans and other information.

What if the client's intentions change?

What if circumstances require blasting in the future?

What if demand requires twice the predicted activity?

How can a development application be submitted without verifying "the accuracy or completeness of the data" it refers to?

2:

No blasting is proposed.

But what if circumstances change and blasting would improve the economic return? Just because it is not proposed initially does not put a limit on it happening later.

3.

The maximum extracted volume from the Mining Lease, irrespective of per annum. The Activity is a Level 1 activity because it does not exceed any thresholds prescribed in Schedule 2 of the Environmental Management and Pollution Control Act 1999. the product being extracted, is 4,999 cubic metres per annum. Crushed and/or screened material will not exceed 1,000 cubic metres

Again, my concern arises from the fact the application states that circumstances may change in the future in a way that changes matters as they are presented in the document. In other words what is preventing an increase in the activity both at the project site and in and out of the site.

What is to prevent the applicant from doubling these activities should demand require it?

4.

Operating hours will be those recommended in the Tasmanian Quarry Code of Practice 2017 – • 0700 to 1900 hrs Monday to Friday, • 0800 to 1600 hrs on Saturday, • closed on Sunday and public holidays. Most truck movements are projected to occur between 0700 and 1800 hrs on Monday to Friday with low volume movements after that time (ie. From 1800 to 1900 hrs after which time the Quarry will close as per the operating hours). Trucks may access the Quarry on Saturday between the hours of 0800 and 1600.

I live in the residence to the south of the proposed operation as mentioned in the application. I can clearly hear the machinery which operates in the council's pit even though actual operations are not within line of site. I have serious doubts as to the effectiveness of proposed noise and dust prevention measures and would prefer to see hours of operation restricted to 1700 hrs Mon – Fri.

5.

PART F - DECOMMISSIONING AND REHABILITATION ***It is the aim of quarry management to minimise the area of land 'open' at the quarry. When closed, the site will be rehabilitated with scrub vegetation and/or pasture for agricultural use.***

F.2.2 Final Bench Form and Slopes Specific attention will be given to the final form of benches and slopes of the Southern Pit in the DRP. Face height and bench width at the closure of the quarry will be dictated by practical and economic considerations. The DRP will consider the following principles: • Toward the end of the productive life of a high face, intermediate benches may be constructed thereby cutting the existing face in half, or into 3 lifts if necessary, to give a maximum final face height between benches of 10 metres. Lower face heights (e.g. about 5 metres) are preferable for final rehabilitation of the site, because they will be screened more quickly by establishing vegetation, but they may not be possible, and • Slopes and faces should be battered back, preferably to slopes of 3 to 1 or less where it is practicable, or approximately 20o (36%), which will be more likely to hold topsoil and seed without slumping.

In all of this there seems to be more emphasis on not committing to actually rehabilitate the site. Surely the recommissioning of the site at completion of works should be based on what the environment and community require rather than what *practical and economic circumstances* might be experienced by the developer.

Finally, I wonder if there is any form of compensation to the ratepayers who will be footing the bill for extra road/bridge repair caused by MORE heavy vehicle traffic on our roads?

Thank you for considering my thoughts on this development.

Yours truly

Gary Sykes

0447769003

From: Ray, Judy <Judy.Ray@taswater.com.au>
Sent: Wednesday, 3 February 2021 5:39 PM
To: Development Services <development.services@flinders.tas.gov.au>
Subject: Davrol Rural Management Pty Ltd - DA 2021/004

Good Afternoon

TasWater have reviewed DA 2021/004 from a Water Quality perspective and have identified the following issues;

- Southern Pit (section B.2.2 of report) - The report states that an existing pit drainage system (trench-style sedimentation pond) flows towards the TasWater storages. They are proposing to relocate the drainage system and associated sediment ponds so that it drains onto the mining lease. We need to request that these works are a requirement of the approval of the DA and reliably direct any flows away from our Cannes Hill Storages.
- Fuel and oil and other chemical containment – we need to be sure that fuels/chemicals onsite are not used or stored in a way that can potentially impact on our site. Measures such as bunding or similar may be appropriate
- Dust suppression – the DA is not clear as to the prevention measures to be put in place to ensure this does not impact on the quality of our raw water storages

If you have any queries or wish to discuss please do not hesitate to contact me on 0417 131 372 or judy.ray@taswater.com.au

Kind Regards
Judy

Judy Ray
Corporate Property Officer

