
MINUTES OF CALGA QUARRY

COMMUNITY CONSULTATIVE COMMITTEE “VIRTUAL” MEETING

MONDAY 27 JULY 2021

Present:

Lisa Andrews (LA)	Independent Chairperson
Shane Pescud (SP)	Calga Quarry Manager
Brad Seaman (BS)	Quarry Supervisor
Margaret Pontifex (MP)	Community Representative
Annette Wilby (AW)	Community Representative
Tassin Barnard (TB)	Community Representative
Paul Slough (PS)	Calga Quarry Manager
Graeme Ausburn (GA)	Community Representative
Andrew Driver (AD)	Eastern Region Development Manager
Dave O’Bryan (DO)	Community Representative
Belinda Pignone (BP)	Graduate Environmental Planning & Compliance Coordinator

Apologies: Nil.

**Due to the COVID-19 pandemic and subsequent lockdown of Greater Sydney, which included the Central Coast, this meeting was conducted remotely via email. The presentation was emailed to all CCC members on the 27 July 2021. Members were requested to review the document and provide any questions/comments within 7 days. After that time, this information was collated by LA and forwarded through to the company for its response.*

The answers were incorporated into these minutes as a record of the outcome of the engagement process.

The subject presentation forms as an attachment to these minutes.

- 1 Opening & Welcome** – The meeting was technically opened by LA, when the project presentation was emailed to all members Monday 27 July 2021.
- 2 Apologies** – as listed above.
- 3 Declarations** - LA declared that she is an approved Independent Chairperson with the Department of Planning & Environment, engaged by Hanson to chair the meeting. No changes to members’ previous declarations.
- 4 Business arising from previous meeting minutes**

The minutes from the meeting held on 26th October 2020 were finalised and sent to members on 18th November 2020. There were no action items from this meeting.

Action Items – Nil.

No other business arising from CCC members.

5 Correspondence

- 7/11/20 – Email to members with the draft minutes for review.
- 18/11/20 – Email to members with the finalised minutes.
- 14/4/21 – Email to members rescheduling meeting to 28/6/21.
- 22/4/21 – Email to DPIE with chair's annual report on the operations of the CCC from 2020-2021.
- 29/6/21 - Email to members postponing the CCC due to COVID restrictions.
- 27/7/21 – Email to members advising that the CCC will be held remotely and attaching the project operations report.
- 27/7/21 – Email to MP with the same information.

6 Reports & Updates

PS prepared a presentation of the current site operations, which was emailed to CCC members on 27 July 2021. (See attached document.)

Compliance

- Conducted quarterly compliance noise monitoring (RWDI - Wilkinson & Murray) – no exceedances to report, details available on the business website.
- Dust monitoring (CBased Environmental) – no exceedances to report, all monitoring data available on business website.
- Ground / surface waters (CBased Environmental) monitoring conducted, details available on business website.
- Annual biodiversity monitoring report has been completed in November, details available on business website.
- Annual environmental management report has been completed for the period 2020. Results available on the business website.
- Annual independent groundwater audit has been completed by EMM Consulting. Results available on the business website.
- Complaints register – No complaints registered for the reporting period.
- Quarry closure & post closure ground water management plan & Ground Water Contingency Plan have been submitted to the Department of Planning and approval. Results available on the business website.

Above reports can be viewed on the business website Hanson Australia - www.hanson.com.au

Extraction / Processing

- Stage 3/5 - extraction location with winning by dozer, load and haul operations as normal.
- Stage 3/6 – Quarry closure & post closure ground water management plan was approved (22/10/2020) which allowed extraction to continue in Stage 3/6.
- Stage 3/3&4 - current fines storage locations.
- Dozer utilized for track rolling oversize rock for reprocessing through powerscreen and washplant.

Environmental

- Rehabilitation / revegetation maintenance work ongoing to stages 3/1, 3/2 and power easement location alongside sealed access road. Approximately 9200 trees planted during 2019.
- Weed control program as per maintenance schedule throughout the operation. Quarry southern extension included in the program for weed hot spot maintenance.
- Trail maintenance after recent rain events to environmental monitoring locations within southern extension.
- Routine sealed road maintenance during the period for dust control purposes

7 General Business

Feedback from CCC members following consideration of the presentation:

- ❖ Margaret Pontifex - Acknowledged that she had read the presentation and was happy with the progress of the rehabilitation. MP had no questions or concerns.
- ❖ AW responded as having viewed the document.
- ❖ Tassin Barnard – provided a comprehensive submission and raised issues on behalf of herself and a member of the community. This information was forwarded through to Hanson for its consideration, investigation and response.

QUESTIONS FROM TB & RESPONSES:

- 1: Meeting format. Can we use Zoom (or similar) instead of email for meetings? Email is fine if there's nothing to discuss, but makes it difficult to properly table matters that might be better understood with input from the committee.**

Response from the chair and Hanson. This feedback is noted and appreciated. Meeting in person is always the preferred way of engaging with CCC members. Unfortunately due to COVID, the committee has been unable to meet in person. Not all members are able to participate via video-conference due to technology and skills issues, which often leads to members being unable to connect and therefore missing out. The e-mail format was seen as a compromise to ensure all members of the CCC can be informed and included.

- 2: On the Hanson website under Calga Development Consents, Document "Calga Final Determination Report 2013" is the approval of the quarry that was invalidated and overturned by the Land and Environment Court in 2015.**

2.1: This document should be removed as it was voided by the LEC, OR

2.2: If this document is retained it must include an annotation that it was overturned AND the LEC Determination document should also be loaded onto the website.

The Calga Quarry webpage has been updated to provide clearer indication of document relevancy to the quarry, its operations and consent requirements.

- 3: The reason TB was on the site was that she was looking for the Conditional Consent for the Rock Crusher and was unable to find this anywhere. TB enquired where it was, stating that interested people shouldn't have to trawl through the Planning Department's website to find it.**

If the "Conditional Consent" is in reference to MOD 3 – Crushing System, the applicable conditions have been consolidated within the site's development consent Project Approval 94-4-2004 (MOD 3). The

Department of Planning, Industry and Environment (DPIE) have colour coded the conditions within Project Approval 94-4-2004 (MOD 3) to indicate when they were introduced and what modification they relate to. The direct link to Development Consent – MOD 3 Project Approval 94-4- 2004 is <https://www.hanson.com.au/media/7517/development-consent-project-approval-94-4-2004.pdf> and can be found under 'Development Consent' on the Calga Quarry webpage.

4: TB requested reporting on compliance with the rock crusher Conditions of Consent.

4.1: Has the Aboriginal Cultural Management Plan been completed and approved?

4.2: If there is a CMP, where is it? I don't see it on the site.

No, the CMP has not been finalised yet.

4.3: Is the rock crusher being used? If the answer is yes and there is no CMP yet, please explain.

4.4: If the rock crusher is being used, how are they tracking against (other) conditions of consent?

As the Aboriginal Cultural Management Plan has not been approved by DPIE there is no rock crusher in use at Calga Quarry.

4.5: Is there a Driver Code as required in the CoC? Is compliance monitored and managed?

There is an approved Driver's Code of Conduct that has been uploaded to the Calga Quarry webpage. The direct link to the Calga Driver's Code of Conduct is https://www.hanson.com.au/media/7516/calga-sand-quarry_drivers-code-of-conduct.pdf and can be found under 'Management Plans' on the Calga Quarry webpage.

4.6: What steps are being taken to minimise truck traffic noise - as required in the CoC?

As required within Project Approval 94-4-2004 (MOD 3), all drivers who visit the site on a regular basis are required to undertake a site-specific induction. Regular toolbox talks are provided to drivers which detail driver responsibilities such as minimising truck noise on nearby roads and the reduction of noise on approach and departure of the site i.e. requirement to only use compression braking in a safety situation.

Signage has been installed at the exit of the site to remind all drivers to leave in a quiet manner. As detailed within the Calga Quarry Driver's Code of Conduct, if any driver is found to be excessively noisy or who drive in an unacceptable manner, they will be refused future entry to the site.

4.7: Specifically, what ratios of materials processed are brought on site relative to tonnage of materials extracted on site, and where is this being tracked and reported. Hanson assured the PAC and the community that the crusher would not be used to extend the life of the quarry except to make the hard materials at the bottom of the pit usable. Hanson assured the PAC and the community that Hanson had no intention of morphing into a central crushing hub for other quarries in the area (which would have significant traffic impacts, as well as other undesirable impacts), and Hanson assured the PAC and the community that the only reason materials would be brought on site for crushing would be in small quantities of around 4% of total finished product to "finish" sand products if the finishing materials were not extractable on site. Please advise if Hanson has changed their stance on this post approval.

Further to the above responses in relation to the rock crusher, any reporting requirements under Project Approval 94-4-2004 (MOD 3) are undertaken yearly as part of the quarry's Annual Review and independently audited every three years. These documents can be reviewed on the Calga Quarry webpage <https://www.hanson.com.au/about-us/regulatory-information/calga-quarry/>.

5: The problem of trail bikes on Hanson property is continuing regularly, particularly on Sundays.

Some works have been done by Hanson, but the commonly used access points (that used to be effectively blocked off) remain open. Things are quiet at the moment because of lockdown, but until early July we were still getting regular trail bikers. This needs to be resolved as they will resume after lockdown. We invite Hanson to make an appointment to meet with Gerald so we can point out the access points and discuss previous (pre-Hanson) solutions that worked.

Noted. **Action.**

6: The complaints register does not include the complaints made by a nominated resident from Calga Village. Why not? When will these be added? (Name supplied by TB, but suppressed by Chair for privacy reasons.)

6.1: The nominated resident asked TP to raise this matter. The complaint as expressed by the nominated resident, but as experienced by all the residents on the Pacific Highway in Calga Village - and so we would like a response via the Community Committee - is about truck noise (background history provided by TB to assist Hanson with its investigation, consideration and response).

The complaints register has been updated to include the nominated resident's feedback to Transport received in November 2020. Please note that communication received by Transport generally sits outside of the scope of Calga Quarry as that type of feedback is seen as a general comment on heavy vehicles that use the Calga interchange rather than a site-specific complaint.

Please note that Hanson's Supply Chain Manager – Aggregates ER, SW provided a response to the nominated resident's communication, received 13 November 2020. *(A copy of this communication chain between the parties was provided to the chair for information and record keeping.)*

As detailed in the response between SW & the nominated resident, Hanson does have some trucks utilising the Pacific Hwy and unfortunately, due to the nominated resident's property being so close to the highway Hanson are somewhat limited in its ability to reduce road noise. SW committed to toolboxing this matter with the driving group to ensure employees are driving responsibly, controlling their speed, and are doing everything they can to reduce the impact on the community.

Given the nature of the nominated resident's response, SW did not feel it was appropriate to respond further. The road in question is a highway rather than a light road with restrictions. Accordingly heavy vehicles are entitled to utilise this road without restriction, so Hanson is unsure of the remedy anticipated by the nominated resident.

The nominated resident has provided further communication to Hanson (July 2021, August 2021), referring to the frequency of trucks and associated road noise.

It should be noted that Hanson are operating in accordance with its conditions of consent and meeting its compliance requirements.

6.2: TB added her own complaint: Trucks are driving dangerously at the south-western end of Peats Ridge Road near the intersection with Darkinjung Road, of particular note is trucks not slowing down when a car is either merging into their lane from the right, or when a car in their lane is slowing down to turn left into Darkinjung Road, continuing to barrel on at 80km per hour relying on the car in front to "get out of the way" either to accelerate into the turn into Darkinjung Rd, or to squeeze right into the breakdown lane and perilously close to the 1/2 meter deep concrete culvert - we have been called on to help pull cars out that have been forced to drive off the road into the half meter deep concrete culvert next to the road, wheels down the ditch and the chassis on the road.

Hanson reiterated that they would toolbox the drivers based on general comments. In the future it is encouraged that community members report more specifically so Hanson can take more decisive action against a driver i.e. date, time, truck number. Reports should be limited to genuine issues concerning driving and driver behaviour. Hanson are unable to take action against a driver for driving along the road in question if the dashcam footage and telematics do not support the details alleged.

6.3: The nominated resident reported to TB on 3/8/21 that the first time that day it appeared that the empty trucks travelling to Mt White were travelling along the M1 instead of the Pacific Highway, and only the fully laden trucks were travelling along the Pacific Highway through Calga Village. Although this reduces noise in the Village, it is not known if this is a coincidental and/or temporary change, or if it is permanent, possibly in response to the nominated resident's complaint directly to Hanson. Please advise.

Hanson can only utilise the M1 when the Mt White truck weighing station is open. Despite the longer distance, Hanson will continue to use this route when available to limit the impact on the community, but Hanson has no influence on the opening of the weighing station.

Further comment on this matter:

Following the response to 6.3 above; TB sought further clarification on this matter as it did not appear to her to be logical and this choice was placing a burden on the local community. Hanson provided the following further response, together with the explanatory map below:



Figure 1 - the current route for trucks travelling between Calga Quarry and Gosford Quarries.

Route:

1. Heading south from Calga, trucks enter the M1 at the Calga Interchange.
2. Onto the M1 south bound to the Mt White Interchange where trucks exit and travel on Morgan's Road and right onto the Old Pacific Highway.
3. Trucks turn onto the entrance road to Gosford Quarries.
4. On exiting Gosford Quarries, quarry signage dictates that trucks must enter the M1 through a gate at the Northbound Weigh Station, which is what occurs much of the time.
5. When the weigh station is closed the gate is locked. This means the trucks exiting Gosford Quarries must turn left and travel the Old Pacific Highway back to Calga. It is important to reiterate that utilising either route is lawful, doesn't breach conditions of the consent and adheres to the DPIE and TfNSW approved Transport Management Plan.

AW also provided further feedback regarding TB's comments (6.2 & 6.3) confirming dangerous truck traffic coming off the M1 northbound at Calga outside Walkabout Park. AW also commented on noise from the truck traffic early in the morning (from 4am) and asked how many Hanson trucks are driving through the village now.

Hanson responded:

Thank you for providing further comment with the distinction of behaviour between Hanson-branded trucks and white quarry trucks. The comment has been provided to Transport for follow-up. As noted in previous correspondence, it is encouraged that community members report more specifically on truck incidents so Hanson can take decisive action against a driver, ie date, time, truck number. Reports should be limited to genuine issues concerning driving and driver behaviour. Delivery and distribution operational hours are set within the Calga consent conditions; 5am Monday to Saturday with no delivery and distribution occurring on Sundays. Hanson trucks utilising the Calga Village route varies day-to-day and only as required, with some days no transport from Gosford Quarries occurring at all. The current daily average is 15-20 loads out of Gosford Quarries.

6.4: We would like a full response about what actions are being taken to reduce both inconsiderate (avoidably noisy) and dangerous driving.

The main issue of the complaints appear to be around driver behaviour. As above, in the absence of specifics the only action is to toolbox the drivers based on general comments. Again, it is encouraged and requested that the community please report more specifically to allow Hanson to take more decisive action against poor driver behaviour.

8 Next Meeting

The next meeting is scheduled for Monday 25th October 2021, commencing at 5pm. LA will confirm the arrangements based on the current COVID-19 government directions at the time.

The meeting was technically closed by the chair following responses from CCC members and the company, compiled into the draft minutes and emailed on 27 August 2021 & 10/9/21 for review.

ACTION ITEMS

Item	Action	Responsibility
1	Contact neighbour regarding access points used by trail bikes entering Hanson property.	PS