

Mining Regulation Branch
 Department for Energy and Mining,
 GPO Box 320,
 Adelaide. SA 5001
dem.miningregrehab@sa.gov.au

22 August 2023

Dear Sir/Madam,
 Re ERIMAR QUARRY (MC 4541) MINING LEASE PROPOSAL

Thank you for the opportunity to view the Issue 3 Schedule of proposals and responses about the above Mining Lease proposal.

Basically we do not like to see the Quarry established, due to the fact there is too much summer dust, truck traffic already on the south side of our farm base property on [REDACTED] SA. We are almost surround by other quarries of various types, but are all over the hills and within 2kms. The Erimar Quarry is planned to be in the same valley and in full view as the years go on.

About 20 years ago, our peaceful and safe existence in our rural life has now completely changed for the worse. The regular hum of up to 100 heavy large trucks a day with a few reckless drivers, who exit without looking, from the neighbouring Goolwa Quarry (Hartley site). Fortunately most don't pass the farm.

If the Erimar Quarry is to be highly considered for approval by the DEM, then we would like further input, via this submission to tighten the regulations and ask the operators to specify in detail of their plans, for the benefit of us as neighbours, other adjacent landowners.

The Hartley community households along the 5km of sealed Chaunceys Line Rd spend the whole working week with the trucks constant race and rumble from the existing Quarries, let alone another one.

After the release of the new issued Schedule Proposal, we – [REDACTED] had a very pleasant consultation on Thursday 3 August with the proposed Quarry operators [REDACTED] and [REDACTED]

1. Our primary issue to solve - was the name 'Erimar' Quarry which they had already registered. Our family really objected to this because it was our home name and we have no interest in the quarry and would cause confusion particularly with the Erimar Rd signage which would lead trucks past our home.

The gentlemen have now selected an alternative name for their business, which was much more acceptable but there will be a time lapse until their application has been completed.

2. Truck traffic would dramatically be increased past the farm. A bigger hazard will now be encountered when moving sheep over or along the Chaunceys Line Rd, plus the noise rumbles, the wear and tear of the unsealed road, which only gets graded by the Alexandrina DC once or perhaps twice a year or unless we request more. Discussions were made.

Further discussions were on 3 August with [REDACTED]. Questions coming from the Mining Proposals. Some issues were explained, some satisfactory and others unresolved due the unknown over the long term.

We presume that part of the Schedule proposal was researched by GroundWork SA.

The following submissions were items discussed, some explained and some need further detail.

Quotation marks " indicates the answers" we received from [REDACTED]

Part 1 is the following submission from [REDACTED]

Part 2 is the added supporting submission from adjacent landowners – [REDACTED]

<p>Back ground 1.1</p>	<p>Location listed does not indicated what district area the Erimar Quarry MC4541 site is = Hartley. Section No 295, Hundred of Freeling and Alexandrina District Council area not stated. “distances from other localities were calculated by radius kms”</p>
<p>Tenement Details 1.2</p>	<p>Name Erimar Quarry. [REDACTED] have proposed an alternative business name” which the [REDACTED] family have accepted.</p>
<p>Climate 2.2</p>	<p>Weather data from Strathalbyn and Woodchester is much cooler and wetter than Hartley. Search data from Callington and Murray Bridge for more accuracy. Low temp for the proposed site can be -1c up to 47c high in the shade.</p>
<p>Geological Enviroments 2.4 Caves 2.10</p>	<p>Sink holes /Caves. Limestone in this Hartley area has proved to be very porous but some isolated areas are very solid. Eg – April 1980 – 110mm thunderstorm opened up 21 sink holes in the neighbouring paddock, part Section 296. Each of the 4 sink holes would fit a vehicle. Proof can still be seen where agricultural equipment have to go around the holes. - the valley 200m below the stage 1 site, which runs west to east, has multiple sinkholes. -Dam like suppressions do not hold quantities of water. -Ensure in the quarry site in Stage one holding areas that the lowest point does not hold heavy or valuable equipment.</p>
<p>Ground water 2.6 Pg 6-7</p>	<p>Table 7. Local Ground water wells Summary. “The Map x0011 has a 1 km buffer zone around the property boundary, to include only those wells or bores. All 4 wells in the valley to south and west are not included.” 6 mega litre annual use of water. Is this any impact on the local bores? Is it known how far away underground that water can be drawn from the quarry bore No 6727-4908. What does GDE mean? -The bore near Chaunceys Line Road belonging to our Yeltrah Farm, is the only source of farm water which supplies 10 sheep troughs and a home. It would be ideal if water measurements were taken before any activity started. Vital requirements to the neighbouring farmers. -What distance does any bore or well draw water from? -Has there been a search for what Aquifers are under this vicinity. Is there any groundwater Aquifer information available? We [REDACTED] have gained a little information from a hydrologist, regarding the new bore No 672704908, belonging to Mr [REDACTED]. On Section 295. Drill date was on 8 March 2022, To a depth of 93m, cased for 87m and last 6 m is solid rock. It can produce 3 litres per second and yield an annual mount of 9,000 Meg Litres. The 6 meg intended use, is expected to be minimal. The underground water area the bore would draw from, is expected to be about 500m radius. The Aquifer is the Murray Limestone Aquifer. The bores in Hartley area would be over the same aquifer.</p>
<p>Fauna 2.9 pg 9</p>	<p>Report says 16 native fauna species in the 5km radius. That would area would include the Bremer river where hundreds would be present. There would be more than 16 bird species within 200m of the quarry plan. How was this data achieved and by whom? Regardless, there are two large paddocks of scrubland for native fauna and species in neighbouring land that will be a haven for all.</p>
<p>Proximity to Infrastructure & housing 2.12 pg 9</p>	<p>Data on township of Woodchester is 60 years out of date. It has No retail businesses or school. Strathalbyn is the closest real township. Is this data for Callington? -there are 3 homes (not 1) to the south of the Erimar Quarry site which will view the</p>

	<p>operations daily, especially when Stage 2 & 3 begin.</p> <p>- There is presently one home to the south west which will view from the kitchen table all production dust activities while at Stage 1 & 2. Everything from Stage 3 & 4.</p>
<p>Noise 2.16 Noise cont pg 11</p> <p>Noise cont</p>	<p>How will this be monitored?</p> <p>-Would assessment be done before operations begin and again when crushing and busy times begin? If noise is greater than expected, are there any strategies in place to correct the problem? Noise barriers? Any strategies for sounds rumbling down the valley, 1.5km westwards towards our Erimar home by the Erimar Road?</p> <p>“The operators were not expecting this to be a problem because of the pit location and the normal prevailing winds from the west south west.”</p>
<p>Resources 3.2.1</p>	<p>Large volumes of materials.</p> <p>-For a 30 year plan, why is there no plans for permanent structures.- eg large sheds.</p> <p>- It is very hot there, extreme high temperatures. Protection for fire safety.</p> <p>“ The operators were considering the possibility of a shed.”</p>
<p>Product Stock piles 3.3.3.2 pg 16</p> <p>Mulch</p>	<p>Unclear if more Construction & Demolition (C&D) recycling materials will create a larger stock pile for business opportunities, or dumping ground ahead of increased crushing process and noise. Could this become a major part of the business?</p> <p>“No intentions.”</p> <p>The collection of destroyed trees etc. How will the stock piles of mulch be monitored for combustion?</p> <p>“We were informed there would be mulching but no composting. Control measures would be in place.”</p>
<p>Processing Wastes 3.4.1</p> <p>Dust</p>	<p>What is the definition of this, other than solid concrete, asphalt etc.</p> <p>“No other types would be included”</p> <p>Will all processing of those recycled wastes be done in the Stage 1 area? “Yes”</p> <p>There is concern about how much concrete dust will blow over neighbours sheep pastures. This dust could harm the sheep. How will this be remedied?</p>
<p>Modes of hours of Operation 3.3.5</p>	<p>-4 month campaign crushing basics.</p> <p>-what is the plan? eg 4 x 4 weekly crushing cycles, or 8 x fortnightly cycles.?</p> <p>Unknown.</p> <p>“Long 6 am to 6pm days would operate Monday to Friday”</p> <p>We don’t like the extended quarrying hours to 6pm. 4.30pm is enough.</p>
<p>Blasting - Explosives 3.3.4 pg 17</p>	<p>As previously discussed, we require consideration for prevention of damage to the uncased bore. 48 hours notice of blasting if possible.</p> <p>“We would also be informed of blasting about 2 hours before hand.”</p> <p>Would or could the blasting be confined to a particular time of the day?</p>
<p>Access and roads 3.5.1 pg 19</p>	<p>-Unclear on how many truck loads expected to go in and out each day.</p> <p>“estimated that there may be up to 15-20 truck movements for BOTH Quarry and C&D waste operations”. Does this really mean 15-20 times two to = 30-40 movements per day. Or does it include a back fill movement. (Deliver waste product, and leave with stone product?)</p> <p>“We were informed there would be about 100,000 tonnes which would = 4,000 loads a year which could be about 45 truck loads out each day”</p> <p>From our point of view: the truck traffic sounds worse than expected.</p>
<p>Transport Road Access. Out and In.3.5.1</p>	<p><u>Transport Route.</u></p> <p>Unclear- quoted as “transport on Chaunceys Line Rd, west to Bremer North Road then to South East Freeway”. This means that for some reason the trucks are going up along the unsealed Bremer North road to Callington.</p> <p>“No - the trucks will travel on Chaunceys Line road to the Callington Rd intersection then turn right to the Freeway or left to other deliveries. Some trucks may take deliveries out eastwards on Chaunceys Line Rd”</p>

<p>Transport Access In and Out. Cont 3.5.1</p> <p>7.3.2 pg 39</p> <p>7.9 pg51</p>	<p>-There will be a much greater impact of traffic on the Chaunceys Line road than there already is. At the busiest of times, it could be from 100 trucks per day to 140 + trucks one way from the Erimar and Goolwa Quarry sites in total.</p> <p>- How will the danger of exiting trucks be overcome? Many near accidents have been avoided so far.</p> <p>What plans are arranged for the safety of the public and when the truck drivers exiting the quarry access road near the Sand and Clay Quarry?</p> <p>Vegetation- roadside trees already a blinding hazard. Ask the Alexandrina DC and the Murray Bridge DC for roadside tree clearance for 30m either side of exit, and ask for more truck signage?</p> <p>-Erimar Quarries will be the main contributor of trucks along the unsealed part and westward on Chaunceys Line Rd. Clay and Sand Contractors are periodic. Will there be more consultations with the Alexandrina DC in regards the keeping up road maintenance?</p> <p>At present, the <u>council only grades roads</u> once a year or an extra time if asked by the adjacent landowners – Eric and Michael Harvey.</p> <p>-Is it possible that a future plan could be to partially contribute to seal the last 2.7kms of the unsealed Chaunceys Line Road? Goolwa Quarries had to lay the road base a similar distance before they began operating.</p> <p>-Investigate about the hazards on the Callington Road/ Chaunceys Line Rd intersection. For years, the other quarry and public has exercised great caution on this terrible intersection. What are the future possibilities of collaborating with the Goolwa Quarry and the Dept of Transport to improve the short turning intersection? At present, the DIT seem to have a policy of No deaths, no requests. The above issues were yet to be considered.</p> <p>Definition of movements. Is that loads of waste into site and or loads out of site?</p>
<p>Visual amenity 5.3.7</p>	<p>How long is it estimated before Stage 3 begins? This is when visual impact really begins.</p>
<p>Surface Water 7.2.3</p>	<p>Rainfall data from Strathalbyn and Woodchester. Those areas are wetter and cooler. 330mm is far higher. 275mm is normal at Hartley and much drier.</p>
<p>Assessment of Environment Impacts 7.1 pg 34</p>	<p>Control and Management. Broad band alarms. What sounds are they? At present, reversing beepers from other quarries over the hills, can be heard kms away but not annoying. This Erimar quarry is in the same valley as the other homes.</p>
<p>Dust 7.3</p>	<p>What remedy can be done on the unsealed road in front of the three homes, if excess trucks cause too much dust? As Stage 3 and 4 begin, the dust in the strong northerly winds could affect those homes to the south.</p>
<p>Native Vegetation 7.5.2 pg 44</p> <p>Re- vegetation</p>	<p>“We were assured that as each Stage or nominated hectares were completely mined, that revegetation would consist of sown pasture grasses.”</p> <p>Native and vegetation plants and some trees are less flammable. Any consideration? We suggested that two rows of trees on the side of the hill site would help break the limestone vision by the time the Stage 5 and 6 began. If and when would the trees be likely to planted? How will the trees be watered to get established.</p>

Top Soil 7.6.3	Keep weed free control. Will vermin be removed? "All efforts would be taken to control vermin, weeds etc." "No other top soil will be brought into the site"
Waste Management 7.7.1 Pg 47 7.7.2 7.7.3	What form of liquid waste expected? What is waste streams? "Liquid waste was oil changes from machinery servicing, and the waste streams was the packaging that parts came in. Waste products would be in sealed containers and removed by waste dealers. No seepage permitted." -Are oils or tyres part of the waste intake? "No" -Is there other possibilities or usable recyclable items that could be brought in? "No"
Community Engagement Items pg8	Will Alexandrina DC receive up to date consultations? " Yes" The reports of previous consultations by different people were almost invisible. We suggest you make contact with Alexandrina Council planner Mr Mark Tate for road and roadside issues.
Impact Assessment 7.8.2	The distances to other locations – are measured by radius kms?
Impact Assessment 7.9.3 pg 52	Control and management We have regular movements of sheep, working dogs & farm machinery crossing the Chaunceys Line Road. The extra trucks will be a major impact to our farming activities. Even now it is becoming more stressful. This topic was discussed in length. "The solution for us farmers would be to notify the Quarry operator by phone or by UHF on the day of our sheep movement intentions; who would in turn notify all truck drivers to be careful and aware."
CFS 7.11.3 pg 56	Describe if water holding tanks will be fitted with compatible hose fittings to CFS trucks or water carriers. Describe if there will be alternate emergency access to the quarry during after hours for bush fire event. Or invite the closest CFS brigade – Woodchester and create a Hazard Plan.
Weed Control	Would once a year weed control really be sufficient? " we were assured that there would be regular monitoring and eradicating of weeds"
Maps - Land & Access and layouts	-Maps 002, 007, 008, 016. Road access via Erimar Road to the Quarry property on Section 295, are out of date by Google. Erimar Rd is going left thru private property, instead of turning right - Map 012 – where are the Water Storage tanks supposed to be. Not shown. -Map 006 – No buffer zone shown around your own bore.
Map 009	Quarry Plan – how long before Stage 3 begins?
Climate Station 2.2.2	Where is the Hartley weather station No 023822?
Access Agreement by Sand and Clay Quarry	Will there be an agreement of shared entry off Chaunceys Line Road? Or a separate entry? "Negotiations were in progress" Is there an alternative to access if there is a dispute? The access road into Erimar Quarry – will eastern side be fenced? When thunderstorms occur on sandy hillside, the run-off has in the past caused deep gutters and erosion into the neighbours paddocks which ends up pouring through the farm yard about 1 km away. How will the access road water run-off be rectified?
No disputes	For native vegetation & fauna. Appears that data is near to average and fauna will be migrating to adjacent scrub and pine areas.
No disputes regarding photos	
Community Impact	Traffic Hartley is an ageing community. The majority of seniors are well over 70 years old of which many are or will be 80 soon. Truck traffic are scary obstacles. Beware that mistakes/decisions can happen.

	<p>Hartley was settled by many to enjoy a quiet Tree Change life. That has long gone decades ago.</p> <p>Many will have to negotiate the dangerous South Bremer Rd/ Chaunceys Line corner.</p> <p>If this Erimar Quarry begins, then the potential of 140 truck loads will use Chaunceys Line rd per each week day.</p>
Insurance/Liabilities	?
Road Intersection Hartley Corner	<p>The major grief to all users of Hartley is the intersection of Chaunceys Line Rd and Callington Rd. Locally known as Chapel Corner.</p> <p>Everyone comments about the dangerous difficult intersection. How they have to give 3 car space back from the corner to give trucks and trailers (dogs) etc enough turning room. Truckies really appreciate the space.</p> <p>Several attempts by a minority of the community have met with the Dept of Infrastructure and Transport (DIT), twice, to complain and explain the dangerous situations, but they were dismissed.</p> <p>No deaths = no improvements. Nobody else officially complains. Everyone has to report incidents to get some improvements.</p> <p>So why doesn't the existing Goolwa quarry and the Sand and Clay Quarry have negotiations with the DIT. Are they happy with the dangerous corner?</p> <p>It is not just going out of Hartley, but also trying to enter. How many times have residents had to pull over as far back as Woodchester to let large vehicles past so they have no fear of being rear ended at the Hartley intersection because there is not a turning off lane?</p> <p>This has been a dangerous problem for years, and will only get worse as businesses expand.</p> <p>All businesses will need to band together if they want more safety measures at this Hartley (Chapel corner) intersection.</p>

Part 2 supporting and additional comments from adjacent land owners – [REDACTED]

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Dear Sir/Madam,
 Re ERIMAR QUARRY (MC 4541) MINING LEASE PROPOSAL

We wish contribute some further submissions to the above comments by [REDACTED]

Traffic Safety concerns.

The road section past 563 Chaunceys Line Rd heading to the proposed entry point is narrow with blind corners. Trucks have trouble passing each other due to over-hanging trees and the width of the road.

Road Noise and Dust.

[REDACTED] are the title owners of [REDACTED] long Chaunceys Line Rd. We are not agreeable with the quarry proposal due to the fact of road noise and dust.

The section of Chaunceys Line between Erimar Rd and the proposed entry point off Chaunceys Line must be sealed. Approx 2.7 kms. Goolwa Quarry had to contribute to their entry point.

As an unsealed road deteriorates and with increased heavy traffic, plus rain events, the deeper the holes become. This creates a lot of bounce and bangs as trucks pass over them. The noise will not be appreciated by shift workers. We know from 600m away, a slow truck going over a big hole makes an enormous clattering noise. The trucks will also become damaged.

There are 3 homes within 50m to 200m away from the Chaunceys Line Rd. .

In the event of fire.

Section 294 owned by [REDACTED] has a large area of scrub (native trees). An area within this scrub is leased by Skirmish SA Paintball, on the northern end which is opposite the proposed Quarry. Approx 400m to the south.

We have major concern of Safety to the public and farm land adjoining.

1. People playing paintball within the scrub will have no warning in the event of a fire. They will be trapped in the scrub where the paintball fields are.
 We – [REDACTED] understand the serious risk to the public in the event of a fire breaking out, as we both have been in the Country Fire Service over 35 years.
 If a fire were to break out due to machinery use or from tree waste self Combusting, a fire under a northerly wind will be at the scrub within 3-4 mins. This will leave no time for paintball players to evacuate. (Major Safety concern).
2. Risk to surrounding farm crops and sheep production, Sections 293 & 294 which are on the edge of the proposed mining lease.

Water supplies.

The proposal shows no plans for a large water supply at Stage 1.

Only a tank on the hill, further north.

Large tanks with CFS compliant fittings should be installed at Stage 1

Access Road.

Proposed access road beside our land - Section 294. How far away will the road be from Eric and Michael Harvey's boundary fence? 5 metres?

How will the road edge stability be designed to avoid erosion by rain events? The run-offs create deep wash-outs or gutters in the light sand?

These gutters will wash under our boundary fence (east side of Section 294).

Holes if big enough will allow sheep to crawl out onto the access road.

Visual

The proposed Erimar Quarry is on the side of a hill facing south wards.

Not something we want to look at every day. Can be seen from 10 km.

We would like to see two rows of trees grown on the side of the hill on Section 295. One row west to east, and another grown north to south to break the hill side view.

Dust – from the proposed site, landing on our adjacent cropping country. The limestone dust affects plant absorption of nutrient supplements and weed chemicals.

This impact will cause loss of production.

Blasting - prefer no blasting. (fly rock). What type of blasting method if it occurs? No rocks to fall on Section 294 & 293.

Noise

The access road will have quite an up-hill climb and a down-hill run.

What measures will be put in place to avoid the excessive noise of exhaust brakes from the trucks?

Working hours.

We are unhappy with the long working hours of 6 am to 6pm

We prefer No crushing or machinery movements before 7am.

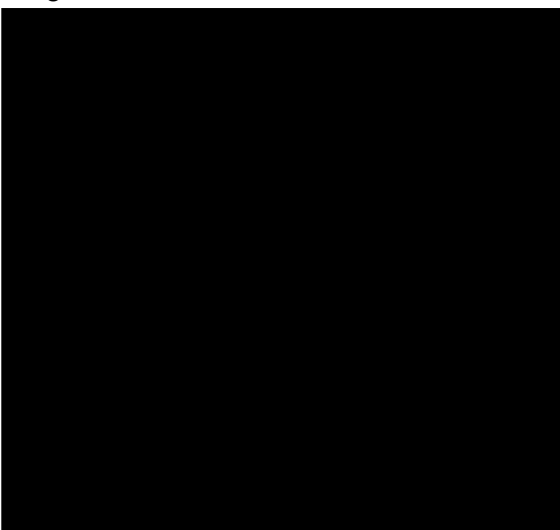
4.30 pm is the preferred ending time because the neighbouring Goolwa Quarry does this.

If working to 6 pm, does this mean that trucks will also be on the roads to then?

No quarry activity on weekends if proposal gets approved.

We – [REDACTED] hope you will consider our above questions and submission. It is not just for business matters, but for the purpose of ensuring the safety of the local community and wellbeing of everyone.

Regards from



Date.....22 August 2023.....