

Department of Mining and Energy,

Dear Sir/Madam

In reference: ERIMAR QUARRY (MC 4541) MINING LEASE PROPOSAL

Please accept our comments on this proposal at this late stage as we were away at time of the advertisement in courier and have just become aware of the mining proposal.

The Public Notice reads Mining Purpose Extractive (Limestone and Sand) Extractive Minerals. No mention of the Future Business Plan project of Receiving, storing and selling Construction and Demolition materials. We feel this has misinformed the community.

1. Introduction and Concerns

We are landowners on Jaensch Rd Hartley along with nine other families/landowners.

We consider ourselves to be part of the relevant broader community who could be directly affected from activities from the proposed Erimar mine.

Throughout the Erimar Quarry Mining Lease Proposal 5.1 in stakeholder identification the broader community was not consulted.

For this reason and the below concerns please consider our late submission or at the least acknowledge these concerns when entering the PEPR stage.

2. Road Access Impacts

Within the mining lease proposal 3.5.1 and 5.3.5 statements impacts mainly refer to Chaunceys Line Road and a private road construction.

Our concerns to be addressed are the North Bremer Road to the Sth Eastern Freeway which is the longest part of the heavy traffic route being 6.6km.

- Jaensch Road is a dirt No Through road being residents only access in and out.
- The cross road intersection at Nth Bremer Road currently has safety concerns and can be challenging with the amount of heavy vehicle traffic coming from three different directions.
Refer **photo**
- The sweeping blind corner to the north compounds the crossing negotiations.(esp with a high percentage of the residents aged over seventy to eighty nine years of age)refer **photo**
- Nth Bremer Road also has resident's waste and recycling bin bank. This often requires a dangerous U-Turn to the bin bank when taking and unloading our bins. – The rubbish truck stops here **photo bin bank position**
- Exiting the Jaensch dirt road drivers must negotiate the one way narrow bridge a head, this involves consideration and curtesy to oncoming working heavy vehicles.
- Current regular heavy vehicle movement include Hartley Landfill dump waste trucks and construction dump trucks, Pitt's transport depot traffic which may involve long and wide loads. Goolwa Quarry. Employee traffic.
- School bus pickup and drop off route. Concerns of student safety, crossing roads, especially as trucks need to pass around the bus.
- North Bremer road is an unsealed road (other than the cross road intersection), dust is often a prevailing concern if travelling that route. The larger vehicles compound thicker and vaster lingering amounts and spit stones at oncoming traffic.
- The exit from Nth Bremer Road onto the main Callington Strathalbyn Road prior to Southern Eastern Freeway, is one of the most dangerous unsafe mergers **Refer Photo**
- The dust created from vehicles entering onto North Bremer road at this side is an extreme hazard

2.1 Heavy Vehicle Movement

- Estimated 15-20 Erimar quarry related trucks per day (3.4.4 Industrial & Domestic waste pg18)
This is a possible 40 times a day using Nth Bremer Road route (return trip)
- Envisaged transport of Construction & Demolition Waste approx. 40,000 t of material received per year. (pg13Sect 3.2.2) This is a possible 20 -25 haulage trucks , another 40 times a day using Nth Bremer Rd
- The estimation of Contract Sales Trucks over 7days has extreme possibility of traffic along Nth Bremer Road
- The mobile equipment eg Crusher & Screener, Excavator, Fuel tankers transported to site as required
- Increased congestion to the large amount of heavy haulage trucks from existing industries

2.2 Outcomes/Suggestions

1. As a long term local community we would have expected to be included in public consultation of the wider community bracket of Erimar Quarries claim #4541.
Grounds Works have all our contact details from previous involvement in the proposed Southern Contractors Mining Lease, and we welcomed meetings into our homes.

Our collective knowledge of this area could come up with some solutions towards the Erimar proposal and our concerns.

We have endured the operational Monarto Quarry opposite our properties for 20 years until closure, giving us insight and experience into living near a limestone/sand quarry and the practices that impeded the community.

2. We already have good communication with Goolwa Quarry and Pitt's Transport Company.
Goolwa Quarry manager visits/phones certain landowners frequently to discuss activities like blasting or any concerns we have.

Erimar Quarry could be more supportive and proactive with local community concerns starting with communication. Future communication could alleviate adverse conflicts and support resolution.

3. We never see Goolwa Quarry trucks along Nth Bremer Road perhaps inquire what route they use.
4. Pitt's Transport is a local business. They employ local workers and truck drivers, being an advantage of knowing country roads and local conditions. Their knowledge and input about the prior difficulties at the Nth Bremer intersection and Jaensch Road/ Strathalbyn Road T junction has implemented a State Transport Upgrade project. This generates good community safety and spirit.
Erimar Quarry throughout the proposal lacks and neglects local to support the local community
5. We would hope an outcome would allow everyone to travel on a daily basis in a safe and controlled environment. To support people who have lived as a small footprint to the environment and enable the elderly residents to stay in their homes and the environment they have protected. The isolation of this region means the only form of transport is driving.
To protect people's well-being socially and physically, should be a high agenda.

3 Community Questions

Q. How can the Extraction Production rate of 100,000 t/pa and quarry material sales possibly be estimated to or restricted transport to 15-20 trucks per day?

Q. Is this the best route? Could the closer route to Southern Eastern Freeway via the Ferris Mc Donald Rd, which is already a heavy haulage sealed road an alternative route outcome?

Q. We never see Goolwa Quarry trucks or equipment along Nth Bremer Road perhaps inquire what is their commute route?

Q. How will the perceived quantity of 480 extra heavy vehicles a month be monitored on a B-Grade unsealed narrow road and negotiate wide loads and other traffic users?

Q. Could truck counters on the road be installed?

Q. Who will be responsible for quality of the road service for people who live along Nth Bremer Rd?

Q. Are the residences along the 6 km route of Nth Bremer Road aware of this proposed heavy vehicle route, and who is responsible to inform them?

3. **Noise**

The operational hours and noise disturbance is another worrying factor. Extended hours of mining operations would have an extensive impact to landowners.

Landowners were subject to excavation noise such as blasting from Monarto Quarry for 20 years. The noise from crushers, rock breakers are not high decibels but a constant low rumble, crashing and shuddering sound disturbance causing some people to experience unbearable stress with no answer to relief.

Q. The mobile crusher activities kept down lower towards stage one?

4. **Visual Impacts**

Not having visited site we have concerns about the statement; No visual impact to Jaensch Road.

Several landowners can already see the septic tank and shipping containers on the ridge.

The mobile crusher that is transported to operational sites may be a visual impact.

Q. Why is the septic tanks setup not at stage one, where toilets will be required?

Q. Has council permission for septic system been acquired?

Q. Is there a possibility of group visit with Erimar management and Groundwork Plus staff?

Q. Is there a need for another sand and limestone quarry in this area?

Goolwa Quarry (here at Hartley) hopefully will not be impacted by this new business. And certainly have not yet been contacted.

Q. Would proving Erimar's good mining practices and allowing affected land owners time to negotiate what activities are proving problematic?

Allowing everyone to adjust and work through issues. Operational less daily hours and not seven day week.

Q. Who monitors the perceived 4 months of machinery and crushing operations?

Are there regulations or a common ground that could reduce community disturbance by not having free-range of operational hours?

Q. How much will end up in landfill?

Q. Erimar Quarries **Proprietors** Charlie Pocock & John Harkness. **Landowners** Charlie Pocock & John Harkness Throughout proposal reference to in agreement of landowners eg; land rehabilitation, Quarry and C&D activities closure clean up. (7.16.3) Closure) all stockpiles etc removed from site unless agreed in writing from landowner!! Is this not too a loop hole in the system?

Q. Payment to Significant Environmental Benefit Offset Proposal payment of \$100,884.40 into the Native Vegetation Fund, will this money be use to put some native vegetation back on this site?

6. **Future Business Plan**

The process of seeking approval to receive Construction and Demolition Wastes 3.4.4 approx 40,000t/pa is great concern and complexity to the proposal. Statements like:" market demand" "depending upon" "not envisaged" "vary depending " leads to huge holes in business strategy. Mistrust with community is already active with this project not being disclosed in public notice. There are environmental and wider community concerns to be addressed.

We sincerely apologise for the lateness of this submission and hope you receive our application. In our attempt to email this submission without further delay, we have omitted several issues and concerns from the mining proposal. We certainly hope for the opportunity for further consultation.

This is a formal Objection to the Erimar Quarries Claim: 4541

Sincere Regards

[REDACTED]



Hartley