

8.1.1

ATTACHMENT B

LETTER FROM RUSSELL REYNOLDS AND SITE
PLAN

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Chris Littlemore
Chief Executive Officer
Shire of Boddington
PO BOX 4 Boddington, WA, 6390

Dear Chris

Proposed gravel pit: Lot 7 (No. 5954) Harvey-Quindanning Road, Lower Hotham

I seek Shire approval for a gravel pit on the above property as shown on the attached plan.

The proposed pit has an area of approximately 3 hectares (east-west length of 200 metres and north-south width of 130 metres). The depth of gravel varies between 1 metre and 2 metres with an average depth of around 1.5 metres. The total amount of gravel is estimated to be around 4000m³.

The gravel pit will have a short lifespan and I am seeking Shire approval for a 5 year period. Generally, the pit is only expected to be used on occasions such as the construction programs associated with the sealing of the Harvey-Quindanning Road.

The closest house to the gravel pit is located on my property (Lot 7 Harvey-Quindanning Road). This house is occupied by Hayden Cowcher. Neighbour's dwellings are located well away from the proposed gravel pit. The closest neighbour's dwelling to the West is approximately 1000 metres, the closest dwelling to the east is 2000 metres, the closest dwelling to the south 3000 metres and the closest dwelling to the North is 1000 metres. Mature trees and a ridgeline will assist to minimise impacts to all neighbour's dwellings.

It is expected that semi sized trucks will take gravel from the pit with the largest vehicles being 15m in length. Access to and from the pit will via a driveway to Boundary Road. The driveway enters Boundary Road in a safe location with excellent visibility in both directions. The intersection with Boundary Road and Harvey-Quindanning Road is also appropriate.

The number of truck movements will depend on the nature of the contracts. The peak operating times are expected every couple of years with the sealing program for the Harvey-Quindanning Road. At peak times, a maximum of 2 trucks will be operating out of the gravel pit, and will be entering/exiting the pit a maximum of 2 times per hour. Warning signs for trucks will be used to alert road users to the entrance onto Boundary Road.

Operating hours are proposed to be in daylight hours Mondays to Saturdays. As mentioned above, there is likely to be limited or no activity at the pit for large parts of the year.

The gravel will be suitable for basic road and construction building material without the need for drilling and blasting and with only minimal amounts of processing. In terms of processing, it is proposed to use a dozer on the property to push up the gravel initially. A loader will be used to load trucks.

No clearing is proposed and no bauxite will be extracted or impacted.

No fuel will be stored on site with a mobile service unit providing fuel and lubricants to all equipment on an as needed basis. Quick-fill snap on connections will be used preventing spillage.

Dust suppression will be undertaken as required, with the water source being from dams on the property. A water tank will remain on site during excavation in summer when the risk of generating dust is greater.

Fire risk is expected to be no greater than the risk from general farming operations.

I value the health of our dams and local waterways. To assist in maintaining water quality, there will be no run-off or silt from the gravel pit entering into dams or the creeks. While further details will be later provided through a drainage plan, I suggest settling pit/s and bypass drains/earth bunds will be provided. Overland stormwater flows from outside the extraction area will be diverted via bypass drains or earth bunds around disturbed surfaces and stockpiles.

All stockpiled materials, including topsoil overburden, awaiting transport or held for rehabilitation will be appropriately located upslope from the pit.

The pit will be excavated in stages, with the stages dependent on demand.

I am committed to ensuring the pit is effectively managed and there are high safety standards. Some of the proposed safety measures include truck entering signs on Boundary Rd, trucks will be made to call up in and out of pit of two way channel 40.

The pit will be progressively rehabilitated back to pasture and a rehabilitation plan will be prepared. When the gravel is extracted from an initial area, the land will be recontoured. Overburden and topsoil will then be spread over the recontoured land. This area is then deep contoured cross ripped to minimise water runoff and scouring.

Please contact me if you require additional information.

I look forward to the Shire's approval.

Regards

Russell Reynolds

22 September 2017

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