

14 July 2023

Mr. Tom Wenbourne
Senior Planning and Development Compliance Officer
City of Albany
102 North Rd
YAKAMIA WA 6331

Dear Tom,

RE: Great Southern Lime Development Application

Further to our recent discussions, I attach revised development application and attachments.

These requested variations to our Development Approval are to address the safety factors raised by DMIRS after their recent inspection, particularly, in relation to the safety factors surrounding the 18% gradient haul road to the pit.

DMIRS require the site operator to verify all equipment used onsite to be fit for purpose. The fact that the cartage contractors and farmers trucks, which are all owned by a third party, are beyond the scope of the pit operator to verify that they are maintained and designed for such gradients means they are categorised - not fit for purpose. This results in the request for the stockpile to be positioned at the base of the hill closer to the entrance off Lee Rd, which negates the need for the third party RAV4 road trains to ascend and descend the steep gradient to and from the pit. Instead, the contractor will use their own dump trucks to bring the material from the pit down to the revised stockpile area and be responsible for the fact that these vehicles, owned by the contractor, are fit for purpose and adequate safety precautions are installed to DMIRS satisfaction to accommodate this change in procedures as set out above.

This will require the smaller dump trucks to be utilised for 8 months of the year to establish the stockpile which would then be depleted over the 4 months January – April period of demand for the lime to the farmers.

We are also seeking for safety reasons, to increase from 3 hectares to 4 hectares the maximum area which is open in the pit for extraction and storage of extracted material. The experience of the operators is that 3 hectares is too small to operate the equipment safely.

The requested amendment to condition 17, addresses the need for flexibility in the daily movement of the material from the stockpile out of the site.

Condition 4 limits the movement of trucks to 6 days per week and condition 17 to 14 per day, equating to 84 truck movements over a 6-day working week.

The limit of 14 truck movements per day, has caused operational difficulties as it is not always possible to schedule exactly 14 truck movements per day. If there is a shortfall of truck movements on one day the shortfall cannot be made up.

For instance, January is a busy month for trucking companies carrying wheat and other grains. This limits the availability of trucks for lime transportation and affects scheduling to meet the daily limits of 14 trucks per day.

The amendment to condition 17 proposes that the daily movement over the haulage operation period (January - April) is an average of 14 truck movements per day.

The proposed amendment to condition 17 will not impact local residents as there will be no change to the total number of truck movements to and from the site over the haulage operation period (January – April).

The requested amendment to condition 43, gives more time for preparation and submission of the relevant reports following the change of the operation period to January - April. Further, this aligns the reporting dates with the reporting requirements of the extractive industry licence and the end of the financial year.

Please let me know if you require any further information to progress this application.

Regards

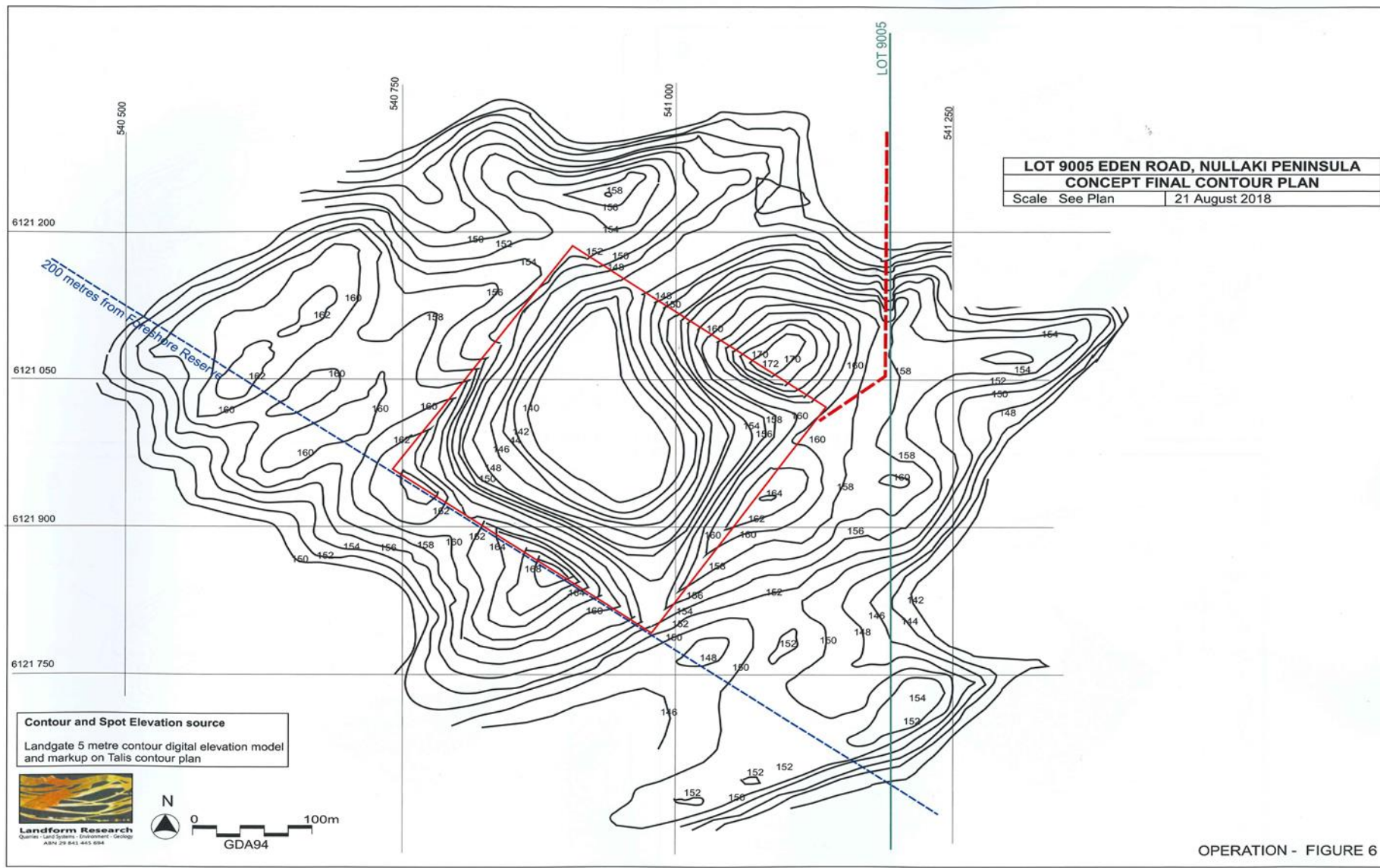
Graeme Robertson

**DIRECTOR
GREAT SOUTHERN LIME**

Description of proposed works and / or land use

The application seeks the approval of the City of Albany to amend conditions 2, 4, 17 and 43 of the Industry–Extractive (Agricultural Lime) at Lot 9005 Eden Road Nullaki WA 6330, to read as follows:

- 2 Excavation, storage and extraction activities shall be contained within areas A and B depicted on the site plan drawing number 21980-23A prepared by Harley Dykstra. Area A is the 8 hectare excavation, storage and extraction depicted in the Landform Research dated 21 August 2018 which is annexed to these conditions. The perimeter of Area A must be pegged and clearly marked to ensure that all earthworks are contained within the approved area. A maximum of four (4) hectares of Area A will be open for excavation, extraction and operation activities at any one time.
- Area B is a three (3.0) hectare area for storage of screened extracted material and truck loading operations. A maximum of 50,000 tonnes of screened material shall be stored within two and half (2.5) hectares of Area B.
- Area C is an area of 2920m² to be used as a layby and a turning circle for trucks on the site.
- 4 Except as otherwise approved by the City of Albany the hours of operation of the extractive industry, shall be restricted to the hours of 7.00am – 5.00pm Monday to Friday and, 8.00am - 5.00pm Saturday with no operation of the extractive industry permitted on Sundays or public holidays. The movement of trucks for the haulage of extracted material out of the site shall be restricted to the period of 1 January to 30 April annually.
- 17 Extraction from the excavation site (Area A) shall not exceed 50,000 tonnes in any 12 months period and the haulage out of the site (Area B) for each haulage operation period (January – April) shall not exceed a daily average of 14 truck movements over each haulage operation period.
- 43 The applicant shall submit an annual compliance report to the City of Albany by 30 June each year. The annual compliance report shall include:
- (a) an internal compliance audit of all the development and licence approval conditions and Management Plan requirements undertaken by a suitably qualified person to the reasonable satisfaction of the City;
 - (b) details of all community complaints and complaint responses;
 - (c) annual tonnage of extracted material in the previous calendar year;
 - (d) log of cartage trucks to and from the site recorded on a daily basis during period of operation;
 - (e) other information reasonably requested by the City relevant to the management of any impact arising from the operation of the extractive industry.



OPERATION - FIGURE 6

Your Ref: Client Ref
Our Ref: GSL/004/2023

8th June 2023

Great Southern Lime Partnership
C/- Mr Graeme Robertson

By email to: gjrgroup@wn.com.au

Dear Graeme,

PROPOSED STOCKPILE AREA AT GSL NULLAKI OPERATIONS

I refer to your advice that the City of Albany wish to receive vegetation survey data for the area proposed for the establishment of a new stockpile area and truck turning bay at your Nullaki operations site.

I can confirm that I have submitted a Clearing Permit Application the Department of Water and Environmental Regulation, under your instructions. Within the application I provided the findings of vegetation flora and fauna habitat survey. I have extracted the relevant information and present this here, for submission to the City.

1.0 Location and general characteristics of the land

Figure 1 presents the proposed clearing area and its surroundings and shows its relationship to the clearing area approved for Clearing Permit CPS 8392/1. The clearing area is marked over the vegetation map for the area which is the basis for vegetation descriptions provided later in the report.

The proposed clearing area comprises an approximate 3.29 ha parcel of land located within Lot 9005 Rock Cliff Circle Nullaki, which itself has an area of approximately 473.3287 ha. The stockpile area has an area of 3.0 ha whilst the truck turning area is 0.29 ha.

Lot 9005 is located some 12.5km to the south-east of the township of Denmark but within the City of Albany boundaries, within a large tract of native vegetation and agricultural land which presents a combined rural and natural landscape setting typical for the district.

Surrounding land uses include farming to the east, and rural living residences on 40 ha lots on

the Nullaki peninsula which presents as a very high limestone dune ridge, dune slopes and lowlands adjacent to Wilson inlet and is located to the west of the site. To the south of the site lies the steeply cliffed Southern Ocean shoreline and to the north lies a further extent of sand plain and the margins and water body of the Wilson Inlet.

2.0 Landforms Soils and Groundwater

The land and its locality lie within an extensive system of coastal limestone ridge terrain of Pleistocene age which forms a dominant element of the local coastal landforms and geology.

At the coast there is a very high dune system which is aligned on a north-west/south-east direction. The ridge in this area reaches maximum elevations of around 185 to 200 m AHD, is steeply cliffed at its ocean margin to the south-west, then to the north-east the ridge falls more gently to lowlands which comprise gently undulating sandplains with overlying low stature linear dunes.

The proposed clearing area is located on a flat section of lowland sandplain and dune terrain at an elevation of approximately 10m AHD.

At a district to regional scale, the soils on the site are described as Meerup Podzols over Calcareous Sand Phase (254NkMRp) which are podzols over calcareous sand typically associated with Banksia-Bullich-Yate woodland. A small area to the east is mapped as Meerup Podzols over Siliceous Sand Phase (254NkMRs) which are podzols in siliceous sand typically associated with Banksia-Bullich-Yate-Sheoak woodland (PVG Environmental 2017).

Site observations confirm that the surface soils comprise grey siliceous to calcareous sands with a thin organic layer at the surface. Whilst no specific soil profile investigation at this site has been conducted it is reasonable to infer that the sands extend for several meters depth and overlay either limestone or granitic basement sediments.

The surface soils are highly permeable and allow a large proportion of incident rainfall to infiltrate and recharge an underlying unconfined aquifer. A nearby wetland (about 100m to the north of the proposed truck turning area) suggests the water table of the unconfined aquifer is located around 3 to 4 m below ground level within the lower flatter parts of the proposed clearing area. Groundwater flow direction is inferred to be towards the north.

The water quality within the unconfined aquifer is likely to be fresh to slightly brackish.

3.0 Vegetation and Flora

The vegetation and flora of a transect located a short distance to the north of the proposed stockpile clearing area in equivalent terrain, and including the truck turning area was surveyed

by specialist botanists PGV Environmental in October 2019. (PGV Environmental, 2017).

The botanical information presented in this present report is based on the findings of the PGV report together with observations by this firm's personal inspection during February 2023 and on many earlier site inspections of the site and locality dating back to 2017.

Figure 1 presents an interpolation of the vegetation types in the local area based on the PGV mapping and its assignment of vegetation mapping units to vegetation patterns visible on the photography. This provides a key to mapping of the vegetation on the proposed clearing area site.

The PGV Environmental Flora and Vegetation survey was undertaken in accordance with the Detailed survey requirements contained in *EPA Technical Guidance: Flora and Vegetation Surveys* (EPA, 2016).

The survey included the following:

- Desktop search and review of the Department of Biodiversity, Conservation and Attractions (DBCA) Naturemap database;
- A search of the Commonwealth Government's Protected Matters Search Tool to identify species potentially occurring within the area that are protected under the *Environment Protection and Biodiversity Conservation (EPBC) Act 1999*;
- Examination of historic and recent aerial photography and contour and soil maps to provisionally identify vegetation types and condition;
- Field survey using quadrats to record native and introduced species as well as a thorough site walkover of any areas of native vegetation;
- Recording of any significant plant species using a hand-held GPS;
- Description and mapping of vegetation types and vegetation condition; and
- Compilation of a flora list.

The relevant findings of this survey and analysis, as they apply to the proposed clearing area are summarized below.

Vegetation Complex

The vegetation on the site is part of the Owingup Complex. There is approximately 65.85% of the Owingup Complex remaining in the Shire of Denmark based on the pre-European extent with 39.81% of the entire vegetation complex in secure tenure (WALGA, 2018).

The retention and amount of the vegetation complex found at the site exceeds the 30% retention and 10% reservation targets (Commonwealth of Australia, 2001).

Threatened and Priority Ecological Communities

The vegetation types on the site are not representative of any Threatened or Priority Ecological Communities that occur in the Denmark-Albany area.

Flora

None of the species found within the site is a Threatened (Declared Rare) or Priority species;

Conclusions

The flora and vegetation survey of the Lee Road Reserve and proposed Emergency Access Track on Lot 9005 Rock Cliff Circle resulted in the following findings:

- A total of 93 species including 75 native and 18 introduced species were recorded on the emergency access track site which includes the proposed clearing area,
- None of the species is a Threatened (Declared Rare) or Priority species;
- Three vegetation mapping units were described and mapped for the proposed clearing area. The vegetation types nearly all contained Peppermint trees (*Agonis flexuosa*) at density of low open woodlands. *Leucopogon insularis*, *Bossiaea linophylla* and *Spyridium globulosum* were common shrub species. Dryland sedges were common as ground cover in the drier sites.
- The condition of the vegetation in proposed clearing area is representative of local vegetation condition) was all Very Good to Excellent;
- The amount remaining of the Owingup vegetation complex is above the EPA's target of 30% with greater than 30% in secure reserves; and
- The vegetation is not representative of any Threatened or Priority Ecological Communities that occur in the Denmark-Albany area.

The consistency of the vegetation types visible on the photography enables interpretation at the site-specific scale for the proposed clearing area.

Figure 1 transfers this analysis of vegetation types to the proposed clearing area. In this way it is possible to describe the vegetation within the proposed clearing area as having three elements.

- Vegetation mapping unit Af SH, a sedgeland of native species which dominates the proposed clearing area and is described in detail based on quadrat data in the PGV report, and,
- Vegetation mapping unit Af LOW, which is a low open to closed woodland of peppermint (*Agonis flexuosa*), with a native sedge and shrub understory which has a floristic species overlap with the surrounding sedgeland's vegetation.

- Vegetation mapping unit BIFnLg, which is a low open woodland of *Banksia littoralis* over *Finicia nodosal/Lepidosperma gladiatum* sedgland. There is a very small area of this vegetation mapping unit within the proposed truck turning bay area.

Each of these vegetation types is common and widespread in the locality, especially vegetation mapping unit Af LOW and AfSH, with BIFnLg being less common and focused on low lying areas, both within Lot 9005 and the Reserve 17464 to the east.

4.0 Habitats and Fauna

The site supports native vegetation and habits in good to excellent condition and is expected to support a fauna typical for the large expanses of sandplain which are predominant in this area.

Habits include low coastal shrublands and sedglands to about 1m height over sandy soil substrate, together with stands of peppermint woodlands with a native flora understory.

There are no environmental characteristics of the site, or information in the published literature which indicates that the proposed site has any specific special values as a fauna habitat within itself and in the context of the surrounding environment.

The site is situated within a very large expanse of equivalent to identical fauna habitat, being coastal sandplain and dune terrain with low sedglands, low coastal shrublands and low open woodlands.

At regional scale, using the vegetation complex type as a surrogate indicator of fauna habitat type, the Owingup Vegetation complex is widespread in the Shire of Denmark and remains at 65% extant and 38% in secure tenure.

It is reasonable to conclude that if there are any fauna species dependent upon Owingup vegetation complex type/habitat type, the fauna could not be reliant upon the proposed clearing area for maintenance because there are vast local areas which also support this habitat type.

At a local and district level, there is an extensive contiguous and continuous expanse of equivalent native vegetation of approximately 2 km width which extends for approximately 8km to the west along the Nullaki peninsula, and a similar distance to the east, within Reserve 17464.

This presence of this adjacent expanse of equivalent fauna habitat indicates that it is reasonable to conclude that no fauna species is reliant upon the habitats at the proposed clearing area for their survival.

Aurora Environmental (2016) prepared a Level 1 Fauna Survey of the locality and the mine pit and haulage road.

One species, the Assassin spider (*Zephyrarchaea mainii*), was identified as a possible species which could occur in the area.

Main's Assassin Spider favours Peppermint (*Agonis*) coastal habitats where it inhabits shaded, long unburnt groves with an understorey of sedges (*Lepidosperma*), grasses and 'wiry' herbs (Restionaceae). Its microhabitat within these Peppermint groves is the elevated leaf-litter layer which collects amongst the crowns of the understorey plants (Rix and Harvey, 2009).

Anecdotal evidence suggests that Lot 9005 was last burnt in 1994 but had been subject to repeated frequent burns at approximately 5-year intervals for decades before that, in order to encourage feed for sheep which were grazed in the area. This may explain why there is an almost complete absence of suspended leaf litter underneath stands of *Agonis flexuosa*.

The survey indicates that Main's Assassin Spider is unlikely to occur within the area proposed to be cleared as it contains very few peppermint trees and has been subjected to regular burning in previous decades, which has diminished the ability for elevated leaf litter habitat to develop and accumulate.

Concluding Comments

I trust this information meets the needs of the City and note that the PGV Environmental Survey work, upon which this analysis is based, was carried out in accordance with EPA guidelines for botanical survey.

Please advise me in the event that you require further information or clarification.

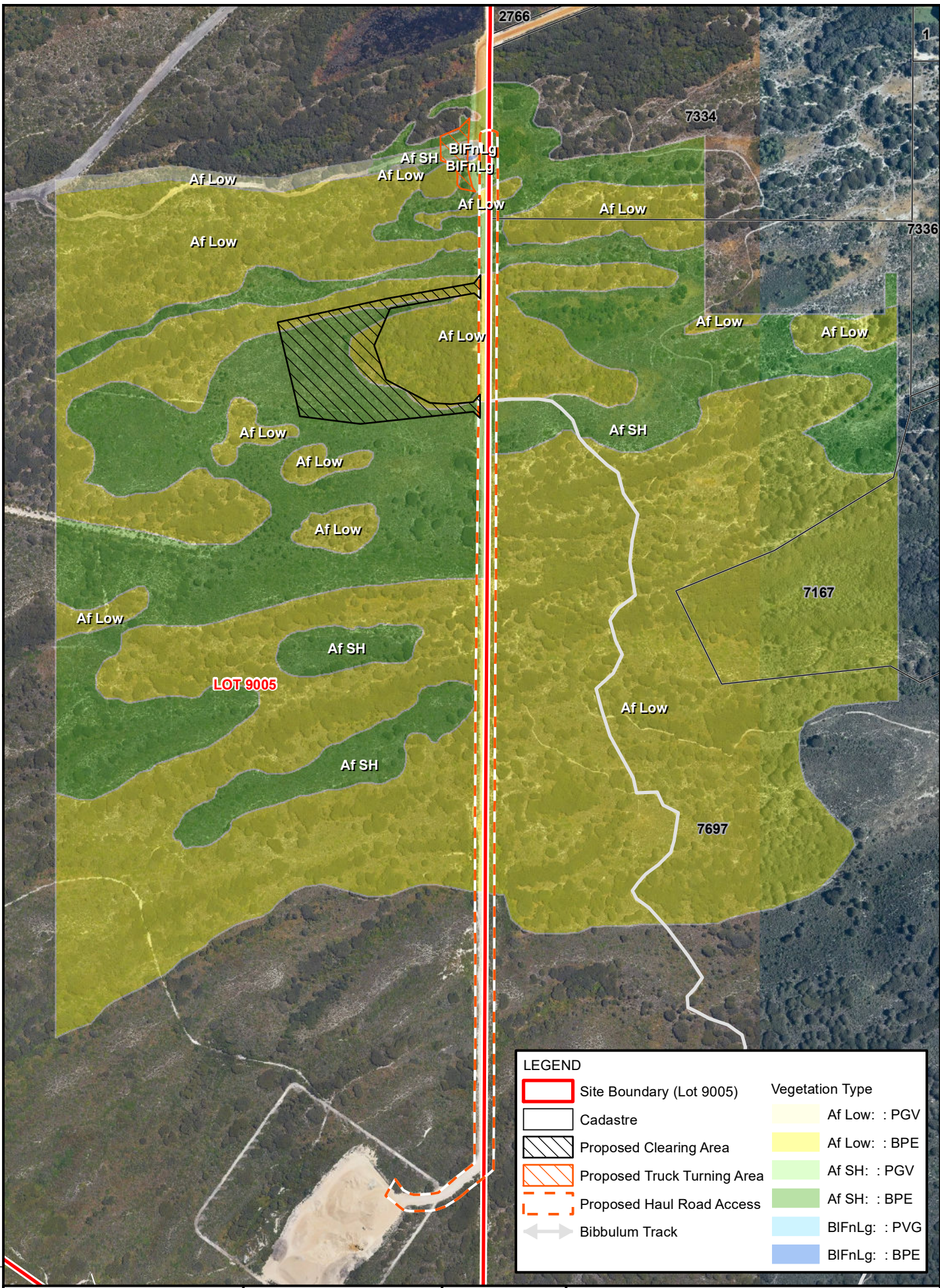
Yours sincerely,

A handwritten signature in black ink, appearing to read 'Martin Bowman', with a long horizontal flourish extending to the right.

MARTIN BOWMAN

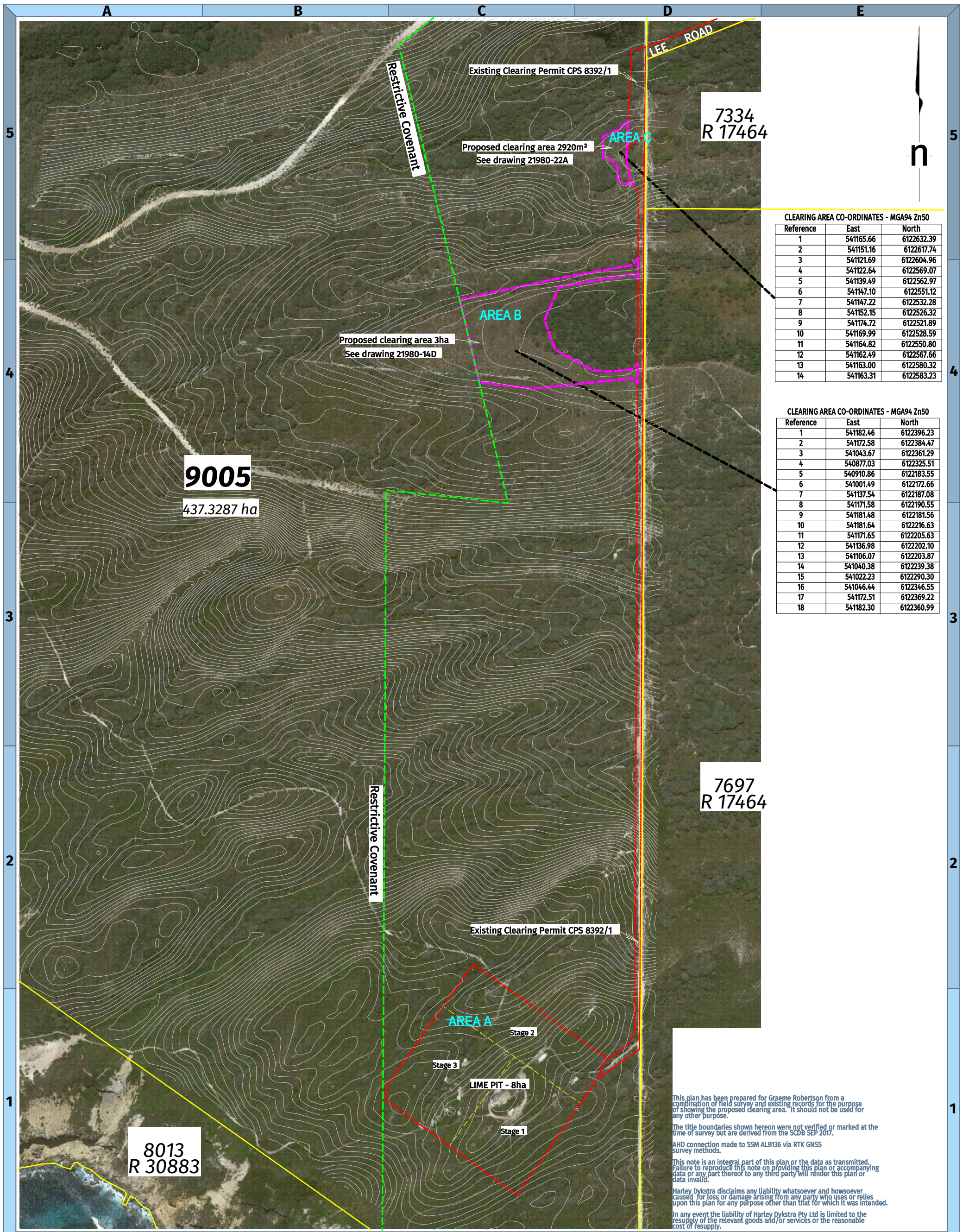
Director

Attachment: Vegetation Type and Proposed Clearing Area diagram.



LEGEND

	Site Boundary (Lot 9005)		Vegetation Type
	Cadastre		Af Low : PGV
	Proposed Clearing Area		Af Low : BPE
	Proposed Truck Turning Area		Af SH : PGV
	Proposed Haul Road Access		Af SH : BPE
	Bibbulum Track		BIFnLg : PVG
			BIFnLg : BPE



CLEARING AREA CO-ORDINATES - MGA94 Zn50

Reference	East	North
1	541165.66	6122632.39
2	541151.16	6122617.74
3	541121.69	6122604.96
4	541122.64	6122569.07
5	541139.49	6122562.97
6	541147.10	6122551.12
7	541147.22	6122532.28
8	541152.15	6122526.32
9	541174.72	6122521.89
10	541169.99	6122528.59
11	541164.82	6122550.80
12	541162.49	6122567.66
13	541163.00	6122580.32
14	541163.31	6122583.23

CLEARING AREA CO-ORDINATES - MGA94 Zn50

Reference	East	North
1	541182.46	6122396.23
2	541172.58	6122384.47
3	541043.67	6122361.29
4	540877.03	6122325.51
5	540910.86	6122183.55
6	541001.49	6122172.66
7	541137.54	6122187.08
8	541171.58	6122190.55
9	541181.48	6122181.56
10	541181.64	6122216.63
11	541171.65	6122205.63
12	541136.98	6122202.10
13	541106.07	6122203.87
14	541040.38	6122239.38
15	541022.23	6122290.30
16	541046.44	6122346.55
17	541172.51	6122369.22
18	541182.30	6122360.99

This plan has been prepared for Graeme Robertson from a combination of field survey and existing records for the purpose of showing the proposed clearing area. It should not be used for any other purpose.

The title boundaries shown hereon were not verified or marked at the time of survey but are derived from the SCDB SEP 2017.

AHD connection made to SSM ALB136 via RTK GNSS survey methods.

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Zero Damage - Zero Harm

description	description		
B	Pit staging added	AJE	27-04-23
A	Original drawing	AJE	26-04-23
rev	details	approved	date
survey	COMPILED	cad file	21980-23B.lcd
drawn	AJE 26-04-2023	checked	SD 26-04-2023
horiz datum	MGA94	level datum	AHD
scale at A3	all distances are in metres		
1: 6000	0 50 100 150		

NULLAKI LIME PIT PROPOSED CLEARING AREAS

client: **GRAEME ROBERTSON** drawing no: **21980-23B**

plan type: **PROPOSED CLEARING**

Harley Dykstra
 PLANNING & SURVEY SOLUTIONS



9005

437.3287 ha

7334
R 17464

Existing Clearing Permit CPS 8392/1

Proposed clearing area 2920m²

LEE ROAD

Existing Clearing Permit CPS 8392/1



Harley Dykstra

PLANNING & SURVEY SOLUTIONS

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9	541174.72	6122521.89
10	541169.99	6122528.59
11	541164.82	6122550.80
12	541162.49	6122567.66
13	541163.00	6122580.32
14	541163.31	6122583.23

A Original drawing AJE 18-04-23

rev details approved date

survey AJE 20-02-2023 cad file 21980-22A.lcd

drawn AJE 18-04-2023 checked SD 18-04-2023

horiz datum MGA94 level datum AHD

scale at A3 all distances are in metres

1 : 1000 0 10 20 30

plan type **PROPOSED CLEARING**

client **GRAEME ROBERTSON**

description **NULLAKI LIME PIT
PROPOSED CLEARING
FOR LAYDOWN EXPANSION**

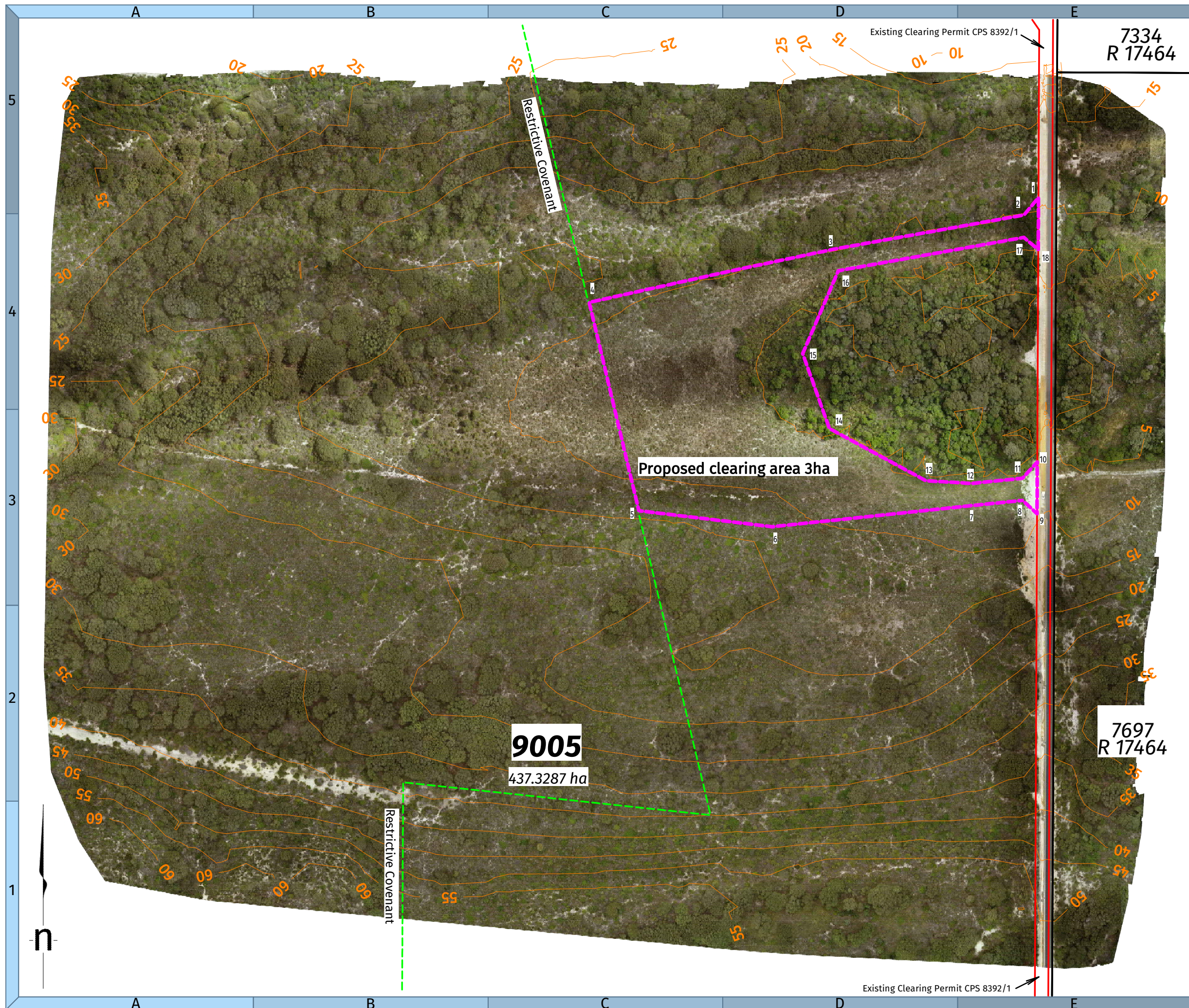
drawing no **21980-22A**

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16	541046.44	6122346.55
17	541172.51	6122369.22
18	541182.30	6122360.99

D	Clearing area changed	AJE 12-04-23
C	Restrictive Covenant added	AJE 11-04-23
B	Contours modified	AJE 21-02-23
A	Original drawing	AJE 21-02-23

rev	details	approved date
survey	AJE 20-02-2023	cad file 21980-14D.lcd
drawn	AJE 12-04-2023	checked SD 12-04-2023
horiz datum	MGA94 Zn50	level datum AHD

scale at A3 all distances are in metres
1 : 2500

plan type
PROPOSED CLEARING

client
GRAEME ROBERTSON

description
**NULLAKI LIME PIT
PROPOSED CLEARING
FOR STOCKPILE PAD**

drawing no
21980-14D

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SITE PLAN
SCALE 1:2500

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ALL FINISHED LEVELS ARE IN METRES TO AHD.
3. HORIZONTAL DATUM IS MGA94.
4. ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SCOPE OF WORKS AND RELEVANT SPECIFICATIONS.
5. THE DRAWINGS AND DRAWING NOTES SHALL GENERALLY HAVE PRECEDENCE OVER OTHER DOCUMENTS, BUT ANY DISCREPANCY SHALL BE REFERRED TO THE SUPERINTENDENT FOR DECISION BEFORE PROCEEDING WITH THE WORK.
6. CONTRACTOR TO LOCATE AND PROTECT ALL EXISTING SERVICES PRIOR TO COMMENCEMENT OF WORKS ON SITE
7. CONTRACTOR TO CONDUCT WORKS AS PER THE DESIGN DOCUMENTS AND SCOPE OF WORKS, AND SHALL NOTE THE GEOTECHNICAL REQUIREMENTS / EARTHWORKS ZONING AS DETAILED.
8. CLEAR ONLY TO THE EXTENT NECESSARY FOR THE PERFORMANCE OF THE WORKS.
9. THE CONTRACTOR SHALL PROVIDE THE SUPERINTENDENT AN AS CONSTRUCTED SURVEY OF FINISHED DEVELOPMENT LEVELS WITHIN THE EXTENT OF THE WORKS BOUNDARY. THE LEVELS SHOULD ACCURATELY DEFINE BATTERS, AND CHANGES IN GRADE. SURVEY SHALL BE SUPPLIED IN DIGITAL FORMAT (CAD AND PDF).

LEGEND

- PROPOSED STOCKPILE AREA
- 1.5m HIGH DIRT WINDROW
- PROPOSED 200mm GRAVEL PAVEMENT
- PROPOSED LIMESTONE STOCKPILE
- PROPOSED COMPACTED GRAVEL BERM FOR ON-ROAD / OFF-ROAD VEHICLE SEPARATION
- OFF-ROAD VEHICLE TRACK
- 1300 — EXISTING ACCESS ROAD CHAINAGE
- DRAINAGE CHANNEL
- EDGE OF ACCESS ROAD BITUMEN

SCALE 1:1000
0 20 40 60
A1

Printed By: borom File Date: 17/07/23 - 1551 Cad File: C:\325\Nulla\17B-10\2530-1 - Nulla\Lee Pl_110\CADD\CAD\2530-01\2530-01-300.dwg

No.	DATE	DRAWN	APPROVED	AMENDMENT
B	17.07.23	DN	JS	SLURRY PIPE REMOVED.
A	03.07.23	DN	JS	ISSUED FOR REVIEW.

This plan shall not to be used for construction unless issued as rev O and signed as approved.

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