Marulan Quarry

Response to submissions – Part 1 of 3

Global Quarries Australia Pty Ltd

03 June 2025

→ **The Power of Commitment**

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1. Introduction

1.1 Background

Global Quarries Australia Pty Ltd (Global Quarries) propose to develop a hard rock quarry in Marulan, in the Southern Tablelands of NSW (the Project). The Marulan Quarry will be located approximately 10 kilometres (km) southwest of Marulan and 18 km east of Goulburn within the Goulburn Mulwaree Local Government Area (LGA). The project site is located in close proximity to a number of other hard rock quarries in the LGA.

The project will incorporate the following activities:

- Establishment of hard rock quarry comprising an extraction pit, emplacement area, processing facilities, site offices and internal haul routes.
- Construction of a new intersection with Hume Highway and the upgrade of the existing Hume Highway and Winfarthing Road intersection.
- Extraction of up to 500,000 tonnes (t) per year of hard rock from the tuffaceous hard rock target resource estimated at approximately 7.7 million tonnes (Mt) at the site.
- Extraction of hard rock resource by drilling, blasting for subsequent onsite processing for production of high-grade construction feedstock for the construction industries over an 18-year period.
- Transportation of quarry products by road to markets in the:
    - Greater Sydney area
    - Goulburn Mulwaree region
    - Canberra
    - Regional areas
- Importation of virgin excavated natural material (VENM), excavated natural material (ENM) and other suitable rehabilitation materials from major construction projects primarily through back-loading of haulage vehicles.
- Progressive rehabilitation of the processing area, including the quarry void, using the emplaced overburden materials, and the imported VENM, ENM, and other rehabilitation materials.
- Rehabilitation at the end of quarry life to create a final landform which will be safe, hydraulically and geotechnically stable, non-polluting, and which will closely resemble the original and surrounding landscape.

The objectives of the project are to:

- Meet future demand of premium construction materials for the residential, industrial and commercial construction sectors.
- Increase the supply of low-cost construction materials into the Greater Sydney, Canberra and regional markets.
- Divert VENM and ENM from major NSW construction projects from landfills.
- Provide significant benefits for the regional and local economies, including employment opportunities.

An Environmental Impact Statement (EIS) was prepared on behalf of Global Quarries in response to the Secretary's Environmental Assessment Requirements (SEARs) for State Significant Development 65146459 (SSD 65146459). The EIS was lodged on 13 November 2024 and placed on exhibition from 26 November 2024 until 22 January 2025.

1.2 Purpose and structure of this report

This Response to Submissions (RTS) report has been prepared by GHD Pty Ltd (GHD) on behalf of Global Quarries to support the application for approval of the project. The purpose of this document is to respond to submissions received for the project, as well as clarify the extent of potential impacts related to the project.

During exhibition of the EIS, the Department of Planning, Housing and Infrastructure (DPHI) received 98 submissions, comprised of 87 public submissions, and 11 letters of agency advice. DPHI has provided copies of these submissions to Global Quarries. In accordance with section 5.17(6) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the Secretary requires the proponent to provide responses to the issues raised in the submissions.

This report has been prepared in accordance with the DPHI guideline *'State significant infrastructure guidelines – preparing a submissions report'* (DPHI, 2024). The report is structured as follows:

- Chapter 1 introduction and background.
- Chapter 2 analysis of submissions.
- Chapter 3 summarises actions taken since exhibition, including any project changes, community and stakeholder engagement, and further assessment.
- Chapter 4 provides a response to submissions.
- Chapter 5 provides an updated project justification.
- Chapter 6 provides a list of references.
- Appendix A a register of all submissions received.
- Appendix B updated traffic plans.
- Appendix C a Wastewater Assessment.
- Appendix D additional photomontages.
- Appendix E updated noise levels.
- Appendix F updated noise scenarios.
- Appendix G an updated Air Quality Impact Assessment (AQIA).
- Appendix H a groundwater assessment addendum.
- Appendix I an updated Aboriginal Cultural Heritage Assessment (ACHA).Scope and limitations.

This report has been prepared by GHD Pty Ltd for Global Quarries Australia Pty Ltd and may only be used and relied on by Global Quarries Australia Pty Ltd for the purpose agreed between GHD and Global Quarries Australia Pty Ltd as set out in Section 1.2 of this report.

GHD Pty Ltd otherwise disclaims responsibility to any person other than Global Quarries Australia Pty Ltd arising in connection with this report. GHD Pty Ltd also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD Pty Ltd in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD Pty Ltd has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

2. Analysis of submissions

2.1 Overview

DPHI received a total of 98 submissions during the exhibition of the EIS. Table 2.1 groups the submissions received by submitter and whether they are in support, for comment or objection.

Table 2.1 Summary of submissions received

Source	Support	Comment	Objection	Total
Government agencies	-	10	1	11
Community and individuals	6	-	81	87
Total	**6**	**10**	**82**	**98**

The designation of submissions as being in support, comment or objection shown in Table 2.1 is based on the designation made by DPHI on the Major Projects Website.

2.2 Submitters

The submissions received consist of:

– **Government agencies:**
  - Transport for NSW (TfNSW)
  - Goulburn Mulwaree Council
  - DPHI – Crown Lands
  - Department of Primary Industries and Regional Development (DPIRD) – Fisheries
  - NSW Environment Protection Authority (EPA)
  - DCCEEW - Heritage NSW
  - DCCEEW - Water Group
  - New South Wales Rural Fire Service (NSW RFS)
  - WaterNSW
  - Conservation Programs, Heritage and Regulation (CPHR) under NSW DCCEEW
  - NSW Bilateral Project Assessment
– **Submissions from community members and individual residents:**
  - 87 submissions
– **Submissions from organisations:**
  - 11 submissions

The locations of submissions were examined closely, and it was found that:

– 47 submissions were from residents in Marulan.
– 10 submissions were from residents in neighbouring localities of Goulburn, Carrick and Brayton.
– 22 submissions were from those outside the LGA within NSW.
– 8 submissions were from outside of NSW (including South Australia, Victoria, Queensland, Tasmania).

2.3 Categorisation of issues

In accordance with the guideline S*tate significant development guidelines – preparing a submissions report* (DPHE, 2024), GHD has grouped issues raised in submissions into one of five broad categories:

– Project (e.g., the site/corridor, the physical layout and design, uses and activities, timing).
– Procedural matters (e.g., level or quality of engagement, compliance with the Secretary's Environmental Assessment Requirements (SEARs), identification of relevant statutory requirements).
– Economic, environmental and social impacts of the project (e.g., amenity, air, biodiversity, heritage).
– Justification and evaluation of the project (e.g., consistency of project with Government plans, policies or guidelines, support for the project).
– Issues that are beyond the scope of the project (e.g., broader policy issues) or not relevant to the project.

Table 2.2 sets out the subcategories of issues raised by the submissions received and to which of DPHI's five broad categories. A number of submissions raised multiple issues for consideration, with the number of submissions in the issues categorisation reflective of the number of times an issue was referenced rather than the total number of submissions.

Table 2.2 shows that the main issues of concern were quality of the consultation, traffic and biodiversity, closely followed by health, air quality, water quality and noise, which are inter-related. Visual amenity, heritage, safety, social and economic impacts were the next most common issues raised. All these issues have been assessed in detail with detailed responses in Section 4. In some cases, further investigations or amendments to the project have been made, in response to the submissions.

Table 2.2 Issues categorisation

Primary Category	Issue Sub-category	No. of Submissions
Project	Strategic context	0
	Project options	0
	Project design/operations	2
Procedural matters	Quality of EIS and supporting documentation	13
	Quality of community consultation	31
	Ownership	5
	Identification of sensitive receivers	3
	Non-compliance with legislation	5
Economic, environmental and social impacts of the project	Traffic or road design	68
	Health	27
	Landuse conflict	4
	Air quality	36
	Water quality	25
	Fire safety	4
	Economic impacts	15
	Social impacts (and cumulative social impacts)	17
	Heritage, Aboriginal community	18
	Noise and vibration	26
	Blasting	17
	Biodiversity	56
	Visual amenity	20
	Waste management	1

Primary Category	Issue Sub-category	No. of Submissions
	Greenhouse gas emissions	3
	Cumulative impacts	6
	Crown Land	1
	Safety	17
Justification and evaluation of the project as a whole	General support	4
	Compliance with SEARs	1

3. Actions taken since EIS exhibition

3.1 Changes to the project

Minor amendments to the project have been adopted to address issues raised in submissions, reduce safety risks and improve environmental outcomes. The amendments involve design refinements to the intersection of the intersection of Winfarthing Road and the Hume Highway, inclusion of a turning circle at the proposed school bus stop on Winfarthing Road and confirming the wastewater application areas.

Further details about these changes are provided below.

3.1.1 Winfarthing Road and Hume Highway intersection

The proposed intersection of Winfarthing Road and the Hume Highway was amended to address TfNSW and the community's comments. The amendments included:

– Relocating the intersection approximately 2.5 m to the east, to provide clearance to the boundary of Lot 1 DP255379.
– Adjustment of linemarking of the existing southbound AUL(S) into Winfarthing Road to start the deceleration taper further to the east.

Updated plans have been prepared and included in Appendix B.

3.1.2 Bus-stop relocation and turning circle

An indicative bus shelter was included in the EIS and concerns were raised by Goulburn Mulwaree Council and the local community regarding the ability for buses to safely turn around to exit via the Hume Highway.

A turning circle has been incorporated into the design to provide provision for buses to safely undertake a U-turn arrangement as shown on Figure 3.1 and design plans in Appendix B. This is considered a safer arrangement than the current situation, which involves the school bus pulling off the Hume Highway and stopping in the middle of Winfarthing Road for school children to alight. The current arrangement limits any vehicles from safely entering or leaving Winfarthing Road and presents a safety risk to motorists and the local school children as shown in photos included in Figure 3.2.

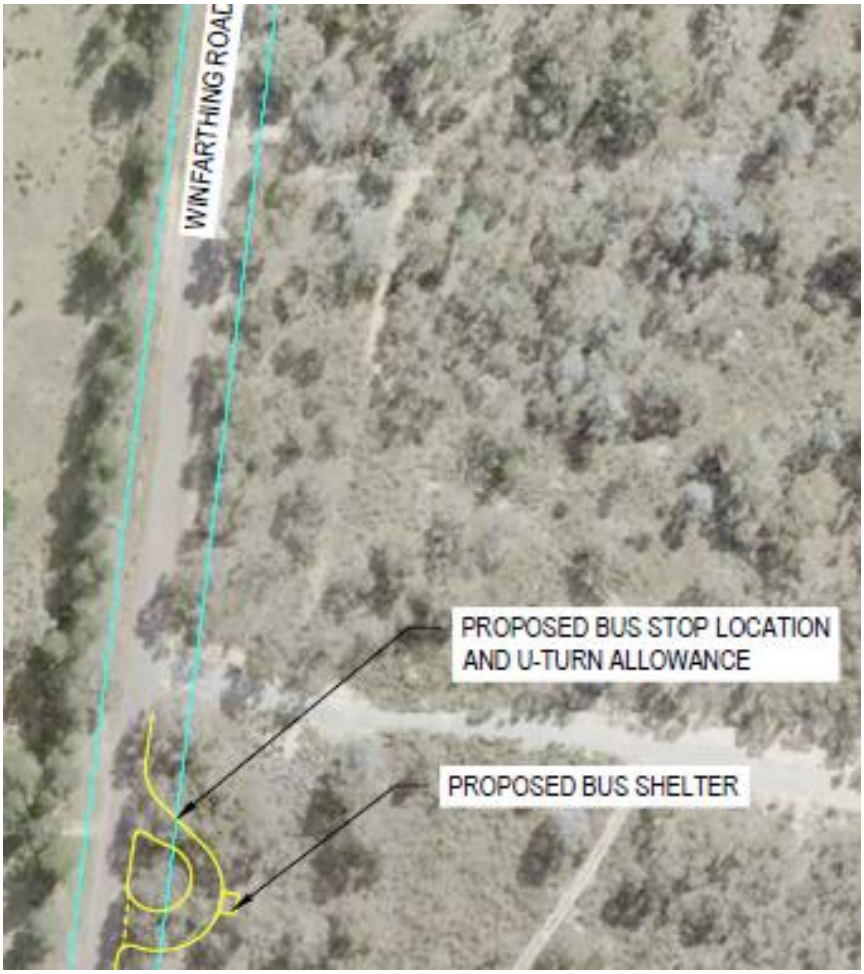


Figure 3.1 Bus stop and turning circle arrangement

Figure 3.2 Current informal bus stop at Winfarthing Road

3.1.3 Wastewater land application area

In response to Council and WaterNSW comments regarding wastewater, a Wastewater Assessment (refer Appendix C) has been prepared in accordance with AS /NZS 1547:2012. The assessment has determined that a total trench length of 37.5 metres is required and allowing for two 20 metre long trenches and a 1 metre separation between trenches, a land application area (LAA) of 100 m^2 has been adopted.

There is sufficient area available within the project application area adjacent to the site office and carpark to accommodate the required LAA together with a reserve LAA, if required, as shown by Figure 3.3.

Figure 3.3 LAA layout

3.2 Additional engagement since EIS exhibition

Since the exhibition of the EIS, GHD has engaged with a number of the stakeholders to clarify their comments and confirm our response is adequate. Stakeholders we have engaged with include:

– Department of Planning Housing and Industry (DPHI)
– Conservation, Programs, Heritage and Regulation (CPHR)

Informal engagement has been maintained with DPHI in regards to the progress of the Response to Submissions and approach to key issues.

A meeting with CPHR was undertaken on 28 April 2025 to discuss additional survey effort and clarification of the approach to offsets for the project.

4. Response to submissions

4.1 Individual submissions

All individual submissions have been summarised below in Table 4.1 and are provided in full in Appendix A. The submissions have been categorised in accordance with Table 2.2 and detailed responses provided.

Table 4.1 Individual submissions and responses

Primary category	Secondary category	Summary of issues raised	Response
The economic, environmental and social impacts of the project	Traffic impacts	**Impact of heavy vehicles, including:** – Proposed road network on Winfarthing Road is the only available exit, but not suitable for heavy vehicles, encouraging illegal turns on the road and compromising safety. – Winfarthing Road too narrow for simultaneous use of a truck leaving the quarry and an incoming car. – Difficult for trucks to merge from Winfarthing Road to Hume Highway southbound. – Poor existing condition of Winfarthing Road would be worsened, unclear who will pay for necessary repairs to road network due to proposal. – Hume Highway is already experiencing pavement damage.	Access has been a major concern for the community since the project inception. Global Quarries have acknowledged this concern and investigated multiple options to develop the safest means of access with lowest level of disruption to the community. The use of an upgraded Winfarthing Road and Hume Highway intersection for vehicles exiting the site was determined to be the preferred option from a road safety perspective following an extensive review of options and assessment in consultation with TfNSW. Winfarthing Road is a sealed road with a single lane in each direction and suitable for the use of haulage vehicles from the site. Haulage vehicles exiting the site will be required to give way to all through traffic on Winfarthing Road and there is considered limited potential for conflict with other users of Winfarthing Road. There is ample lane width for vehicles to pass within the road carriageway and haulage vehicles will only travel approximately 220 metres to the new intersection and acceleration lane to the Hume Highway. Haulage vehicles will travel at low speeds as they are required to give way to all through traffic and will have limited capacity to accelerate or travel at speeds beyond 40km/hour prior to the Hume Highway. There are no driveways providing access to residential properties along this section of Winfarthing Road. The addition of a maximum 50 haulage vehicles per day will not impact upon the capacity or level of service of the Winfarthing Road. All haulage vehicles will be required to make a left turn onto the Hume Highway to safely merge with through traffic via the new acceleration lane. Heavy vehicle movements will be managed through the detailed Construction Traffic Management Plan (CTMP) and Operational TMP, which will include: – Development of driver code of conduct – Heavy vehicle route maps to typical destinations – Site induction requirements outlining access restrictions – Periodic audits – CCTV of intersection linked to site office The proposed CTMP and Operational TMP would be prepared in consultation with TfNSW and Council to the satisfaction of DPHI as a condition of consent following determination of the Development application.

Primary category	Secondary category	Summary of issues raised	Response
			The condition of Winfarthing Road will be improved during the upgrade of the intersection and the conditions of consent will require Global Quarries to pay a contribution to Council for the maintenance of the road. This will result in the condition of Winfarthing Road improving, as a result of the proposed development. Haulage vehicles represent an extremely small proportion of the total number of vehicles using the Hume Highway and are not anticipated to be a major contributor to pavement damage on the regional road network.
		Issues with continued use of bus stop, including: – Trucks turning on Winfarthing Road pose a safety issue for school bus stop located on the corner of Winfarthing Road and Hume Highway. Hazard for children. – Proposed bus stop is 100 m from a blind corner on the left hand-side, which will require buses to do a U-turn to return to the highway. This left hand turn poses as a safety hazard crossing Narrabula Creek (assumed to mean Winfarthing Road). – Increased number of heavy vehicles entering and exiting the quarry on a dirt road adjacent to a bus stop creates high risk of accidents.	The current arrangement involves the school bus pulling off the Hume Highway and stopping in the middle of Winfarthing Road for school children to alight. The current arrangement limits any vehicles from safely entering or leaving Winfarthing Road and presents a safety risk to motorists and the local school children as shown in photos included in Figure 3.2. The proposed relocation of the bus stop, with dedicated turning bay, car park and shelter (see Section 3.1.2), is considered to provide a better and safer solution for the local community. The bus stop has been located south of the quarry exit, so there is no interaction between school children and quarry vehicles. The inclusion of a turning bay reduces the risk of multiple turn movements to turn back to the Hume Highway and site distances are adequate in both directions to safely perform a U turn using the proposed turning circle arrangement.
		Traffic safety issues, including: – Traffic has increased since the studies were conducted over 2018 – 2022, exacerbating safety risks and congestion. – Residents suggest an overhead interchange would be the best way to mitigate vehicle related safety and access issues. – Winfarthing residents would require an extra 50 km to be added on to their trip to access Sydney roads due to restrictions of right turns. – This is a high accident risk zone already e.g. 7 January 2025 accident near Marulan. – Winfarthing Road is a no through road resulting in the risk of increased travel time which may impact bushfire risk and increase first responder time. – Risk of light pollution resulting in a distraction for drivers along Hume Highway resulting in more accidents.	The Traffic Impact Assessment has assumed background traffic growth would be based on historical, pre-pandemic traffic volumes for analysis of 10-year post-development scenarios. As a result, to calculate the 2024 traffic volumes and 2034 future year horizon background traffic volumes, a growth rate of two percent, has been applied to the 2018 surveyed traffic volumes. This is consistent with current standards with regard to how traffic numbers are calculated for the purpose of a traffic assessment. Residents and Council have expressed a preference for an overhead interchange, however, the number of vehicles is limited to 50 and an overhead interchange is not economically viable or warranted based on the scale of the development. The Traffic Impact Assessment, Road Safety Audit and consultation with TfNSW, indicate the proposal is within the capacity of the roads and intersections proposed to be used and safe. Any plans for an alternate overhead interchange in the locality to be undertaken in conjunction with other local businesses will be considered based upon economic viability and do not form part of the project subject to this development application. The left turn only at the intersection of Winfarthing Road and the Hume Highway, only applies to quarry trucks. All other vehicles can still turn right, so there will be no change to the current arrangement.

Primary category	Secondary category	Summary of issues raised	Response
			Crash data was considered in the Traffic Impact Assessment (TIA) to assess road safety and to develop the most suitable arrangement for the scale of development in consultation with TfNSW. While it is unfortunate there has been a recent accident, this would not change the conclusion of the Traffic Impact Assessment or Road Safety Audit. While there may be some delays during the construction of the Winfarthing Road and Hume Highway intersection, the proposal is not expected to cause any other traffic delays, so there would be no additional travel times or restrictions on first responders. Light pollution would not result in increased accidents and distraction to drivers because no work is proposed at night, other than during the construction works on the Hume Highway. During operation, there will be minimal lighting restricted to the site office and amenities.
	Health impacts	**Health related issues from Quarry Operations:** – Project will negatively impact the health of the elderly and children - especially those with respiratory issues or special needs. – Pollution generated by respirable crystalline silica and asbestos in the Sydney water may contaminate water tanks, drinking water and dams which is linked to cancer. – Residents anticipate a significant decrease in mental health and quality of life due to noise, dust and change in environment. – Residents anticipate mental health concerns such as anxiety increasing in light of the proposal. – Absence of specific Respirable Crystalline Silica (RCS) research in the EIS.	Dust and respirable crystalline silica (RCS) were raised as a concern by the community during the preparation of the EIS. Global Quarries commissioned an assessment of the risk to address the communities concerns. The Human Health Risk Assessment was prepared which demonstrated that that cumulative PM2.5 RCS concentrations did not exceed the EPA Victoria (2022) guideline of 3 µg/m³ at any receptor locations. Sensitivity analysis was undertaken as part of the health risk assessment and confirmed a negligible risk to health of surrounding receptors. The AQIA also confirmed there were no exceedances of the relevant criteria, even when based on a number of conservative assumptions. It is acknowledged by Global Quarries that there is considerable community stress and anxiety regarding the project. Global Quarries is committed to forming part of the community and working collaboratively to minimise stress as far as practicable. Detailed specialist studies have been undertaken to demonstrate that the potential impacts to local amenity in terms of noise, vibration and dust are all within acceptable limits and meeting relevant EPA criteria. Stress relating to the extended approvals program for determination of the project is acknowledged and Global Quarries will work with the community following the determination of the project to ensure disruption to lifestyle is minimised as far as practicable.
	Land use conflict concerns	**Land use concerns:** – Concerns of inappropriate land zone use and incompatibility with C3 land zoning. – Use of Crown land for this purpose is not considered to be in the community's best interest.	The South East Tablelands Regional Plan 2036 sets out the regional planning directions for the Goulburn Mulwaree LGA and identifies renewable energy and extractive industries as growing sectors in the LGA. It also states that historically the LGA has been the source of natural resources such as gold, limestone, hard rock, sandstone, granite, marble, slate, zinc, copper, and silver. Extractives in the LGA are dominated by non-metallic mineral mining and quarrying.

Primary category	Secondary category	Summary of issues raised	Response
		– Concern that proposal is not compatible with the dual occupancy zoning of the area.	Extractive industries are permissible with consent in the C3 zoning of the site, through the application of Section 2.9(3)(a) of the Resources and Energy SEPP. The project is located within a regional hub for extractive industries has a limited life of 18 years, following which it will be fully rehabilitated to restore the habitat lost and be more consistent with the C3 zoning. The Crown land is completely surrounded by Lot 3 DP247199, so its uses are limited. Global Quarries has been through extensive consultation with Crown lands and local Aboriginal groups to obtain use of the land. It is considered that the concern regarding the dual occupancy zoning is in relation to the compatibility of the proposal with the additional residents that may be established in the area. All specialist assessments have indicated that the impacts from the proposal meet the relevant criteria at the nearest receivers and the impacts on any future residents for dual occupancy would be similar to those assessed for existing receivers.
	Air quality impacts	**Dust emissions from Quarry operations:** – Dust emissions from quarry operations will degrade the air quality and will pose as a hazard for all residents, including children and passing motorists. Drinking water contamination given that many local properties use water tanks which may not be equipped to filter out this dust – residents request that there is independent testing, cleaning and water resource replacement.	While Global Quarries appreciate the community is concerned about the potential dust impacts, the AQIA confirmed there were no exceedances of the relevant EPA criteria, even when based on a number of conservative assumptions. If approved, an Air Quality Management Plan (AQMP) would be prepared and implemented to minimise dust impacts, which would include measures, such as, minimising the area of disturbance, water carts and monitoring. It is expected that these measures will result in impacts less than those predicted in the modelling and will have limited potential to impacts upon drinking water tanks in the surrounding community.
	Water quality impacts	**Water contamination:** – Pollution to Sydney water catchment and environmentally sensitive area (wetland). – Bore water used to wash and process aggregate runoff will pollute natural waterways and groundwater. – Previous Global Quarries report stated blocking multiple creeks feeding Sydney water supply and downstream. – Wash down of equipment may result in contamination of groundwater. – 20 m high stockpile site is beside Narambulla Creek, which runs into the Wollondilly River, which then goes into the Warragamba Dam. This is hazardous as stockpile site is in a flood plain which frequently floods during rain events. This may also cause contamination of Sydney's drinking water supply.	A Water Impact Assessment report assessed the potential water quality, groundwater, flooding and water volume impacts from the proposal, including the impact on the Sydney water supply. This concluded that the project could be undertaken appropriately, providing the recommended mitigation measures are implemented. The project is located within the Narambulla Creek catchment. Narambulla Creek flows in a northerly direction along the eastern boundary of the project before being conveyed via culverts underneath the Hume Highway and discharges into a large dam located on private property on the northern side of the Hume Highway. The existing dam downstream of the site regulates flow in Narrambulla Creek but no additional creeks will be blocked by the proposed development. A water management strategy has been developed to manage clean and dirty water run-off from the site. Water for the operations will be captured in a small 3 ML dam captured in accordance with harvestable rights for the site and supplemented by a maximum extraction of 25 ML of groundwater.

Primary category	Secondary category	Summary of issues raised	Response
		– Water management concerns due to the importation of VENM and ENM materials. Poses as a severe contamination risk of the Sydney water supply. (Bell Quarry - Lithgow was rejected for this same reason).	All discharges from the site will be managed in accordance with Managing Urban Stormwater, Soils and Construction 'The Blue Book' Volume 1 and Volume 2e which are the widely adopted guidelines within NSW for management of sediment laden water at quarry sites. They are supported by the NSW EPA and adopted in multiple Environment Protection Licences and approval conditions for quarry and industrial sites. A Soil and Water Management Plan (SWMP) would be developed and approved, prior to construction commencing, which would include the recommended mitigations from the Water Impact Assessment report. This will include details of the erosion and sediment controls, wash downs, monitoring, licences, depth of extraction and water sources in accordance with the Blue Book. It is considered that this will adequately manage the risk of sediment-laden runoff, wash down and the risk of contamination of waterways and groundwater. Responses to agency comments from WaterNSW below further detail how risks to water quality would be suitably managed by the implementation of the SWMP. All stockpiles are located above the 1 in 100 AEP flood event and will appropriate erosion and sediment controls installed in accordance with the Blue Book to minimise the potential for any uncontrolled run-off to receiving waters. The project involves rehabilitation of the quarry void through import of clean natural soils and is considered to offer the opportunity for enhanced rehabilitation of the site with a low risk of water quality impacts. All imported material will be VENM or ENM and comply with the *Protection of the Environment Operations Act 1997*, the *Protection of the Environment Operations (Waste) Regulation 2014*, and relevant orders or exemptions under the regulation. As the soils will be imported from sites with potentially different geology and a variation in naturally occurring geological properties may occur and a detailed assessment was undertaken to assess the potential for mobilisation of water quality contaminants from imported material above background in-situ conditions. This assessment found that importation of material is not anticipated to result in impact on receiving water quality conditions through either: – Infiltration of rainwater into the material and subsequent leaching to the underlying geology and into groundwater resources. – Runoff from the surface of the material into the receiving waterway.
	Fire safety concerns	**Potential fire hazards:** – Winfarthing is a no through road. Residents can only enter and exit through Hume Highway. Slow moving trucks pose as a significant concern to residents in the event of a fire hazard/bushfire.	Trucks would travel on Winfarthing Road for a little over 200 m and there would be about 5 trucks per hour, so it is considered unlikely that trucks would significantly hold up traffic. In the case of a bushfire, it is expected that the quarry would cease operations and evacuate, so it's unlikely that any trucks would be operating during a bushfire.

Primary category	Secondary category	Summary of issues raised	Response
			A Bushfire Emergency Management and Operations Plan would be prepared and approved prior to construction commencing, which would document the response during a bushfire to ensure the safety of the quarry operators, emergency services and surrounding community.
	Economic impacts	**Summary of economic concerns:** – Sydney water catchment contamination, crop irrigation, visible stock, wine and fruit and tourism will be impacted. – GQ claims this project will increase demand for jobs within the area, but residents describe a lack of available local workforce, potential adverse impacts to local business resulting in an overall decrease in economic activity. – Property devaluation and no response to suggestion that pre quarry inspection of home foundations take place. – No financial compensation has been proposed for residents. – Additional strain to local housing market.	As mentioned above, the Water Impact Assessment indicated the proposal could be undertaken with a neutral impact upon the catchment, providing the recommended mitigation measures were adopted, so it is unlikely that the Sydney water catchment, crop irrigation, stock, wine, fruit or tourism would be impacted. The proposal would allow for the direct employment of up to 15 quarry personnel. It is intended that these will be sourced from the local area but if there is a shortage and Global Quarries need to increase wages to attract staff, this will be a positive for the local economy. The proposal is relatively isolated, so it is unlikely to negatively impact other local businesses. The proposal would contribute direct economic benefits in the form of an initial $25.1 million in construction and $185 million in operations and maintenance, including expenditure associated with quarry operations and labour, royalties on the resource, wages and income providing an ongoing contribution to the local economy, so the proposal is more likely to benefit local business due to the increased economic activity generated. Impacts on property values is not specifically identified as a matter for consideration under the *Environmental Planning and Assessment Act, 1979*, however, as shown by the environmental assessments for the proposed quarry, the economic impact of the proposal and specifically the impact on adjoining properties is considered to be minimal and within the relevant assessment criteria, so it is expected the impact on property values would also be minimal. Extractive industries are a permissible use in agricultural zones, so there is always the possibility of a rural industry including an extractive industry or any other form of permissible use being established. This possibility would be considered in the value of the property. It is not proposed to provide compensation to neighbouring residents, however, Global Quarries are committed to being a good neighbour and investing in the operations, so the impacts are minimised. The operations would have a maximum of 15 staff. This is less than 0.01% of the local population, including Goulburn, so it is considered that the staff would be sourced from the existing population who have existing housing. Global Quarries are also committed to servicing the local and regional markets with competitive price aggregate to support the housing industry.
	Social impacts	**Social impacts due to Quarry operations:** – Concern that tourism will decline.	The area immediately surrounding the project site is characterised to the most part extensive agriculture with properties to the south and west of the project sites and adjacent to Winfarthing Road are mostly rural residential properties of up to 15 ha in size.

Primary category	Secondary category	Summary of issues raised	Response
		– Quarry operating 24 hours, 6 days a week will negatively impact residents due to noise and air quality concerns. – Quarry operations will limit residents from carrying out exercise and outdoor activity due to air pollutants and increased vehicle movements. – Silica dust and asbestos health concerns. – Amenity loss and loss of rural lifestyle. – Lack of community support for justification of the proposal.	The site is not located in close to any major tourist attractions and does not adjoin or provide access to natural areas utilised by the public for tourism such as Bungonia National Park, Cookbundoon Nature Reserve and Pomaderries Nature Reserve in the surrounding region. The project will not operate 24 hours a day. All operations are limited to between standard hours of 7:00 am to 6:00 pm Monday to Friday and 8:00 am to 6:00 pm Saturday. As discussed above, the AQIA and Noise and Vibration Impact Assessment (NVIA) have assessed the potential impacts from the project, with all results indicating the impacts are within the relevant criteria. The project will therefore not: – Reduce tourism – Reduce the ability of residents to exercise – Cause silica dust issues – Reduce amenity It is acknowledged that some within the community, particularly residents located on Winfarthing Road do not support the project, but as outlined in the EIS, consultation indicated a number or members of the broader community were generally supportive of the proposed development. Global Quarries are committed to working with the community to minimise impacts and being a good neighbour.
	Community consultation	**Community consultation has been inadequate** – Lack of community consultation since 2022. – Ineffective Community Consultative Committee (CCC). – Affected residents received just one notice since December 2023. – Neighbours of Winfarthing Inc. (NoW) and other groups were excluded from consultations. – Engagement efforts have been inappropriately focused on Marulan township rather than the immediately affected residents. – Lack of consultation with residents on Winfarthing Road, Faviell Close, Rampion Hills Road, Tickner Valley Road and the Hume Highway.	Table 5.2 in the EIS outlines the engagement tools and level of consultation that has been undertaken since the inception of the project. The Community Consultative Committee alone had 12 meetings but there were also community information sessions, media releases, letter box drops, a website and door knocking. As outlined in the EIS, NoW and many other interest groups and businesses were consulted during the preparation of the EIS. Due to their location, residents on Winfarthing Road were a particular focus of the consultation. However, as outlined in the EIS, residents on Faviell Close, Rampion Hills Road and the Hume Highway were consulted. While not all residents may have been home at the time, as outlined, there were plenty of other opportunities to provide feedback. All feedback received from these groups was considered during the development of the project. This is considered a comprehensive approach to community consultation for the nature of the project and provided the community a number of opportunities to learn about the project and raise any concerns. Feedback from the community has been considered in the preparation of the proposal, with changes to the access and an assessment of the risk of silicosis being done in direct response to the communities concerns.

Primary category	Secondary category	Summary of issues raised	Response
	Heritage	**Risk to onsite Aboriginal heritage value** – Concern about the proposal impacting up to four sites of Aboriginal cultural heritage value as well as culturally significant caves. – Additional concerns were identified about historic heritage and the removal of Shelly Trig Station.	An Aboriginal Cultural Heritage Assessment (ACHA) has been prepared, in consultation with the Registered Aboriginal Parties (RAPs). The development will result in the disturbance and removal of soils throughout the quarry footprint and at the sites of associated works and will result in direct impacts to a small number of sites identified as part of the ACHAR. The assessment of significance found that the Aboriginal sites within the project area are largely considered to be low in aesthetic, historic, scientific and social significance and no culturally significant caves were identified. However, as recommended by the ACHA, an Aboriginal Cultural Heritage Management Plan (ACHMP) would be developed in consultation with the project's RAPs to manage potential impacts to Aboriginal Cultural Heritage. Approval to remove the survey mark of Shelly Trig Station was provided on the 19 January 2022 and the site has not been assessed to contain any historical or archaeological value. No other historical heritage values have been identified onsite or are expected to be uncovered during construction or operation of the proposal.
	Noise and vibration impacts	**Noise and Vibration concerns/hazards:** – The constant noise and vibration from quarry activities may pose a risk to the structural integrity of nearby buildings, health and well-being of residents and wildlife habitats within the vicinity.	The NVIA concluded that no ground vibration impacts are anticipated to residential dwellings or to the Hume Highway due to blasting events at the quarry site, assuming a maximum instantaneous charge of 100 kg. As such, structural impacts are not expected to any nearby residences.
	Impacts from blasting	**Potential negative impacts caused from blasting events:** – Quarry blast events requiring medical treatments. – Lack of a blasting management plan provided in EIS. – Blasting increases the risk of fly rock. – Lack of clarity around blast exclusion zones. – Blasting activities could have detrimental effects on farm stock, pets, wildlife, pedestrians and motorists due to sudden noise and vibrations, causing accidents, stress, injuries, hearing damage and other negative outcomes. – Misfire from a blast will isolate residents on Winfarthing Road from entering or exiting their homes.	Given the distance to receivers, no impacts are expected from fly rock or vibration to nearby sensitive receivers or commuters who would utilise Winfarthing Road or the Hume Highway. A detailed Blast Management Plan is proposed to be prepared to provide specific management controls within the broad framework developed as part of the EIS. The Blast Management Plan would be developed and approved post approval of the application but prior to construction commencing as a condition of the consent. This would provide further detail in regards to the management of fly rock, exclusion zones, communication, misfires, monitoring, etc. Based on the assumptions used in this assessment, a maximum instantaneous charge of 40 kg per hole would be used to ensure airblast overpressure levels do not exceed 115 dBL at the nearest receptors on Winfarthing Road. However, once a blasting contractor has been selected and trial blasting has been undertaken at the site, the blast design parameters and assumptions would be refined to take into account site specific data. The maximum potential flyrock distance is 271 metres and the blast face will be directed away from Winfarthing Road. The nearest sensitive receivers and assets to the proposed blast locations are:

Primary category	Secondary category	Summary of issues raised	Response
			– Sensitive receivers (the nearest being those along Winfarthing road): 450 m – Hume Highway: 500 m – Winfarthing Road: 350 m Given the distance, no impacts are expected from flyrock to nearby sensitive receivers or commuters who would utilise Winfarthing Road or the Hume Highway While there is not a recognised method or criteria to calculate or estimate noise impacts on livestock or fauna, research has shown that animals will readily adapt to reasonable levels of continuous sound, such as white noise and miscellaneous sounds, as outlined in the NVIA and the Agricultural Impact Assessment in the EIS. The nearest sensitive receivers will be notified 7 days prior to a blast being undertaken at the site but there is not anticipated to be any restrictions to travel on Winfarthing Road or use of surrounding properties.
	Impacts to biodiversity	**Impacts from Quarry operations on wildlife and vegetation:** – Impacts to EPBC threatened species. – Loss of habitat. – Local wildlife release efforts by WIRES will be jeopardized by quarry operations. – Injured wildlife. – Adverse impacts to livestock and farm animals due to dust, water contamination etc.	The design of the project was undertaken to avoid impacts upon wildlife and vegetation as far as practical and was modified throughout the assessment period to avoid and minimise impacts on higher quality native vegetation and habitats. However, the resource is located within an area comprising native vegetation and to mitigate the impacts, Global Quarries will be required to retire a range of biodiversity credits at a significant cost. This will conserve areas of biodiversity in perpetuity. The project has a limited life of around 18 years. After this, the area will be fully rehabilitated with vegetation consistent to what is removed. This means, while there is a short term impact, in the long term, the site will be returned to a similar condition it is now, plus have conserved equal areas of biodiversity value in perpetuity, providing nett improvement in biodiversity. During the construction and operations of the proposal, measures will be implemented to minimise impacts on biodiversity. This will be documented in a Biodiversity Management Plan and approved by relevant agencies, prior works commencing. As mentioned above, while there is not a recognised method or criteria to calculate or estimate noise impacts on livestock or fauna, research has shown that animals will readily adapt to reasonable levels of continuous sound, such as white noise and miscellaneous sounds, as outlined in the Noise and Vibration Assessment and the Agricultural Impact Assessment in the EIS.
	Visual amenity	**Potential visual impacts caused by the proposed development:** – The development will cause permanent damage to the beauty of the area, causing degradation of land value and aesthetic value of the landscape.	A detailed landscape character and visual impact assessment including photo-montages has been undertaken as part of the EIS. There will be permanent changes to the horizon with the removal of the high point on Shelly's Hill, however due to the nature of the topography as shown by the visual representations in the EIS the quarry pit will not be visible.

Primary category	Secondary category	Summary of issues raised	Response
		– Consideration of views from the Hume Highway was not adequate and the quarry will be a distraction to motorists potentially leading to accidents.	Due to the nature of the topography, as shown by the visual representations in the EIS the quarry pit is not visible and the area will be rehabilitated to return to close to the original landform. An additional visual representation has been undertaken from the Hume Highway at the bridge crossing Narambulla Creek. The processing area and stockpiles will be visible from the Hume Highway but will not be a visually dominating feature on the landscape. Due to the limited lifetime of the quarry and proposed rehabilitation, as shown by the visual representations in the EIS and Appendix D, the appearance of the site would be returned to how it looks currently, so the long term visual impacts would be minimal.
	Greenhouse gas emission	**Greenhouse gas report and GHG objectives:** – Greenhouse gas emission report is inaccurate as it states heavy vehicles will have to travel 33 km to continue back to Sydney, but the new/current proposal states the distance travelled will be 44 km. – Overall proposal does not align with Net Zero objectives.	Conservative assumptions were adopted for the Greenhouse Gas assessment for diesel consumption in haulage vehicles so assumed all product would be transported to Western Sydney assuming 182 inbound journey and 215 outbound journey assuming the travel to Goulburn before returning to Sydney. It is acknowledged that the additional distance to travel to Sydney in the Greenhouse Gas Assessment is 11 km less than it should. However, this equates to about 5% of the total travel distance and therefore would have minimal additional impact and not change the conclusions of the report. The final destination of quarry product will be variable and may be directed to customers throughout Sydney and the regional market. A round trip of 397 kilometres is considered to be a reasonable assumption to account for diesel fuel use given Global Quarries preference to target the local market where possible. A round trip of 397 is considered conservative when factoring deliveries to Goulburn would amount to a round trip of 44 km and is used only to demonstrate the scale of emissions from the project. It is appreciated that transporting material from Marulan to Sydney is a reasonable distance but resources to supply construction works, closer to Sydney are limited, so the emissions associated with transport are unavoidable. However, the project will make a commitment to use and operate vehicles efficiently and consider the use alternative fuels, like biodiesel to reduce emissions.
	Bushfire	– The proposal fails to adequately address bushfire risks for all proposed structures.	The bushfire assessment addresses all proposed structures, including the site office, site facilities and crushing plant, which require an asset protection zone (APZ). This approach has been endorsed by the Rural Fires Service, although they have recommended a larger APZ, which can be accommodated within the disturbed footprint of the proposal.
	Agriculture	– Agricultural impact assessment based on a single day site visit and desktop research.	The agricultural impact assessment was based on a single day site visit, combined with a detailed desktop assessment, which is considered to be sufficient to assess the impact of the proposal on agriculture.

Primary category	Secondary category	Summary of issues raised	Response
		– Characterisation of the area as farming, which is untrue.	The EIS characterises the area immediately surrounding the project site is characterised by a mixture of land uses, in the most part extensive and intensive agriculture. It describes the land uses adjoining the site include extensive livestock grazing to the east, while properties adjoining to the south and west adjacent to Winfarthing Road are mostly rural residential properties and up to 15 hectares in size which is considered an accurate characterisation of the locality. .
	Cumulative impacts	**Potential cumulative impacts:** – EIS does not appropriately address the cumulative impacts.	Cumulative impacts have been assessed in Section 6.15 of the EIS. This has looked at all the surrounding developments and how they will interact with the proposal. Due to the distance to other major developments, the cumulative impacts are considered to be negligible.
Procedural matters	Quality of reporting (includes EIS and supporting reports)	**Accuracy issues:** – Distance of the proposed development is incorrect. (4.5 km west of Winfarthing Road Pacific Highway intersection which is incorrect). – EIS states there is no pedestrians on Winfarthing Road, which is incorrect. – Weather reporting has been completed with data from Goulburn Airport, 25 km from the proposed development. Therefore, raising accuracy issues. – Throughout the EIS the new entrance is referred to many times, however this idea was rejected many years ago – once again raising concern about accuracy of the EIS. – Minimisation of severity of the impacts. – Inconsistency regarding if heavy vehicles will use Winfarthing Road. – Inconsistent distances noted. – GQ incorrectly claims that the school bus operates on Winfarthing Road, though it currently stops at the Hume Highway in the morning and Rampion Hills Road in the afternoon. – Ten homes on Winfarthing Road were not identified or included as sensitive receivers.	It's uncertain where there is a reference to the site being 4.5 km west of Winfarthing Road Pacific Highway intersection, the EIS refers to the site being approximately 10 km southwest of Marulan, which is accurate. It is noted that there are pedestrians on Winfarthing Road but we expect they are relatively infrequent and there is no pedestrian infrastructure, regardless, this wouldn't alter the conclusions of the report. The BOM Goulburn Airport AWS is the closest weather station with long term weather data available. At only 25 km from the site, it is expected to provide a reasonable indication of weather patterns at the site for the purpose of the assessments. Site specific meteorological data used to drive the air quality models was generated by use of TAPM and CALMET meteorological models to produce a three-dimensional wind field which also accounts for local variations in the terrain in conjunction with surface observations from the BoM Goulburn Airport AWS. A new access is proposed off the Hume Highway. In response to community concerns about using Winfarthing Road as an access, the Hume Highway access was originally both an entrance and exit but based on advice from TfNSW, the new access is only an entrance, with the exit using Winfarthing Road. All the impacts have been assessed in accordance with the applicable guidelines and criteria. The assessments indicated there would be no exceedances of the relevant criteria, assuming a worst-case scenario, so the assessment of impacts is considered to be fair, with the impacts likely to be less than assessed. It's uncertain where there is an inconsistency regarding heavy vehicle use of Winfarthing Road but to confirm, heavy vehicles will use Winfarthing as the exit route. It is understood the school bus does not travel along Winfarthing Road but does stop at the intersection with the Hume Highway, so this may be subject to the interpretation of the word operates. The current operation of the school bus substantially blocks the Winfarthing Road intersection during morning pick-up as shown in the photo in Figure 3.2 and the proposed bus stop and turning circles provides a considerably safer alternative for the local bus users.

Primary category	Secondary category	Summary of issues raised	Response
			Representative receivers on Winfarthing Road have been identified and contour maps for noise and air quality assessments included to allow interpretation of likely impacts for any additional or approved dwellings. It is noted that a small number of dwellings have been aggregated as a single receiver in error and we apologise for any misrepresentation of likely impacts. The scale of impact will be commensurate with the closest receiver and the contour maps will also allow for interpretation of likely impacts in the broader region.
		Accuracy of land use and zoning reporting: – SSD application states that the proposed development is not located in a RU1, RU2 or C3 zone. However, 40% of the proposed development is located on a C3 environment zone, resulting in extensive deforestation and damage to flora and fauna. – Applicant states the waterway is a dam, which is incorrect. – Area to be cleared for quarry activities ranges from 29.19 ha to 32.8 ha. An approximate value is putting residents on edge as it seems there is a lack of knowledge.	It is uncertain where the RU1 and RU2 zones are referred to but it is confirmed and stated in Section 2.1 and 2.3 of the EIS that the proposal is zoned within C3 land. The onsite waterway is described as Narambulla Creek, with a downstream, manmade dam identified on a private property north of the Hume Highway. The reference to 29.19 ha is in relation to the native vegetation to be cleared but there is a total of 32.8 ha to be cleared, with 3.62 ha being non-native vegetation.
		Quality of undertaken assessments: – Quality of reporting is flawed and relies on desktop searches rather than comprehensive site investigations, demeaning the credibility of the assessment. – Traffic assessments has been made from outdated data which fails to account for existing traffic patterns. Residents have also found the traffic assessments have been purposefully conducted within the no-crash zone. – Air quality assessments rely on inappropriate data sources, focused on Goulburn with figures from a 2023 data set, instead of the more accurate 2019 data. – The wind data does not represent the topography of the site appropriately. Observations were made from	The assessments relied on a combination of desktop searches and site investigations, as is standard practice. The main issues involved fieldwork, for example the biodiversity assessment involved about 30 days of fieldwork, the noise loggers have been employed twice for a least a week each time and detailed site assessments have been completed in relation to traffic. It is considered this is level of assessment has provided reliable results for the purpose, in accordance with the relevant guidelines. The most recent traffic data available was used and where required extrapolated out to provide representative numbers for the current and future periods. This is an acceptable and standard approach to traffic assessments. The report has been reviewed by TfNSW, who have not raised any concerns regarding this approach, so it is considered to be acceptable. The traffic assessment and road safety audit have not purposefully targeted no-crash zones. The assessments used the information available. – Weather data has been obtained from Goulburn Airport weather station (070330), being the nearest BoM weather station with available data. All data provided by BoM undergoes quality assurance and must meet a minimum requirement to be used in air quality assessments in NSW as per

Primary category	Secondary category	Summary of issues raised	Response
		data sourced from publicly available local weather stations.	guidance in the *Approved methods for the modelling and assessment of air pollutants in NSW.* A review was also undertaken to find the most representative year as described in Section 3.2.3 of the AQIA. 2019 was found to be a year with the greatest variation from the mean for wind speed and direction however 2023 was most aligned for most meteorological variables and was chosen as the year to use for dispersion modelling. Wind observations from Goulburn were used as inputs into a meteorological model for the site. The model considers landuse and topography and adjusts the wind data accordingly. This was done following the NSW EPA guidance in the *Approved methods for the modelling and assessment of air pollutants in NSW.*
	Quality of community consultation	– Lack of consultation undertaken over 2.5 years. Surveyed residents in Marulan Village but not the residents on Winfarthing Road, Faviell Close, Rampion Hills Road, Tickner Valley Road, Hume highway and surrounding businesses who may be most impacted by the development. – 79 and 89 Winfarthing Road (250 m and 700 m) from the proposed Quarry site have not been contacted. – Residents that were consulted or contacted were contacted during inconvenient times (10:00 am on a weekday). – Communities were not consulted about GQ using Winfarthing Road to exit right from the quarry site and were informed through a community notice letter. – Current school bus picks up and drops children off on Rampion Hills Road, but GQ have not considered that the new bus stop/route may not accommodate this and have not inquired with the bus company.	As outlined in the EIS, there have been numerous community consultation efforts since the inception of the project. The Community Consultative Committee alone had 12 meetings but there were also community information sessions, media releases, letter box drops, a website and door knocking. While not every resident or business may have been contacted directly, due to a range of circumstances, as detailed above, there were numerous other opportunities to learn about the project and provide feedback. This is considered a comprehensive approach to community consultation for the nature of the project and provided the community a number of opportunities to learn about the project and provide any concerns. Feedback from the community has been considered in the preparation of the proposal, with changes to the access and an assessment of the risk of silicosis being done in response to the communities concerns. The school bus company was contact by email and phone at least 6 times during the preparation of the EIS. They did not provide a response, so Global Quarries have proposed a safe and convenient option that is considered to be considerably safer than the current arrangement – shown by photograph in Appendix B. However, if this is not suitable, Global Quarries would work with the bus company and residents to work out an acceptable solution to the bus drop offs.
	Consultation with Aboriginal community	– Concern that Aboriginal community has not been appropriately consulted with.	The requirements for Aboriginal consultation are outlined in the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (DECCW, 2010). The ACHA was undertaken in accordance with the guidelines.
	Waste management	– No details are provided about the management and removal of wastewater.	General requirements for the disposal of wastewater were provided in the Water Impact Assessment and a more detailed assessment is provided in Appendix C. This indicates the site has the capacity to accommodate an onsite wastewater system.

Primary category	Secondary category	Summary of issues raised	Response
	Lack of blasting plan	– Major blasting impacts are expected (fumes, dust, debris, noise and vibrations) but no comprehensive blast management plans have been provided in the last six years, only a brief desktop study. Residents are concerned about how these potential impacts can be controlled or mitigated. – Residents are concerned as EIS states a blasting test will be undertaken once the proposal has been approved.	The NVIA concluded that no ground vibration impacts are anticipated to residential dwellings or to the Hume Highway due to blasting events at the quarry site, assuming a maximum instantaneous charge of 100 kg. To mitigate further a Blast Management Plan would be developed and approved prior to construction commencing. This would include trial blasts using small charges to confirm the predictions in the EIS, which is a standard approach. Information from the trial blasts will be used to develop detailed blasts that are within the relevant criteria. Other mitigation measures to minimise vibration and other impacts from blasting would also be included, including monitoring, so the community will be able to confirm if the blasting is being done appropriately.

Primary category	Secondary category	Summary of issues raised	Response
	Quality of mitigation strategies	– Reports do not adequately address mitigation strategies for biodiversity, ecological systems and overall environment. – Traffic mitigation measures have not been appropriately conducted to address safety concerns on Hume highway and Winfarthing Road. – Dust mitigation has been proposed in the EIS, but residents believe it is not up to standard and will not mitigate harmful dust. – Proposal to implement vegetation to manage visual impacts is not considered practical due to area's poor soil quality. – Critical management plans deferred until after approval undermining community confidence.	A range of mitigation measures have been recommended in relation to biodiversity. The main mitigation measures are retiring biodiversity credits, developing a Biodiversity Management Plan and a Rehabilitation Plan. This will offset the proposed biodiversity impacts, minimise any impacts during operation and then ensure the site is rehabilitated once the quarrying has ceased. This is considered a comprehensive range of mitigation, which will minimise the biodiversity impacts. The traffic impacts and associated mitigation measures have been assessed in the TIA and Road Safety Audit, in consultation with TfNSW. TfNSW have requested a minor change to the arrangement of the intersection of Winfarthing Road and the Hume Highway, which is provided in Appendix B. Otherwise, the proposal is considered to be reasonable, given the circumstances and relevant guidelines. Traffic safety will also be a focus of the CTMP and operational TMP. The AQIA confirmed there were no exceedances of the relevant criteria, even when based on a number of conservative assumptions. However, if approved, an Air Quality Management Plan would be prepared and implemented to further minimise dust impacts. This will include monitoring, which will allow the community to monitor the impacts. If the proposal exceeds the relevant criteria, Council and EPA will be notified and additional mitigation will be required or the operations will cease. The use of vegetation is a standard mitigation in response to visual impacts. It includes both retaining existing vegetation and establishing new vegetation. The comment in regards to the poor soils and presumably slow growth is noted. This may require the careful selection of species and some soil amelioration to promote the growth of the screening trees. It is standard practice to prepare management plans following approval, however, these will generally reflect the mitigations measures in the EIS and the conditions of consent. The management plans will provide further details about the mitigation measures and require review and approval by the relevant agencies, prior to works commencing, so the community can have confidence that they'll be adequate.
	Identification of sensitive receivers	– 90 Winfarthing Road and 114 Winfarthing Road are missing as sensitive receivers in the EIS. – Additional 8 homes on Winfarthing Road have not been identified as sensitive receivers in any assessments. – 40 or more homes not accounted for, 3 of which are approximately 300 m from Quarry blasting zones.	Sensitive receiver numbers were allocated to dwellings at representative distances and directions from the proposed development based upon air photo interpretation. Residences at 90 and 114 appear to have been erroneously missed and we apologise for any ambiguity in interpretation of potential impacts. The residence at 90 Winfarthing Road is located approximately 110 m from R1 and appears to be relatively new dwelling constructed after the initial model set-up and is predicted to receive an operational noise level of 43 dBA. 114 Winfarthing Road located approximately 90 m from R2 and was aggregated as a single dwelling during the set-up of the model and potential impacts will be

Primary category	Secondary category	Summary of issues raised	Response
			commensurate with the adjoining receivers with a predicted operational noise level of 41 dBA. It is not necessary for the assessments to identify all sensitive receivers within a particular area, providing representative locations are, including those closest to the site. Many noise and air quality assessments will adopt a receiver catchment area for more densely populated areas to represent the scale of impacts from a development. Contour maps have been included in the air quality and noise assessments to demonstrate the potential impacts of the quarry operations on all surrounding receivers in the locality.
	Non-compliance with legislation	– DA approval is not included or recorded on Council website. – Legality of transporting soil from a Phylloxera Infected Zone (PIZ) to a Phylloxera Exclusion Zone (PEZ) has not been addressed by GQ or GHD.	The DA is a State Significant Development and therefore lodged and assessed by the DPHI, not the local Council, so it is on the Major Projects website, not Council's. In NSW, Phylloxera Infested Zones (PIZ) exist in the Greater Sydney region (counties of Camden and Cumberland) and the Albury/Corowa area. The importation of VENM and ENM will have strict controls to prohibit the movement of phylloxera risk vectors' – i.e. things that could carry phylloxera such as grapevine material, grape products or soils from vineyards in accordance with biosecurity laws.
The justification and evaluation of the project as a whole	Compliance with SEARs	– Site was previously stated as 82 hectares in the SEAR's but has now been changed to 92 hectares in the current SEAR's, which is inconsistent. – GQ scoping that was issued for SEAR's compliance states that no vehicles will use Winfarthing Road, but scoping report says only light vehicles will use this road. (contradictory). – As per SEAR's compliance table – "must consult with affected landowners and community groups". This was not complied with in EIS as required.	The change in the area is based primarily on the inclusion of the intersection upgrades on the Hume Highway into the definition of the site. The scale of area of operations has not changed. Regardless the latest SEARs replace the previous SEARs. The Scoping report was prepared early in the project, so the project has changed in response to the detailed assessments, community consultation and Government agency feedback. The proposed project is now outlined in the EIS and forms the basis of the development application. In regards to traffic movements, the original intent was not to use Winfarthing Road, due to community concerns, but in consultation with TfNSW, using Winfarthing Road to exit the site was considered the most appropriate option and this was communicated to the community consultative committee and in newsletter updates. As mentioned above, the EIS involved considerable community consultation, including 12 Community Consultative Committee meetings, plus a range of community information sessions, media releases, letter box drops, a website and door knocking.

4.2 Agency submissions

All agency responses received have been categorised and responded to in Table 4.2.

Table 4.2 Agency submissions and responses

Primary category	Secondary category	Summary of issue	Response
Transport for NSW			
The project	Intersection design	TfNSW does not support any at-grade right turn movements for quarry heavy vehicles across the Hume Highway during construction and operation. Requires further information to demonstrate how the applicant will address this matter to ensure that quarry heavy vehicles do not perform right turn movements.	It is acknowledged that TfNSW does not support at grade right turns across the Hume Highway. This position has been noted since initial engagement on the project in 2019 and a series of workshops has been undertaken to develop the preferred site access arrangements as specified in Section 2.7.3 of the EIS. The project involves a new intersection including a left turn in for haulage vehicles with an exit via Winfarthing Road and a left turn only arrangement utilising the new acceleration lane for haulage vehicles to safely merge onto the Hume Highway. The use of an upgraded Winfarthing Road and Hume Highway intersection for vehicles exiting the site was determined to be the preferred option from a road safety perspective following an extensive review of options and assessment in consultation with TfNSW. Maintaining or improving the current access to local residential properties located along Winfarthing Road was a key objective for Global Quarries. An engineered solution such as a raised island or physical restriction to prevent right movements was therefore not feasible, as it would also restrict traffic movements from the local community (predominantly light vehicles accessing residential properties further up Winfarthing Road. Intersection upgrades will be undertaken at the commencement of the construction program to facilitate access throughout the remainder of construction and operation phases of the development. The heavy vehicle movements will be managed through the detailed CTMP and operational TMP to be developed by the contractor. Specific controls to restrict right-turns will be outlined in the TMPs and will include: – Development of driver code of conduct – Heavy vehicle route maps to typical destinations – Site induction requirements outlining access restrictions – Periodic audits – CCTV of intersection linked to site office
The economic, environmental and social impacts of the project	Traffic	SIDRA intersection modelling to demonstrate that construction and operational traffic will not have a significant impact on the Hume Highway and Winfarthing Road intersection, particularly for the right turn movements into and out of Winfarthing Road for light vehicles. If modelling demonstrates substantial impact, this will need to be addressed as part of the Traffic Management Plans (TMP).	SIDRA intersection modelling has already been completed as part of the Traffic Impact Assessment report the following key intersections within the study area have been assessed: – Hume Highway / Winfarthing Road – Hume Highway / new access road (left-in only). As detailed in Section 4.5 of the Traffic Impact Assessment report, the results of the modelling indicate that both intersections are expected to be operating at a satisfactory LoS (LoS B or LoS A) with the additional traffic generated by the proposed development.

Primary category	Secondary category	Summary of issue	Response
			As the performance of the intersection of Winfarthing Road is expected to be at a LoS of A for all peak periods in the future scenario model with the development traffic a without development case has not been modelled.
The economic, environmental and social impacts of the project	Traffic impacts and mitigation	Preliminary Construction Traffic Management Plan (CTMP) and operational TMP to be prepared, as highlighted in Section 4.6 and Section 5 of the TIA, as part of the RTS and submitted to TfNSW for comments.	An overview of the framework for preparation of a TMP and relevant mitigation measures to minimise the impact upon the local road network were included in the Traffic Impact Assessment and EIS. The level of detail in the EIS is considered appropriate to demonstrate that impacts to the local road network can be appropriately managed during both construction and operational phases. It is considered for more appropriate for the construction traffic management plan and operational TMP to be prepared in consultation with TfNSW and Goulburn Council to the satisfaction of DPHI as a condition of consent following determination of the Development application. The detailed CTMP would be prepared following of the appointment of construction and contractor to ensure specific measures are developed to address the final construction methodologies determined by the contractor. This will include specifics for traffic control and partial lane closures during intersection works which are best undertaken following detailed design and are not considered necessary to allow the determination of the project. Similarly an operational TMP is more appropriate to be developed following determination of the project within the broad operational management framework presented in the EIS.
The project	Road/roadwork design	Updated plans to be submitted to address the following issues: – Insufficient separation between the proposed roadworks and the property boundary at north-eastern corner of Lot 1 DP255379. Minimum clearance of 2.5-3 metres should be provided between the roadworks and property boundary. – Current proposal shifts Winfarthing Road to the east. Noting this, and the required clearance highlighted above, the junction would further shift to the east and length of the existing AUL would be reduced. TfNSW requires updated plans to demonstrate the existing length of this AUL is maintained.	Updated plans have been prepared and included in Appendix B noting the following: – The intersection around has been adjusted to provide a 2.5 m clearance to this boundary. – The existing southbound AUL(S) into Winfarthing Road is marginally reduced (<1 m) by the proposed intersection changes. The proposed design includes adjustment to the diverge deceleration length as well as the taper to suit the latest Austroads Guide to Road Design Part 4A Section 8.2.2 to suit a design speed of 120 km/h for the Hume Motorway which required an overall length of 100 m with a taper of 35 m. This appears achievable without any additional pavement, and only linemarking adjustments to start deceleration taper.
Goulburn Mulwaree Council			
The economic, environmental and social impacts of the project	Cumulative social impacts	SIA needs to be amended to include the consideration of cumulative impacts on the broader Local Government Areas. An Accommodation Strategy is required.	It is proposed to employ up to 15 staff and the site is located in a relatively isolated location, so it is a relatively small operation and unlikely to have regional impacts across the LGA. The SIA considers the cumulative impacts and provides some recommendations to be considered.

Primary category	Secondary category	Summary of issue	Response
			An Accommodation Strategy is not considered justified for an operation with a maximum of 15 staff. This is less than 0.01% of the local population, including Goulburn, so it is considered that the staff would be sourced from the existing population and additional housing would not be required.
The project	Sensitive receivers	No understanding of the consideration of the potential for rural properties to lawfully contain more than one dwelling and vacant land assessment for potential dwelling entitlement. Further information is required to understand and assess the impact of the proposal on sensitive receivers including 79 Winfarthing Road.	The assessments focused on representative existing dwellings and included noise and air contours to allow interpretation of potential impacts to both planned and future residential dwelling. A review of a potential dwelling at 79 Winfarthing Road indicates the site would fall around the 45 dB noise contour commensurate with the level of impact at Receiver 1 and fall within the project amenity noise level assessed in accordance with the Noise Policy for Industry. Similarly air contours indicate compliance with relevant air quality criteria at the site. There is not expected to be any restrictions on the approval of a future dwelling at 79 Winfarthing Road.
The economic, environmental and social impacts of the project	Biodiversity stewardship site	The BDAR states that the proponent is exploring options to establish a Biodiversity Stewardship Agreement over this area. It is recommended that consideration be given to making this a condition of consent if the project is to be approved.	Global Quarries had an initial preference for development of a biodiversity stewardship over a portion of the extended land holding as part of the required offset package. However the time required to investigate and gain approval for the stewardship site following development consent will likely preclude the implementation of the strategy.
The justification and evaluation of the project as a whole	Evidence for land ownership	This landowner's consent is not within the documents provided to Council. In the absence of landowners consent the application cannot be consented to. Evidence is required to demonstrate that the Aboriginal Land Claim on the Crown Land has been removed.	Landowners consent has been provided with the application. It is noted the Aboriginal land claim has not yet been removed, however Global Quarries has undertaken extensive consultation with Pejar LALC and NSW LALC and have a deed of agreement of the land claim to be lifted to permit Global Quarries to apply for an extractive licence over the land affected by the claim.
The economic, environmental and social impacts of the project	Route assessment	The assessment is focused on interaction of the haulage trucks with the Hume Highway traffic. Little assessment has been undertaken in regard to the proposed quarry exit onto Winfarthing Road and transport along the local road.	The use of an upgraded Winfarthing Road and Hume Highway intersection for vehicles exiting the site was determined to be the preferred option from a road safety perspective following an extensive review of options and assessment in consultation with TfNSW. Egress of traffic from the site onto Winfarthing Road would have little or no impact on Winfarthing Road, as priority is given vehicles travelling on Winfarthing Road. Additionally, entry for light vehicles into the site access from Winfarthing Road is a left turn movement and would have minimal impacts to traffic along Winfarthing Road. The measured sight distance to and from the site access to the south along Winfarthing Road is around 220 metres and is considered appropriate based upon analysis below.

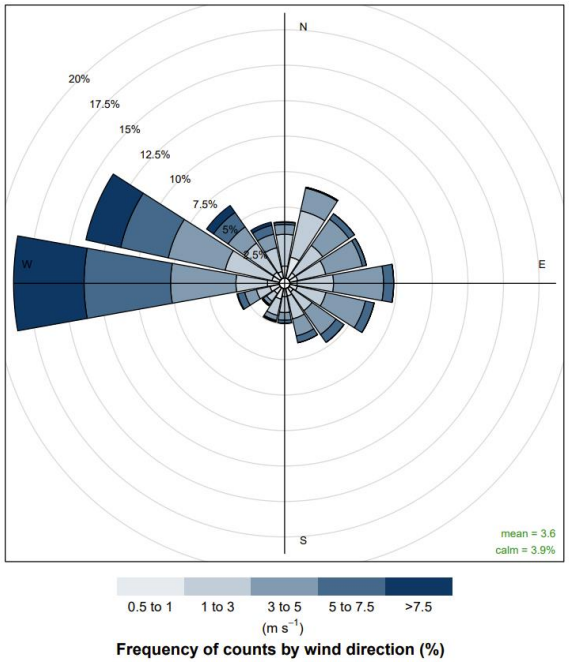
Primary category	Secondary category	Summary of issue	Response
The economic, environmental and social impacts of the project	Traffic	The location, timing and duration of the traffic counts are to be critically analysed to demonstrate adequacy.	To identify the existing traffic conditions, turning count surveys were undertaken at the intersection of the Hume Highway and Winfarthing Road on Thursday 1 November 2018. These volumes were used to calculate the base year traffic volumes for 2024 by applying a highly conservative annual traffic growth rate of two percent per annum. Analysis of historical traffic growth was undertaken based on traffic count data on the Hume Highway provided from the TfNSW Traffic Volume Viewer Website, as detailed in Section 3.3.3 of the Traffic Impact Assessment report. This approach was discussed and agreed with TfNSW and is considered appropriate for the analysis undertaken as part of the Traffic Impact Assessment.
The economic, environmental and social impacts of the project	Road upgrade	The intersection cannot accommodate the proposed haulage. A grade separated interchange should be established which will provide direct transport routes along the Hume Highway for all quarry products and deliveries while improving vehicular access for residents of Winfarthing Road. The proposed exit point has limited sight distance to the south due to a horizontal bend, such that heavy vehicles exiting will increase traffic accident potential. Council does not support the proposal in the absence of the Hume Highway / Winfarthing Road intersection and with the anticipated adverse impacts on road safety.	The measured sight distance to and from the site access to the south along Winfarthing Road is around 220 metres, based on a desktop assessment using google street view and Nearmaps imagery. As there is no sign-posted speed limit along Winfarthing Road, the default rural speed limit is 100 km/h. Based on a design speed of 110 km/h the required Safe Intersection Sight Distance (SISD) would be 285 metres, based on Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections. However, travel speeds along the section of Winfarthing Road are typically much lower than the 100 km/h for the following reasons: – Winfarthing Road functions as a local road, which provides a narrow (around 8 metres wide) carriageway with no line marking delineation or hard shoulders provided. There is also a ditch along the western / northern side of the road. The road conditions would lead to drivers travelling at reduced speeds. – Vehicles travelling along Winfarthing Road would need to reduce speeds on approach to the intersection with the Hume Highway. Therefore, lower travel speeds would be required at the proposed site access intersection along Winfarthing Road, which is located around 220 metres to the south of the Hume Highway intersection. – Austroads Guide to Road Design Part 3 Geometric Design provide road operating speed, based on the on radii of the horizontal curves. The radii of the horizontal curve to of the site along Winfarthing Road is around 100 metres. Based on the Table 7.6 of the Austroads Guide to Road Design Part 3, this results in the operation vehicle speeds for this horizonal curve to be up to around 60 km/h. Although Winfarthing Road has a default speed limit of 100 km/h, the above driving conditions would lead to far reduced travel speeds along this section of the road at the proposed site access intersection. A conservative design speed of 80 km/h (or equivalent 70 km/h speed limit) requires a SISD of 181 metres, which is easily within the observed site distance at the site access / Winfarthing Road access, north in the north and southbound directions. The observed sight distance is therefore considered to be acceptable to provide safe access for drivers travelling along Winfarthing Road and drivers existing the site access.

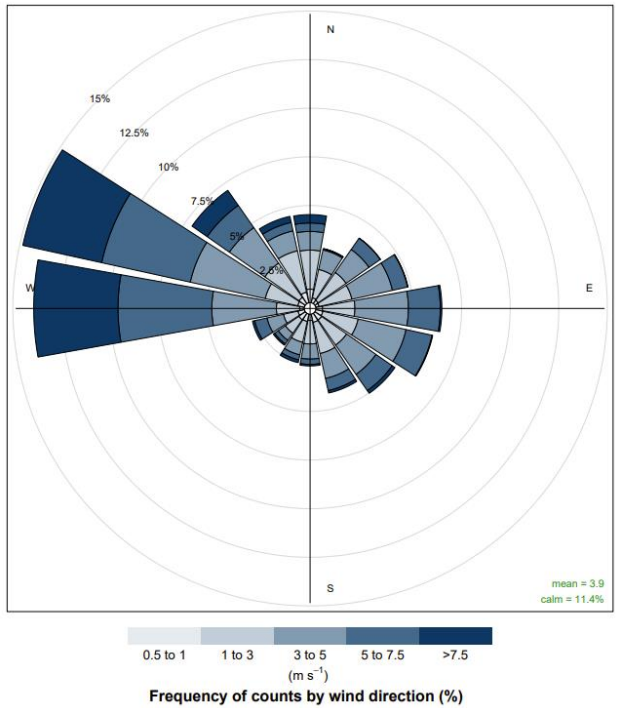
Primary category	Secondary category	Summary of issue	Response
The economic, environmental and social impacts of the project	Traffic management	The EIS nominates 30 construction heavy vehicles per day however contains insufficient detail to understand how construction traffic is managed, the location of site access and mitigation of road safety impacts	Section 4.6 of the Traffic Impact Assessment outlines the proposed traffic mitigation and management measures. This includes the preparation and implementation of a CTMP for construction staging sequence prior to the commencement of construction. The CTMP would be prepared by the Contractor in consultation with TfNSW and be submitted for approval to by DPHI prior to commencing construction on site.
The economic, environmental and social impacts of the project	School bus access	A review of the commentary within the EIS regarding the school bus route and movements is required as the details provided are inaccurate. Consultation with the local bus company is required. The location of the proposed school bus bay in Winfarthing Road is not supported by Council.	The school bus company was contacted by email and phone at least 6 times during the preparation of the EIS. They did not provide a response, so Global Quarries have proposed a safe and convenient option that is considered to be considerably safer than the current arrangement – shown by the photograph in Figure 3.2. However, if this is not suitable, Global Quarries would work with the bus company, Council and residents to work out an acceptable solution to the bus drop offs.
The economic, environmental and social impacts of the project	Visual impact	Council considers that the visual impact from the Hume Highway will be significant and not adequately mitigated. The visual impact has the potential to significantly impact road safety on a section of the Hume Highway known for traffic safety concerns.	The visual impact from the Hume Highway was considered in the Landscape and Visual Assessment (LVIA). This assessed the impact to be moderate. An additional artistic impression has since been prepared to show the impact from further north on the Hume Highway (Appendix D). As shown, the stockpiling and processing area is clearly visible but is at a distance of over 500 m. The VENM/ENM stockpile is screened by vegetation and the quarry pit is not visible. It is considered that the sensitivity to the change would be low and due to the distance and the vegetated background, the magnitude of change moderate. It is therefore considered the proposal would not present a significant distraction or safety concern for motorists. The magnitude of change or safety risk could be further reduced with landscape planting at the edge of the Hume Highway or edge of the stockpiling and processing area, as recommended in the LVIA.
The economic, environmental and social impacts of the project	Heritage	GMLEP Heritage Item I566 – “Wandi” former Plumb’s Inn 1845 adjacent to the site will potentially be affected by dust and vibration. Theses impacts are not considered and addressed within the EIS. Conditional approval to remove the heritage-listed Shelly Trig Station was provided by the NSW Government Spatial Service. Council requests DPHI undertake an objective assessment of this.	The NVIA and AQIA both consider the impacts on Wandi the former Plumbs Inn, as R28. The assessments indicate that Wandi heritage site would not be significantly impacted by dust or vibration. The Statement of Heritage Impact (SoHI) also considers the impact of the proposal on this heritage listed site and concluded there is unlikely to be a direct impact as a result of the proposal. The Shelly Trig Station is not a listed heritage item and its removal has been approved by the NSW Government Spatial Service. The removal of the Shelly Trig Station was also assessed by the SoHI, which didn’t identify anything of historical significance, however provided some recommendations, including a chance find procedure.
The economic, environmental and social impacts of the project	Wastewater	Wastewater from the proposed amenities building and office must be appropriately designed and assessed. Council requests the Applicant provide further detail in regard to these components therefore permitting the assessment of potential impacts.	General requirements for the disposal of wastewater were provided in the Water Impact Assessment but since then a Wastewater Assessment was prepared for the site office, see Appendix C. This indicates the site is able to accommodate the required treatment and land application area required.

Primary category	Secondary category	Summary of issue	Response
Procedural matters	Road maintenance fee	Should consent be granted to the proposal, the proponent must pay Council an annual financial contribution toward the maintenance of Council owned roads along the primary transport routes.	It is acknowledged that Global Quarries will be required to pay a contribution to Council for the maintenance of Winfarthing Road.
DPHI Crown Lands			
Procedural matters	Crown land/roads	There are multiple Crown roads, including Crown roads with enclosure permits, both within and adjoining the proposed development area. Authority to access or use Crown roads is required prior to the commencement of any works or access, and a tenure may be required in the interim.	It is noted there is Crown land within and adjoining the application area. Global Quarries has undertaken extensive consultation with Crown Lands and land owner consent has been provided. Global Quarries will continue to progress with applications for extractive licence to obtain tenure prior to commencement of any development activities.
Procedural matters	Crown land/waterway	It is noted that Lot 7001 DP 1025585 has an undetermined Aboriginal Land Claim, which may limit how the land can be used. If encroachment of the Crown waterway, of which Narambulla Creek occur within the site and proposal area, is required, authority to access and/or use the Crown waterway will be required.	It is noted the Aboriginal land claim has not yet been removed, however Global Quarries has undertaken extensive consultation with Pejar LALC and NSW LALC and have a deed of agreement of the land claim to be lifted to permit Global Quarries to apply for an extractive licence over the land affected by the claim. The only potential use of the Crown waterway will be potential for erosion and stabilisation works to ensure discharges from sediment dams on-site do not create concentrated flows with potential for erosion. Authority to access the waterway will be obtained prior to undertaking the works.
Procedural matters	Crown land management	Long-term management and maintenance strategies were not specified for when the Crown land is no longer required for the proposal. Can this please be addressed by the proponent.	It is proposed to fill and rehabilitate the site, as indicated by the Rehabilitation Plan in the EIS. This will rehabilitate the site similar to its current condition.
Procedural matters	Offsets	It is also noted that there may be possible clearing and development of (location), for storage of (items to be stored). Are additional environmental offsets being considered for this proposed clearing, under the Biodiversity Conservation Act 2016?	It is uncertain what this comment is referring to but it is proposed to offset all impacts on biodiversity by retiring the required credits. All clearing requirements have been assessed as part of the EIS and BDAR.
Department of Primary Industries and Regional Development (DPIRD) - Fisheries			
The economic, environmental and social impacts of the project	Biodiversity	DPIRD Fisheries therefore has no advice to provide on this proposal, as it doesn't trigger any matters under the FM Act.	Acknowledged, no response required.

Primary category	Secondary category	Summary of issue	Response
NSW Environment Protection Authority			
The economic, environmental and social impacts of the project	Background noise	**<u>Background Noise Levels</u>** The Applicant should confirm the correct monitoring dates. If monitoring was conducted in 2019, the Applicant should provide justification why such old data has been used. The background noise monitoring data presented in the NVIA in Appendix B identifies significant periods of weather affected data for the relevant daytime period. It appears unlikely that the remaining data will satisfy the minimum 7 - day data requirement of the NPfI. The EPA recommends that the Applicant be required to demonstrate that the weather affected data exclusion requirements of the NPfI have been followed and that the resulting data meets the minimum requirements of the NPfI. Additionally, the derived assessment background noise levels (ABL's) and rating backing noise levels (RBLs) should be presented for all monitoring locations as required by the NPfI and confirm the method used to derive them.	Two rounds of noise monitoring were undertaken for the project including an initial round of monitoring in June 2019. Due to the passage of time between the initial feasibility investigations and the final EIS submission, a second round of monitoring was undertaken in May 2024. This was to ensure more contemporary data reflective of the current background noise environment. This formed the basis of the assessment in the NVIA included in the EIS. The earlier monitoring data was incorrectly included in Appendix B of the NVIA. The correct dates for noise monitoring program is for between Thursday 7 May 2024 to Thursday 26 May 2024. At M1, noise monitoring was conducted between Thursday 7 May 2024 to Thursday 26 May 2024 (19 days). At M2, noise monitoring was conducted between Thursday 16 May 2024 to Thursday 29 May 2024 (14 days). The daily summary noise monitoring charts and daily noise monitoring results are provided in Appendix E. Regarding periods of valid monitoring data, the NPfI recommends that where the number of excluded $L_{AF90,\ 15min}$ samples exceeds eight, two or four for the day evening or night respectively, that assessment period be excluded. At M1, there are a total of 19-day, evening and night periods measured. After the removal of assessment periods with excluded samples exceeding the NPfI limits, the following number of assessment periods remain: – Nine day periods – 17 evening periods – 13 night periods At M2, there are a total of 14 day periods and 13 evening and night periods measured. After the removal of assessment periods with excluded samples exceeding the NPfI limits, the following number of assessment periods remain: – Nine day periods – 13 evening periods – 12 night periods The number of excluded 15-minute samples in each assessment period is provided in Appendix E for each monitoring location. At both monitoring locations, sufficient data has been collected for every day of the week in which the site would be under construction or operational (Monday to Saturday). The daily noise monitoring results in Appendix E provide the derived Assessment Background Levels and Rating Background Levels (RBLs) for all monitoring locations. The RBLs were calculated in accordance with the NPfI Fact Sheet B 10th percentile method and were used in the NVIA submitted with the EIS.

Primary category	Secondary category	Summary of issue	Response
The economic, environmental and social impacts of the project	Operational noise	**Operational Noise Modelling and Assessment** Figure 1.2 and Section 5.2.1.5 presents approximate locations of plant and quarrying landform scenarios, respectively. The Applicant should provide maps showing all point, line and area source locations used for each scenario modelled. It is noted that the NVIA uses a usage factor for the sound power levels (Section 2.2.2). Compliance with noise limits in Licences and consents, if the project were to be approved, would be based on a LAeq 15-minute period. As such the EPA advises it might be prudent to model a reasonably worst-case scenario in a 15 - minute period.	The locations of all modelled point sources, area sources and line sources for the operational noise assessments is now shown in Appendix F. For the quarry pit, four worst case landform scenarios have been modelled using area sources to represent periods of the quarry's operation where there would be the greatest amount of line of sight from the quarry equipment to nearby noise sensitive receivers. The quarry pit area sources provided are consistent for both drilling and excavating activities for the given land form scenario. While the project description provides typical frequency of use during operation, the sound power levels for equipment used in operational noise modelling are consistent with BS5228 Tables C2 – C.8 and do not contain any duration corrections. The modelling assumes that the equipment is operating for the entire duration of the $L_{Aeq(15\ min)}$ duration period and therefore the noise modelling is considered representative of a reasonable 15 - minute worst-case operational scenario.
The economic, environmental and social impacts of the project	Vehicle movement	**Site operational production rates and assumptions unclear for assessment of worst case scenario** The number of truck movements (return trips) has been identified as 50 per day and is based on 40 tonne truck and dog movements based on the 2,000 tpd extraction rate (2,000 tpd / 40 tonnes = 50 movements). The AQIA has also identified that there would be an average 34 tonne load for the trucks, which would equate to 59 trucks per day at the 2,000 tpd extraction rate or 74 tpd extraction rate. It is unclear to the EPA the production and the number of trucks in which approval is being sought. This inconsistency is also reflected in the EIS. Any updated numbers should be included in the air emissions inventory and dispersion modelling.	It is proposed to transport from site a maximum of 2,000 tonnes of material per day and a maximum of 50 trucks per day. The 50 trucks per day at full capacity (of 40 tonnes) corresponds with the peak daily capacity of 2,000 tpd. The assessment and associated modelling has adopted the worst-case scenario of 50 trucks per day. The modelling also includes the operation of articulated dump trucks to transfer material from the pit to processing area with up to 100 vehicle movements within the site.
The economic, environmental and social impacts of the project	Meteorology – calm winds	**Meteorology is not representative of calm winds characteristic of the site** The AQIA has stated that site-representative meteorological data was used in the assessment. No information on the radius of influence and number of levels to assimilate was included in the AQIA.	Meteorological model has been updated and now uses hybrid mode to incorporate data from the Goulburn BoM station. Calms at the site are now 3.9%. A sensitivity analysis has also been undertaken using BoM AWS observations applied at the site for a 'worst case' scenario (calms 11.4%).

Primary category	Secondary category	Summary of issue	Response
		The EPA is concerned that the percentage of calms has been underestimated in the meteorological modelling and is therefore not site representative. Underestimating calms can result in an underestimation of fugitive dust impacts as dispersion is limited.	
The economic, environmental and social impacts of the project	Meteorology – meteorological model	**<u>Configuration of CALMET</u>** The EPA recommends the proponent review the meteorological model settings and inputs and update the meteorological modelling to ensure calms are more effectively captured by CALMET at the site. This may include as a minimum, but not limited to, including the Goulburn Airport AWS data and running CALMET in the refined Hybrid mode. The proponent must validate the modelled calm winds against meteorological data in the Marulan area. Wind field graphics should be included to demonstrate slope flows are effectively simulated by the model.	The meteorological model has been updated and now uses hybrid mode to incorporate data from the Goulburn BoM station, see Appendix G. Calms at the site are now 3.9%.  A sensitivity analysis has also been undertaken using BoM AWS observations applied at the site for a 'worst case' scenario (calms 11.4%), see Appendix G.

Primary category	Secondary category	Summary of issue	Response
			
The economic, environmental and social impacts of the project	Air quality cumulative impact	**<u>Cumulative assessment of other sources in the local air shed</u>** The EPA notes that Lynwood Quarry is located 5 km northeast of the proposed Marulan Quarry and would have potential to result in cumulative emissions. The EPA also identifies Marulan South Limestone Mine and Boral Quarries, both located 10 km east. The adopted background data used in the cumulative data from DCCEEW's monitoring station at Goulburn. The Goulburn data is 16 km from the proposed site and is well removed from capturing nearby cumulative dust sources.	Previous AQIAs for the Lynwood Quarry and the Marulan South Limestone Mine have been reviewed, and emissions from each site have been incorporated into the modelling to account for impacts from these sites, see Appendix G.

Primary category	Secondary category	Summary of issue	Response
		The EPA recommends the proponent reviews nearby sources of dust emissions that have the potential to result in cumulative impacts and include these sources in the cumulative assessment.	
The economic, environmental and social impacts of the project	Air quality modelling	**Source location and parameter information not included** The AQIA has not included source coordinates or maps identifying the location of the emission sources used in the dispersion modelling. No information has been provided on the source characteristics.	Tables added to Appendix G with coordinates.
The economic, environmental and social impacts of the project	Water availability	**Water availability** The AQIA indicates that the proponent will commit to use water to control dust emissions from activities undertaken at the premises. There is, however, no information to clearly demonstrate that adequate evaluation of water availability has been undertaken or describes the risk (i.e. high or low) of having insufficient water availability in the context of the proposed life of the quarry. The proponent needs to commit to achieving the proposed level of control regardless of the availability of water. The EPA recommends the proponent confirms the design of the project has adequately accounted for the water demand associated with the implementation of the mitigation measures as assumed in the AQIA.	Appendix C of the Water Impact Assessment Report presents a site water balance, including site water demands for dust suppression. The results of the water balance suggest that demands can be satisfied for over 99 percent of the time with the proposed 25 ML/year annual groundwater extraction limit. In the rare occasions where sufficient water is not available processing would be reduced as required and water for environmental purposes, such as dust suppression, would be sourced externally via tankering to the site.
The economic, environmental and social impacts of the project	Dust management	**Dust management and best practice measures** The EPA recommends the proponent provides additional information to robustly and transparently demonstrate that they have evaluated and committed to the implementation of all reasonable and feasible mitigation measures to prevent and minimise air pollution from the proposal. This is to include alternatives for dust suppression should there be water availability issues and a trigger action response plan to minimise emissions and manage potential offsite impacts.	Management measures proposed for the control of dust are provided in Section 8 of the AQIA and form a commitment as part of the EIS. For dust suppression, a water cart will be used to spray water on exposed (disturbed areas), stockpiles and the internal road network. Dust suppression water will be sourced from the water storage dam, the extraction area sump or sediment basins. The site water balance found that the demand of 34 ML/year could be satisfied over 99 percent of the time through the provision of a surface runoff harvesting dam of 3 ML and a maximum annual groundwater extraction of 25 ML/year.

Primary category	Secondary category	Summary of issue	Response
			In the rare occasions where sufficient water is not available, processing would be reduced or cease to operate as required and water for environmental purposes, such as dust suppression, would be sourced externally via tankering to the site.
The economic, environmental and social impacts of the project	Ongoing dust management	**Monitoring recommendations** The EPA considers that deploying four dust deposition gauges would be of limited benefit and that real-time monitoring coupled with a trigger action response plan (TARP) and linked to a management system is more effective for managing dust. The EPA supports a site-specific weather station. The EPA recommends the proponent includes real-time monitoring coupled with a trigger action response plan (TARP) and linked to a management system, to manage potential offsite dust impacts. Consideration of the EPA's "Ambient air monitoring guidance note" may support the development of an ambient air monitoring program, should approval be granted.	Real time sampling and a TARP has been added to the operational management measures section for both construction and operation, see Appendix G.
The economic, environmental and social impacts of the project	Air quality	**Assessment of respirable crystalline silica** The EPA considers it is appropriate for the AQIA to include an assessment of the RCS emissions that would be introduced into the local air shed.	RCS assessment added assuming RCS forms between 20 and 60% of PM2.5 based upon laboratory of site rock samples, see Appendix G.
The economic, environmental and social impacts of the project	Groundwater accessibility	**Other matters - Sediment Basin capacity** The EPA encourages the applicant to fully consider the premises sediment basin capacity to accommodate impacts on accessibility of groundwater and ensure sediment basin capacity facilitates reuse to limit discharges to waters and ensure compliance with section 120 of the Protection of the Environment Operations Act 1997.	Analysis of water trading activity undertaken for the Water Impact Assessment indicated that the likelihood of obtaining the proposed groundwater licence is high. The sediment basins would be used opportunistically when available for water supply and used at a higher priority than groundwater to reduce the likelihood of discharges. However, based on the relatively small ephemeral nature of the catchments they would not reduce reliance on groundwater supply during dry periods. Irrespective of this they would be managed in accordance with Managing Urban Stormwater: Soils and Construction 'The Blue Book' and therefore consistent with Section 120 of the Act.
The economic, environmental and social impacts of the project	Water quality monitoring	**Other matters - NTU-TSS correlation** If the application is approved, the applicant may be required to demonstrate to the EPA that the statistical correlation between TSS and NTU is robust for the purposes of demonstrating compliance with the relevant condition.	Sediment basins will be dewatered following a rainfall event to restore the design storm capacity, with a concentration of suspended solids below 50 mg/L proposed for controlled discharge to Narambulla Creek. The Water Impact Assessment indicated that a relationship between suspended solids and turbidity may be derived based on three or more observations more than one month apart and be used to infer a concentration of suspended solids below 50 mg/L based on turbidity. Development of the statistical correlation between TSS and NTU will be developed in consultation with EPA as part of the preparation of a detailed SWMP as a condition of the consent.

Primary category	Secondary category	Summary of issue	Response
The economic, environmental and social impacts of the project	Water toxicity and discharge	**Other matters - Sediment Settling Agents** The EPA recommends that the proponent consult with the EPA to ensure any proposed chemical agents potential toxicity is fully assessed, so that appropriate discharge requirements and management measures can be put in place or alternative approaches developed.	Consultation with the EPA on the selection of flocculation agent(s) would be undertaken prior to construction as part of the preparation of a detailed SWMP.
The economic, environmental and social impacts of the project	GHG emissions	**Other matters - Greenhouse Gas Emissions** For future applications or modifications for which GHG emissions are predicted to be above the 25,000 tpa CO2-e threshold, the applicant should ensure consistency with the assessment principles in the most recently available large emitters guideline. If the applicant considers that certain requirements of the large emitters' guideline are not applicable, this can be specified but must be justified with supporting evidence.	Acknowledged.
Procedural matters	Compliance with CALPUFF guidance	**CALPUFF settings** The AQIA states that the dispersion coefficients (MDISP) have been computed based on PG dispersion coefficients (MDISP = 3), inconsistent with the preferred method described in Generic Guidance and Optimum Model Settings for the CALPUFF Modeling System for Inclusion into the 'Approved Methods for the Modeling and Assessments of Air Pollutants in NSW, Australia' (EPA, 2011). No justification for deviation from the Calpuff Guidance is provided in the AQIA.	MDISP setting updated to match the Calpuff Guidance
Procedural matters	Water quality	**Water Quality** If the application is approved, the EPA recommends the following mattes are considered by DPHI in the conditions of approval: – licensee must comply with section 120 of the Protection of the Environment Operations Act 1997. – a Soil and Water Management Plan and Trigger Action Response Plan be prepared and implemented, in accordance with the Managing Urban Stormwater: Soils and Construction, particularly Volume 2E: Mines and quarries.	The suggested conditions are appropriate and consistent with the Water Impact Assessment, based on the common convention that compliance with key relevant and authoritative guidelines such as Managing Urban Stormwater: Soils and Construction 'The Blue Book' imply compliance with Section 120 of the act. A detailed SWMP incorporating a TARP will be prepared in consultation with EPA prior to construction.

Primary category	Secondary category	Summary of issue	Response
Procedural matters	Compliance of materials	**Importation of material** The EPA recommends the inclusion of a condition of consent advising that the importation of material must comply with the Protection of the Environment Operations Act 1997, the Protection of the Environment Operations (Waste) Regulation 2014, and relevant orders or exemptions under the regulation.	Global Quarries commits to full compliance with the PoEO Act, PoEO (waste) Regulation and relevant orders or exemptions. The Protection of the Environment Operations (Waste) Regulation 2014 has introduced a series of resource recovery orders and resource recovery exemptions which allow some wastes to be beneficially and safely re-used independent of the usual NSW laws that control applying waste to land. These orders are appropriate if the reuse: – Is genuine, rather than a means of waste disposal. – Is beneficial or fit-for-purpose. – Will not cause harm to human health or the environment. There is considered to be a significant opportunity to achieve superior rehabilitation outcomes for the site through the beneficial reuse and diversion of VENM, ENM and other clean fill away from landfills for use in the site rehabilitation. This type of development is specifically contemplated by the Infrastructure SEPP by permitting disposal of VENM or clean fill on land on which development for the purpose of extractive industries or mining may be carried out with consent under an environmental planning instrument. There are a number of other precedents for the approval of the use of VENM and ENM in the rehabilitation of former mining and extractive industries including: – Wallerawang Power Station Ash Dam also in Sydney's drinking water catchment. – Hornsby Quarry located in northern Sydney in proximity to national parks and protected areas. – Penrith Lakes Development adjacent to the Nepean River in Western Sydney. All emplacement material will meet the definition of VENM), ENM and other clean fill material (subject to specific resource recovery exemptions) sourced from earthworks projects across Sydney and the local regional area. It is noted that there is currently no site specific resource recovery order and associated exemption applicable to the site and any future exemption would need to be directly authorised by the EPA. No waste will applied to the site that does comprise either VENM, ENM or is specifically authorised in the future by a site specific resource recovery exemption.
Procedural matters	Discharge impact assessment	Other matters - Water Quality The EPA recommends that the location, type and frequency of the water quality monitoring program be developed in consultation with the EPA. The EPA recommends should approval be granted that a discharge impact assessment be prepared (in consultation with the EPA) to develop discharge criteria for dewatering activities.	Details of the proposed water quality monitoring program is included in Section 7.3 of the Water Impact Assessment in the EIS. The proposed monitoring locations, frequency and analytes will be confirmed with the EPA post approval as part of the development of a detailed SWMP. It is noted that the Water Impact Assessment TARP included in Section 7.4 of the WIA provides suggested triggers and actions to be undertaken based upon ongoing monitoring of the performance of the operations and will be further developed in collaboration with EPA during preparation of the detailed SWMP.

Primary category	Secondary category	Summary of issue	Response
Procedural matters	Compliance with NPI air emissions guidelines	**Emission inventory assumptions require clarification**. The EPA requires clarification/justification of the following: – No justification for using the coal loading equation has been included in the AQIA. – However, the EPA is concerned that the mass emission rates have not accounted for the return trip of the haul trucks in the mass emissions provided in the AQIA. For example, for the entry road there are 50 trucks, frequency of 2 per day over 11 hours, distance of 0.745 km, and 75% control which equates to a mass emission of 1.989 g/s, double that provided in the AQIA. – There is no discussion of the use of a conveyor in the AQIA. The EPA notes that the 'Truck load: conveyor crush stone' emission factor from Table 17 of the NPI (2014) has been used. The EPA is concerned that there may be additional transfers that have not been accounted for in the emissions. – No site specific silt content, moisture content and percentage of silica of the materials and haul roads have been measured at the proposed site. The EPA sees this as a limitation of the air emissions inventory and would benefit from site specific information to reduce uncertainty in the emissions. – The air emissions inventory has not acknowledged exhaust emissions from equipment on site. Blasting emissions are limited to particulate matter. Oxides of nitrogen (NOx) are also a key pollutant released to the atmosphere during blasting.	The AQIA in Appendix G has been revised to include: – Updated emission factors to use "excavators/shovels/front-end loaders (on overburden)" rather than on coal. – Both construction and general operation scenarios include 50 trucks entering the site along the entry road (50 movements/day), and 50 trucks exiting the site along the exit road (50 movements/day). 50 trucks are modelled moving between the quarry and the crusher (100 movements/day). Light vehicles will enter and exit via the exit road, 10 light vehicles have been modelled (20 movements/day). – A conveyor between the crushing plant and the stockpiles has been added to the model. – Exhaust emissions section added to construction and operation assessment sections. – NOx from blasting has been modelled and results added to the report in Section 7.2.

Primary category	Secondary category	Summary of issue	Response
Heritage NSW			
The justification and evaluation of the project as a whole	ACHAR and AR	The Aboriginal community consultation documentation provided in the Aboriginal Cultural Heritage Assessment Report (ACHAR), Archaeological Report (AR), and Appendix D lack sufficient detail as required to adequately document the consultation process. Heritage NSW requests additional documentation be provided for review, noting that this documentation can comprise copies of dated email records with all relevant email addressed shown and/or delivery/read receipts of correspondence. Please provide the relevant documentation for all stages of consultation undertaken, including newspapers articles and all comments from the Registered Aboriginal Parties (RAPs) and responses to any comments.	Appendix A-D of the ACHA has been updated to include this information, see Appendix I. Note that some RAP responses were requested to remain confidential.
The economic, environmental and social impacts of the project	ACHAR	Please update Section 3 to include the date that the 2024 Draft ACHAR was provided to the RAPs.	Updates in Section 3, added in text to Page 17, first sentence, see Appendix I.
The economic, environmental and social impacts of the project	Heritage impacts - methodology	Please clarify the date that the first Methodology (2019) was sent to the RAPs as Appendix D only includes reference to an updated Methodology.	Updated in Section 3.2.1, added in text to Page 15, see Appendix I.
The economic, environmental and social impacts of the project	Discussion of input from RAPs	Further information is required in Section 3 and Appendix D on the comments received from the RAPs and responses from the project team to ensure that these comments have been adequately addressed.	Section 3 and Appendix D have been updated, see Appendix I.
The economic, environmental and social impacts of the project	Aboriginal context	Further information is required on the potential massacre site and Songline in the vicinity of the project. This should be included in an expanded ethnohistory of the region and project area.	Further research and consultation was undertaken however no further details for this location could be identified at the time (comms with Delise Freeman).

Primary category	Secondary category	Summary of issue	Response
EES	Heritage impacts	Please clarify whether similar landforms that contain MF 4 - Narambulla Creek (AHIMS #51-6-0096) may be within the project area along Narambulla Creek as the description for 51-6-0096 notes that it is minimally disturbed, whereas sites within the project area are all described as ex situ.	51-6-0096 has been mapped as being located on lower slopes, please refer to Figure 6.2 in Appendix I. Similar landforms are present in the project area, but depth of soils and potential for PAD will be varied based on location. Aboriginal sites in the project area are generally located above the bottom of the lower slopes where soils have accumulated and there is a greater potential for PADs.
EES	Archaeological Report	Section 4 of the Archaeological Report (AR) states that there was low ground surface visibility across the project area that may have limited the opportunity to identify further ACH sites. However, Table 4.1 in the AR shows that they survey had high effective survey coverage (-8-41%). Further information is required on this discrepancy and/or recalculation of the effective survey coverage.	Updated wording at start of Section 4, see Appendix I.
EES	Archaeological Report GIS	There are several areas that saw limited survey coverage (i.e., Survey Unit 9) that appears to have seen test excavations. Heritage NSW recommends that an additional figure is included in the AR that overlays the test excavation units with the survey track logs to show the area covered by archaeological assessments.	Test excavations were primarily conducted through this part of SU 9 based on the location and extent of impacts associated with the proposed activity rather than prior survey efforts/results. The test pits were cited in the field in discussion with RAPs, to ensure an appropriate location on the landform within this SU. Figure 6.2 added to aid interpretation, see Appendix I.
EES	Heritage assessment methodology	Please clarify the test pits that were $1m^2$ and whether they were dug as 1 x 1 m units.	The 1 x 1 m test pits were dug as 1 x 1 m units across each differing soil landscape to understand the deposition, stratigraphy and disturbances within the Project Area.
EES	Heritage impacts	Please update Section 4 of the AR to include reference of how each survey unit relates to the landform summary and slope. This is relevant as the ACHAR and AR argue that many of the ACH sites are ex situ and washed down slope.	The Survey Unit (SU) relationships to landforms has been included in Table 4.1, see Appendix I.
EES	Heritage impacts	Please update Figure 6.1 to include the number of artefacts within each test excavation unit and the landforms that each area of testing was conducted.	Figure 6.1 updated, see Appendix I. Added in Figure 6.2 to provide overview of assessment and aid in understanding how site extents were arrived at.
EES	Heritage assessment methodology	The AR requires more detailed description of the test excavation to clarify the extent of the test excavations, why areas were selected, the landforms that were tested, and how they relate to the surface sites and potential archaeological deposits (PADs). For example, it is unclear the extent of testing at Narambulla ASF4 (AHIMS #51-6-0921).	The results of the field investigations were used to 'guide' the proposed test excavations methodology along with what was included in the original Methodology that was sent to all the RAPs. As outlined in the Methodology, test excavations were developed to assess and understand the subsurface soil stratigraphy across the major landscape/landforms within the Project Area.

Primary category	Secondary category	Summary of issue	Response
		This additional information is required to ensure that the conclusions on the archaeological integrity of the project area is adequately supported.	The remaining excavations were completed to determine the extent of selected surface cultural material, the primary areas of impact associated with the proposed impact footprint and in consultation with the RAPs in the field on the day, where preferred locations within landforms or site situations. While these are always planned to some extent prior to on country work, there is always some element of flexibility on the day. Further to this, inclement weather that was happening all AR work in NSW at the time also reduced the quantum of work that was proposed. The terminology use of PADs in text and mapping has been revised as ultimately the main new sites (ASF1, ASF2, ASF3 and ASF4) were recorded as artefact scatters and the PAD boundaries previously shown, properly represent the site boundaries. The test excavation results do not support the presence of PADs.
EES	Heritage impacts	Please include figures of the potential culturally modified tree.	A photo and description of the 'potential' culturally modified tree and description to be added into Section 7.1, see Appendix I.
EES	Heritage assessment methodology	Further information is required on whether MF 3 - Narambulla Creek (#51-6-0094) is associated with PAD and how its location is associated with the test excavations.	MF 3 - Narambulla Creek (#51-6-0094) has been added to Figure 7.1 to provide clarity, see Appendix I. The site is not associated with PAD and is outside of the ASF2 site extent. Test excavations in and around this registered site found nothing additional beyond the original surface finds.
EES	Heritage assessment methodology	Further information is required on how site boundaries were defined following the test excavations. For example, several sites have grouped dispersed test excavation units despite the site description noting they are not associated (e.g., Narambulla ASF1 [AHIMS #51-6-0918]).	Aboriginal site extents were defined using the location of subsurface and surface finds only. No landscape registrations were developed beyond these extents and no PADs were 'registered'. Much of the landscape comprised gentle to moderate slopes between the main hill crest and floodplain area around the creek line. If you review the contour line data the site registrations and boundary definitions are clear. The cultural material finds are not really that dispersed but rather reasonable relative to the landform/contour which they are associated with.
EES	Heritage impacts	Further information is required on the shell present at Narambulla ASF3 (AHIMS #51-6-0920).	The piece of shell at ASF3 was not identifiable other than being a small fragment of shell.
EES	Heritage management	Additional information is required on the management mitigation measures proposed. The current extent of information is not enough to determine whether the proposed measures adequately conserve Aboriginal cultural heritage. Please include detailed descriptions of the site that would be impacted, the proposed manage of each site, the areas that require additional salvage excavation, and where design changes may be able to avoid impacts to ACH sites.	Included Table of Management Conditions and Figure 7.2 for clarity, see Appendix I.
EES	Archaeological Report	Please update the title of 10.1.2 in the AR to reflect the proposed management option.	Updated to reflect the purpose of 10.1.2 - re RAP consultation, see Appendix I.

Primary category	Secondary category	Summary of issue	Response
Procedural matters	Aboriginal Land Claim	Please clarify the nature of the undetermined Aboriginal Land Claim, whether additional attempts to contact the claimant have been made, and how its determination may impact the project.	It is noted the Aboriginal land claim has not yet been removed, however Global Quarries has undertaken extensive consultation with Pejar LALC and NSW LALC and have a deed of agreement of the land claim to be lifted to permit Global Quarries to apply for an extractive licence over the land affected by the claim.
Procedural matters	Heritage assessment methodology	Please provide further information on whether additional test excavations are required in the vicinity of Narambulla ASF1 (AHIMS #51-6-0918) as the limited number of test excavation units exhibited the second greatest density of artefacts.	Although there is a localised density of artefacts (17 artefacts), the archaeologist on site determined that the lack of additional cultural material adjacent to the scatter reflected that this was a discrete occurrence.
Procedural matters	Provide departmental names	Please ensure that the current departmental names are included throughout the reports.	Updated throughout, see Appendix I.
NSW DCCEEW Water Group			
The economic, environmental and social impacts of the project	Groundwater	The proponent should undertake further geological investigations and provide additional and improved information to substantiate that the proposal is a non-aquifer interference activity. The proponent should provide the following: a. Hydrogeology of the project area and its surrounding, the geological formations intercepted during the test drilling and depth and aquifer formation type in each hole. b. Bore construction information including casing/screen details, and how water strike depth was determined. c. Substantiation for not drilling additional test holes in the proposed quarry precinct to determine the occurrence of aquifers underneath, and reason for not including hole #3 for water quality sampling.	An additional review of geological and hydrogeological information has been undertaken and included in Appendix H. The data was used to develop a conceptual groundwater model to aid in description to the hydrogeology of the project area including an east-west cross section showing predicted water levels.
The economic, environmental and social impacts of the project	Groundwater	The proponent should undertake a groundwater impact assessment for the proposed bores identified to provide site water demands.	Should a production bore be required to supplement water supply, it will most likely be located at lower elevations along the western, southern or eastern boundaries of the Project Application Area. As indicated by the conceptual groundwater model, the depth to the confined aquifer at the production bore site will likely be 30 to 50 m below ground level. Considering the depth to groundwater, the relatively low extraction rate (likely to be less than 1 L/s) and the low number of registered bores in proximity to the site, it is considered that there is a low risk of impact to other groundwater users and Groundwater Dependent Ecosystems and it is likely that the groundwater impacts from the production bore will meet the Level 1 minimal impact considerations under the Aquifer Interference Policy.

Primary category	Secondary category	Summary of issue	Response
			Further investigations will be undertaken post approval to identify the location of the production bore and a works approval will be sought under the Water Management Act.
The economic, environmental and social impacts of the project	Water management	The proponent should develop a water management plan in consultation with NSW DCCEEW Water Group. The key elements should include construction of new monitoring bores and a trigger action response plan. Please refer to Part C of the Guidelines for Groundwater Documentation for SSD/SSI Projects.	A WMP will be developed post approval and cover site water management (clean and dirty water), groundwater and surface water monitoring plans and a TARP. Further details on the contents of the water management plan and a proposed TARP are included in the Water Impact Assessment Report.
Procedural matters	Water sufficiency	The proponent must ensure sufficient water entitlement is held in a water access licence/s to account for the maximum predicted take for each water source prior to take occurring unless an exemption applies. Where required, relevant water access licence/s must nominate the approved SSD approval project works as the point of water extraction.	Analysis of water trading activity undertaken for the Water Impact Assessment indicated that it is likely that a groundwater licence will be required. The relevant licences will be obtained prior to operations commencing.
NSW Rural Fire Service			
Procedural matters	Bushfire assessment	It is recommended bush fire protections measures in Table 4.1 and 4.2 of the Bush Fire Assessment Report (Appendix U) by GHD adopted as conditions of consent in any approval, with the following addition: – Site office shall be afforded a 24-metre asset protection zone to all aspects.	Noted. The bush fire protection measures in the Bushfire Assessment will be implemented and the site office can be provided with a 24 m APZ, as recommended by RFS.
WaterNSW			
The economic, environmental and social impacts of the project	Site water balance	the site water balance be updated to include recent high rainfall year data and to incorporate proposed sediment dam and storage volumes to be utilised on site.	The water balance was developed to ensure security of supply and assess the sourcing of water during dry periods. Not including the high rainfall year or using water from the sediment dams is therefore conservative and updating of the water balance at this stage is not considered appropriate. Sizing of sediment dams has been undertaken independently from the water balance in accordance with Managing Urban Stormwater, Soils and Construction 'The Blue Book' Volume 1 and Volume 2e (Section Appendix C) are the widely adopted guidelines within NSW for management of sediment laden water at quarry sites. The sediment laden drainage network would be designed in accordance with the 20-year ARI event in accordance with 'The Blue Book'. The basins would be operated as a Type D/F basin and after a rainfall event they would be dewatered to restore the design storm capacity, with a concentration of suspended solids below 50 mg/L for controlled discharge.

Primary category	Secondary category	Summary of issue	Response
EES	Water Cycle Management Study	a Water Cycle Management Study including consideration of cumulative impacts within the Wollondilly River catchment, Wastewater Management Report and Stormwater Management Plan.	A detailed assessment of the potential impacts arising from the proposed quarry has been undertaken as part of the Water Impact Assessment report undertaken as part of the EIS. The assessment undertaken found that including the in-built design features for site operations, the project could be undertaken with minimal risk to water resources with implementation of the following mitigation measures: – Obtaining a Water Access Licence under the Water Management Act, 2000 for 25 ML/year to account for proposed groundwater extraction to source site demands. – Preparation of a detailed SWMP and TARP prior to construction. – Ongoing water quality monitoring. The Water Cycle Management Study appears to be an overarching plan incorporating site specific management plans such as a stormwater management plan and wastewater management report which are considered most appropriate to be prepared during the detailed design stage following determination of the project. Global Quarries is committed to preparation of a detailed SWMP in consultation with relevant government agencies which is considered appropriate to be implemented as a condition of consent.
EES	Wastewater Management Report	a Wastewater Management Report including: – Detail of the proposed wastewater treatment and disposal system. This should be based site specific soils assessment and the proposed number of staff using the facility (including truck drivers and other visitors). – Design in accordance with WaterNSW's 2023 Designing and Installing On-Site Wastewater Management Systems, AS /NZS 1547:2012, and Council requirements. WaterNSW generally does not consider that pump-out systems are sustainable or desirable as the potential for abuse means that they can be the worst performing on-site wastewater management system.	The Water Impact Assessment for the EIS was prepared with the aim to provide flexibility during the design stage by adopting either an appropriate treatment and effluent disposal system designed in accordance with *Environmental Guidelines: Use of Effluent by Irrigation* or by a pump out system. A number of stakeholders have indicated that a pump out system is not considered appropriate for the site and further design details are required to demonstrate the feasibility of the system. A wastewater assessment report has therefore been prepared and included in Appendix C to demonstrate proof of concept in accordance with AS /NZS 1547:2012. The assessment has determined that a total trench length of 37.5 metres is required and allowing for two 20 metre long trenches and a 1 metre separation between trenches, a land application area (LAA) of 100 m^2 has been adopted. There is sufficient area available within the project application area adjacent to the site office and carpark to accommodate the required LAA together with a reserve LAA, if required.
EES	Stormwater Management Plan	A detailed Stormwater Management Plan to be prepared prior to construction including: – Stormwater quality modelling showing a comparison of pre- and post-development scenarios on water quality parameters of key concern (Total Suspended Solids, Total Phosphorus and Total Nitrogen). WaterNSW will	It is noted that WaterNSW requires this plan to be completed prior to construction. This would be undertaken in accordance with the requirements noted by WaterNSW as a condition of consent considering the following: – The proposed impervious areas of the site are small proportion of the overall site area, noting that roadways, car parks and pad areas are to be compacted earth.

Primary category	Secondary category	Summary of issue	Response
		require an electronic copy of the stormwater quality modelling. – Details of how potential water quality impacts will be avoided and/or minimized through project design and site selection for hardstand areas, including during the construction phase. – Consideration of the erosivity of the soils to inform suitable treatment measures. – A layout including water quality design measures that will be employed of the site facilities/offices, weighbridge, access roads for light / heavy vehicles, haul road/s, new highway intersection upgrade, parking areas and any other hardstand areas (e.g. buffers, swales, biofiltration devices, dams, wetlands, etc.). – Concept design plans (including detailed cross sections) for any stormwater quality treatment measures proposed to treat the increased runoff from the impervious areas including facilities/offices, weighbridge, access and haul roads, parking areas and any other hardstand areas (e.g. buffers, swales, biofiltration devices, dams, wetlands, etc.). The plans should also include details of any proposed watercourse crossings (both temporary and permanent).	– The WIA assessed the site in consideration with the above and developed controls based on Managing Urban Stormwater: Soils and Construction "The Blue Book" which is Water NSW Current Recommended Practice guideline for erosion and sediment control. – The requirement to model suspended solids/nutrients pre and post development refers to MUSIC modelling which is a different assessment approach than that of The Blue Book. It is therefore not consistent with the approach for development of controls in the WIA and as such would not be the primary approach for documenting controls in post-approval plans. The stormwater management plan will include specific measures for both construction and operation phases of the development and be undertaken in conjunction the detailed design process. The plan will build upon the conceptual stormwater management plan presented in Figure 5.1 of the Water Impact Assessment which illustrates clean and dirty water flow paths and sediment basin sizing and expand upon mitigation and monitoring requirements included in the assessment.
EES	Soil and Water Management Plan	a Conceptual Soil and Water Management Plans for the Construction and Operational Phases of the project to be developed in accordance with Managing Urban Stormwater: Soils and Construction – Volume 2E Mines and Quarries, NSW (DECC, 2008) and Managing Urban Stormwater: Soils and Construction – Volume 1 (Landcom, 2004), with specific measures to address: – the high erosion risk of soils across the site including diversion of runoff around the site, and adequate measures to reduce erosion risks. – water quality monitoring program for the site including monitoring points suitably located directly downstream of any discharge points.	Global Quarries is committed to preparation of a detailed SWMP in consultation with relevant government agencies which is considered appropriate to be implemented as a condition of consent. The plan will build upon the conceptual water strategy presented in Figure 5.1 of the Water Impact Assessment which illustrates clean and dirty water flow paths and sediment basin sizing to manage sediment during a design storm event. The Water Impact Assessment was developed to demonstrate the feasibility of the water management measures (such as confirming land take for sediment basins or the ability to drain all relevant areas to sediment basins). The sediment laden drainage network would be designed in accordance with the 20-year ARI event and be operated as a Type D/F basin and be dewatered to restore the design storm capacity following a rainfall event, with a concentration of suspended solids below 50 mg/L for controlled discharge. Sediment basin parameters included in Table 5.1 of the Water Impact Assessment report are reproduced below.

<table>
<tr><th>Primary category</th><th>Secondary category</th><th>Summary of issue</th><th colspan="3">Response</th></tr>
<tr><td></td><td></td><td>– clean and dirty water diversions to remain separate.
– vegetation clearing and offsets, and specifically measures to avoid and/or mitigate impacts to riparian zones and wetland vegetation, and
– design details of any existing erosion control measures (including CPS works), and any other constraints such as existing erosion gullies and the location of sodic and saline soils. This should also include potential impacts to existing CPS works or gullies due from the proposal and possible mitigation measures, particularly over Narrumbulla Creek.</td><td colspan="3">
<table>
<tr><th>Parameter</th><th>Value</th><th>Basis</th></tr>
<tr><td>Design Rainfall Event</td><td>28.6 mm</td><td>90th Percentile 5 day event for Goulburn. Design event based on Blue Book Volume 2E for duration of disturbance greater than 3 years</td></tr>
<tr><td>Runoff Co-efficient</td><td>0.56</td><td>Appendix F of Blue Book Volume 1 for conservatively estimated Type D soil type</td></tr>
<tr><td>Sediment Storage Zone</td><td>50% of settling zone</td><td>Conservative estimate based on Blue Book Volume 2E</td></tr>
<tr><td>Resulting Volume per Hectare Catchment Area</td><td>240 m^3/ha</td><td>Calculated</td></tr>
<tr><td>Catchment Areas</td><td>13.9 ha -Basin for Pad and Overburden Stockpile Areas
3.0 ha VENM/ENM Stockpile</td><td>Calculated</td></tr>
<tr><td>Basin Volume Required</td><td>3300 m^3 -Basin for Pad and Overburden Stockpile Areas
700 m^3 VENM/ENM Stockpile</td><td>Calculated</td></tr>
<tr><td colspan="3">Further detailed design undertaken as part of the SWMP will provide a more prescriptive plan for site operators to the level of detail required for implementation in accordance with ‘The Blue Book’ Volume 1 and Volume 2e which are the widely adopted guidelines within NSW for management of sediment laden water at quarry sites.
The detailed SWMP would include measures not limited to:
– Diversion of upstream run-on around disturbed areas.
– Minimising the extent and duration of disturbance as far as is practicable.
– Appropriate stockpiling practices and location away from drainage lines.
– Local drainage associated with access roads to minimise erosion.
– Access and egress from the site only via the dedicated entrance point with a shaker grate or equivalent installed to remove dust from wheels.
– Monitoring, management and incident response procedures.</td></tr>
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</td></tr>
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Primary category	Secondary category	Summary of issue	Response
			The plan would also provide detail for management with relation to the site access road and intersection with the Hume Highway. This would be based on Volume 2C (Unsealed Roads) and Volume 2D (Main Road Construction) of 'The Blue Book' (Section 2.7) In particular this would include drainage control measures to mitigate sediment generating cross flows as well as conveyance of unsealed roads to the site sediment laden water management system. WaterNSW concern about high erosion risk is acknowledged. The plan would include a survey of all existing erosion gullies at the site and any existing control measures in place and provide design details for controls at each gully and implemented at the commencement of construction activities. It would be to a higher level of detail than would typically be included in an EIS and based upon erosivity and management controls current at the time of construction noting the degree of erosion within any gully or drainage channel will change over time. Minimal interaction with riparian zones occurs for implementation of the project and design details would be provided to WaterNSW prior construction. The importance of these controls is noted, however all are relatively common and readily achievable controls that apply to many developments and final design details and approved management plans are not considered necessary to confirm the feasibility or demonstrate a neutral or beneficial effect (NorBE) on receiving waters in Sydney's drinking water catchment. The NorBE guidelines indicate that a neutral or beneficial effect on water quality is satisfied if the development: 1. has no identifiable potential impact on water quality, or 2. will contain any water quality impact on the development site and prevent it from reaching any watercourse, waterbody or drainage depression on the site, or 3. will transfer any water quality impact outside the site where it is treated and disposed of to standards approved by the consent authority. In consideration of the above, the proposed works are anticipated to satisfy the Neutral or Beneficial requirement on the basis of: – Erosion and sediment control is to be managed in accordance with 'The Blue Book' which is a current recommended practice (CRP) stipulated by WaterNSW under the SEPP. The CRP Rural Earthmoving in the Sydney Drinking Water Catchment would also be complied with to the extent relevant to the proposed works. – Impacts form imported material runoff/leaching are not anticipated to be above background ambient guideline value concentrations resulting a neutral effect to water quality. – Wastewater is to be managed in accordance with WaterNSW current recommended practices under the SEPP being Designing and Installing On-Site Wastewater Systems, Water NSW and Use of Effluent By Irrigation DECC.

Primary category	Secondary category	Summary of issue	Response
EES	Operational Environmental Management Plan	The OEMP shall outline and define design details, operation, monitoring, and maintenance of the proposed wastewater system, stormwater treatment measures and erosion and sediment controls throughout the construction and operation phases of the Quarry.	As per the SWMP, the need for this plan to be developed prior to construction is agreed. However, the development of operational management procedures is routine and readily achievable and does not require demonstration in order to demonstrate NorBE. The OEMP could be developed in consultation with WaterNSW post approval but prior to construction.
Conservation Programs, Heritage and Regulation (CPHR) (under NSW DCCEEW)			
The economic, environmental and social impacts of the project	Biodiversity	Absence of hollow bearing tree from VIS plot PCT 1330 - Plot 19 does not include a hollow bearing tree (HBT), yet the BDAR states that there is a hollow bearing tree present in the broader vegetation zone Derived Native Grassland (DNG) from Box Gum Woodland. See table 5.2 note 2. The Assessor should clarify whether the vegetation zone Derived Native Grassland from Box Gum Woodland contains HBT and whether the zone name is appropriate given that HBT have been recorded in the broader vegetation zone. Additional or replacement BAM plot may be required with the hollow bearing tree included, and new data entered into the BAM-C.	CPHR appear to have misread table 5-2 in the October 2024 BDAR noting that the comment regarding hollow-bearing trees relates to PCT 1330_Medium outside of the proposal site only. The vegetation zone containing grassland derived from Box Gum Woodland (PCT 1330_poor) does not contain HBTs in proposal site or in the broader area.
EES	Biodiversity ecotones	Incorrect plot location - ecotones Section 4.3.4, subsection 4 of the BAM stipulates that plot boundaries should not be established within 50m of ecotones, however there are a number of plots within 50m of an ecotone, including Plots 3, 4, 6, 14, and 16. Whilst some cannot be avoided due to the very small area e.g. plot 19 on the highway verge, other plots should have been more appropriately located in accordance with the BAM. CPHR recommends the removal of any plot within 50m of an ecotone unless justification can be provided that they accurately represent the vegetation zone. It should be noted that Plots 3, 4 and 6 are from 2018 and are too old to be used regardless of ecotone location.	A supplementary survey was undertaken in the w/o 14 April 2025. BAM vegetation integrity plots were resampled to ensure that as far as possible data was sampled >50 m away from ecotones and less than five years prior to certification of the amended BDAR. Additional justification has been provided for plots unable to be sampled away from ecotones (i.e. plot 8B, plot 19, plot 10B). Separate figures and tables have been presented for 'Vegetation integrity plots included in BAM credit calculations' and 'Surplus or superseded vegetation integrity plots'.

Primary category	Secondary category	Summary of issue	Response
	Biodiversity Management Plan	<u>Biodiversity Management Plan (BMP)</u> The applicant clarifies which stage of the project the BMP will apply to. The BMP should include the management measures outlined in table 8.5, including clearing time limits, as well as adaptive management measures, and include contact numbers for wildlife rescue and CPHR number for unexpected threatened species finds.	Section 8.6 of the BDAR has been updated to included these details. These details will be included in a BMP that will apply to the construction, operation and rehabilitation phases of the project.
	Biodiversity Offset Package	<u>Biodiversity Offset Package (BOP)</u> More information is required on what is proposed for the offset BSA on 590 ha on adjoining land, and how the staged retirement of credits will operate. The Biodiversity Offset package should be provided and reviewed by CPHR prior to approval by DPHI. The package should also include staged retirement of credits/clearing process agreed to with CPHR.	Section 9.5 of the BDAR has been amended to remove all reference to staged retirement of biodiversity credit and use of the local biodiversity stewardship site in the offset package.
	Biodiversity	The SAII analysis included incorrect data regarding the Vegetation Integrity Score of the box-gum woodland and should be updated once the hollow bearing tree is included in the BAM plot. The description of the vegetation zone should be revised if there are hollow bearing trees in the zone.	CPHR appear to have misread table 5-2 in the October 2024 BDAR noting that the comment regarding hollow-bearing trees relates to PCT 1330_Medium outside of the proposal site only.
	MNES	An assessment of significance (refer Significant Impact Guidelines 1.1 - Matters of National Environmental Significance, EPBC Act) needs to be provided, or further detail is provided to justify the exclusion of the MNES listed in Table 2. – Spotted tail quoll must have an assessment of significance in accordance with the SEARs. – Detail on impacts to MNES should be provided. – Mitigation measures should be included for the Koala, and detailed in the Biodiversity Management Plan. – Further detail is required on the proposal to offset the credit liability with a BSA on the adjoining property, and confirmation that the variation rules will not be relied upon to offset the project.	The BDAR has been amended to include: – An AoS for Spotted-tail Quoll. – New table 8.4 summarising the likelihood and quantum of impact to MNES. – Additional consideration of impacts to the biodiversity corridor and associated impacts to affected MNES. – Specific mitigation measures for the Koala, to be included in the BMP. – Revised discussion of offsets, including removal of reference to stage delivery of offsets, variation rules and the local biodiversity stewardship site.

Primary category	Secondary category	Summary of issue	Response
Procedural matters	BAM	Staging of clearing and credit retirement CPHR recommend that the proponent submit 2 BAM cases in order to clearly delineate credit liability and retirement of credits for each stage of the project. If they choose to continue to use the one BAM case then they will have to clearly set out how they are going to demonstrate the clearing and retirement of each stage in a Biodiversity Offset Strategy.	Section 9.5 of the BDAR has been amended to remove all reference to staged retirement of biodiversity credits.
Procedural matters	Outdated surveys	The use of data older than 5 years and within severe drought period for BAM plots The use of BAM plots older than 5 years is not consistent with section 3.4 of the BAM 2020 Operational Manual Stage 1 which states that 'Field surveys (including targeted species surveys for candidate species credits species) less than five years old can be used in place of onsite survey. Time limitations are imposed to ensure data used in assessments reflect the current biodiversity values on the subject land'.	A supplementary survey was undertaken in the week of 14 April 2025. BAM vegetation integrity plots were resampled to ensure that all data was sampled less than five years prior to certification of the amended BDAR. The BAM C and BDAR have been updated to reflect these new plot data. Separate figures and tables have been presented for 'Vegetation integrity plots included in BAM credit calculations' and 'Surplus or superseded vegetation integrity plots'.
Procedural matters	Outdated surveys	The use of data older than 5 years for flora and fauna surveys There were several fauna and flora surveys carried out in 2018 and 2019. Section 3.4 of the BAM Operational Manual Stage 1 states that 'Surveys undertaken more than five years prior to the proposal lodgement date may be used to inform the assessment process but cannot be used in place of a species survey. Additional surveys for candidate species need to be undertaken to fulfill the required survey effort, otherwise species must be assumed present as per BAM S5.2.4. Table 6.2 lists survey efforts.	The BDAR does not rely on 2018-19 flora and fauna survey effort to confirm presence-absence of species credit matters. Threatened flora traverses and most targeted fauna surveys were completed from November 2021 to September 2024 as shown by track logs on Figures 3.1, 3.2 and 3.3. Notably supplementary Koala surveys, owl surveys, camera trap surveys and reptile and invertebrate surveys were completed in 2023 and 2024 to ensure the BDAR addressed new impact areas and/or revised survey requirements in the TBDC and BAM guidelines. Other survey techniques such as diurnal bird surveys, nest tree census and spotlighting were repeated in these 2021-2024 survey rounds. Anabat surveys were not repeated after 2019, however the two candidate microbat species requiring assessment were recorded and species credits have been calculated. Additional forest owl call playback, Koala spotlighting transects, diurnal bird surveys, invertebrate surveys and nest tree inspections were undertaken in April 2025. A Powerful Owl was recorded and species credits have been calculated accordingly. All other survey results are consistent with the October 2024 BDAR. The BDAR has been updated to remove reference to 2018-19 survey effort contributing directly to assessment of candidate species presence and to include the results of the April 2025 survey round.
Procedural matters	Incorrect ID number	Parent case refers to different SSD number.	Parent Case DA Number/Major Projects ID updated to SSD 65146459. n.b. SSD 9750 was the original ID from the original 2019 project SEARs.

Primary category	Secondary category	Summary of issue	Response
		The Parent case in BOAMS numbered 00013148, refers to an SSD 9750, however this project is a different project number - SSD is 65146459. Update the reference in the Parent case so that the correct project is referred to.	
Procedural matters	Missing technical detail	Biodiversity Risk Weighting section missing Section 6.6 Biodiversity Risk Weighting is missing from the BDAR. Update the BDAR to include this section.	Biodiversity risk weightings have been added to the amended BDAR, for each candidate species credit matter recorded in Table 6.3, ecosystem credit in Table 9.2 and species credit in Table 9.3.
Procedural matters	Compliance with SEARs	Flooding CPHR has reviewed the flooding component in Section 6.3.3.1 Flooding of the EIS. The EIS does not address the Secretary's requirements for flooding. The EIS needs to consider: – The full range of events, not just 1% AEP. – Post development flood behaviour and impacts. – Impacts of climate change. – Management measures and their effectiveness to minimise impacts.	The SEARs require only "an assessment of any likely flooding impacts of the development". This has been undertaken commensurate with the relatively lower flood risk of the site. The results of the flood study undertaken confirm this low risk. The proposed works do not encroach the 1% AEP flood event and therefore do not impact floodplain behaviour through loss of floodplain storage in this event. In relation to extreme flood events larger than the 1% AEP, including with consideration of climate change, it is noted that at the location where the flood extent is closest to the proposed works the 1% AEP flood level is approximately 633 m AHD. This compares to a proposed pad surface level of 643 m or approximately 10m higher than the 1% AEP flood level. Mapping this level of 643 m over to the eastern side of the creek it is noted that flow widths would have to be hundreds of metres wide and around 15 m deep at the deepest point in order to inundate the pad at this location. Therefore, the proposed pad levels and infrastructure are not anticipated to be inundated during extreme events including consideration of climate change. It is noted that during extreme events the lower batters of the fill pad may be inundated with flood waters which will be considered in the design of scour protection for the batters.
NSW Bilateral Project assessment			
The economic, environmental and social impacts of the project	Biodiversity risks	From the commonwealth perspective, risks associated with the proposed action include potential direct and indirect impacts to threatened species from land and vegetation clearing, vehicle/machinery strike, and ongoing light, noise and dust pollution from quarry operations. The department notes that proposed action almost bisects an area of vegetation mapped as part of the South-eastern and Tablelands Regional Biodiversity Corridor in the NSW South East and Tablelands Regional Plan 2036.	Detailed investigation of the potential impacts to threatened species has been undertaken as part of the BDAR. It is recognised that the project would remove vegetation along the edge of the South-east and Tablelands Regional Biodiversity Corridor. The project would impact upon 29.19 ha of native vegetation that forms part of the corridor, reducing its width and integrity, but would not completely sever or isolate any patches of native vegetation and will be appropriately offset. The project is a permissible landuse and a vegetated corridor would be maintained to the west of the project site and would provide north-south connectivity through the landscape. Rehabilitation of the site would eventually be undertaken, but it is noted that the vegetation would not provide the same degree of shelter or habitat resources until the canopy trees have matured.

Primary category	Secondary category	Summary of issue	Response
		Specific attention should be given to the impacts on this Corridor, with respect to EPBC Act listed matters, and how those impacts are consistent with relevant recovery plans and conservation advices.	Detailed biodiversity investigations have been undertaken and additional surveys have been undertaken following the exhibition of the EIS and included in the updated BDAR included in Appendix J.
Procedural matters	Considerations for bilateral process	The Bilateral Agreement (clause 7.3) requires that NSW ensure that the Assessment Report addresses whether granting (or not granting) approval is not inconsistent with Australia's obligations under international conventions, or management plans or principles of relevance to the action's controlling provisions. The international conventions, management plans and principles that must be considered in relation to this proposal include: Listed threatened species and communities: – Australia's obligations under the Convention on Biological Diversity, the Convention on Conservation of Nature in the South Pacific (Apia Convention), the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES).	It is considered that the BDAR has considered the impact of the proposal on the listed threatened species and communities. This assessment and the proposed mitigation measures that include offsets and rehabilitation are consistent with the Apia Convention. The proposal is considered to be consistent with the obligations under the CITES, as it does not propose or enable the trade of endangered species.

4.3 Organisation submissions

Six submissions were received from the following community organisations, consisting of:

– Three in **objection** to the project, which are:
  - Save Our Surroundings Riverina
  - Save Our Surroundings Murrumbidgee
  - Neighbours of Winfarthing Inc
– Three in **support** of the project, which are:
  - Denrith Pty Ltd
  - MW Contracting
  - Sandvik

Table 4.3 Organisation submissions and responses

Organisation name	Primary category	Secondary category	Summary of issues	Response
Save Our Surroundings Riverina	Procedural matters	Quality of reporting	Proposed environmental management doesn't adequately address the cumulative and long-term impacts of the quarry.	The mitigation measures identified in the EIS form the basis of the proposed environmental management. These have been developed based on the detailed technical assessments, which indicate they will effectively minimise the impacts from the proposed quarry in the short and long term. If approved, these mitigation measures will be development further and compiled in an EMP, which will require approval by the relevant agencies, prior to commencing construction.
	The economic, environmental and social impacts of the project	Biodiversity impacts	Concern that the impact to the local environment, endangered species, and the community would be more severe than what was assessed due to the project involving intrusive, large-scale operations.	All the impacts have been assessed in accordance with the applicable guidelines and criteria. The assessments indicated there would be no exceedances of the relevant criteria, assuming a worst-case scenario, so the assessment of impacts is considered to be fair, with the impacts likely to be less than assessed.
Save Our Surroundings Murrumbidgee	The economic, environmental and social impacts of the project	– Visual impacts – Biodiversity impacts – Water impacts	– Impacts to the local natural environment decreasing amenity and environmental quality for locals and tourists.	The LVIA, AQIA and NVIA have assessed the potential impacts from the proposal, with all results indicating the impacts are within the relevant criteria. The proposal should therefore not reduce the amenity of the area or tourism.
Neighbours of Winfarthing Inc **(represented by Sparke Helmore Lawyers)**	Procedural matters	Lack of community consultation	– Concern that their executive committee was not consulted. – Non-compliance with Section 6 of the Community Consultative Committee guidelines.	Neighbours of Winfarthing Inc (NoW) had several committee members forming part of the Community Consultative Committee established for the Project and attended 12 CCC meetings between November 2019 and October 2024. The CCC meetings were chaired by an independent chairperson Mr Ian Colley and were undertaken in accordance with Section 6 of the CCC guidelines. Details of each meeting are available on the Global Quarries website.

Organisation name	Primary category	Secondary category	Summary of issues	Response
				<u>Global Quarries - Community</u> The CCC meeting was continued following the expiry of the initial SEARs for the project following consultation with DPHI and notification of all committee members. Representatives of NOW were also provided opportunity to participate community drop-in session on 18 June 2022 as part of the social impact assessment (SIA) process. Over the course of the day, 17 residents from Winfarthing Road met with the SIA team and Global Quarries. Some residents stated they represented others who could not attend the session for various reasons (e.g. availability, unable to attend due to sickness or frailty, or due to not supporting the project). The SIA team received follow up emails and phone calls during June and July 2022, which provided feedback from an additional four residents of Winfarthing Road. Further details of the extensive consultation undertaken for the project is included in Appendix D of the EIS.
	The economic, environmental and social impacts of the project	– Traffic impacts – Air quality impacts – Noise impacts – Blasting impacts – Biodiversity impacts	– Unsuitability of proposed access route at Winfarthing Road and proposed bus stop. – Inadequacy of using crash data located 500 m from the Winfarthing Road intersection). – Concern of increased chances of silicosis and dust emissions affecting property such as water tanks, solar panels, and vegetable gardens. – Concern that construction and operation noise will be higher than standard levels and take place outside standard hours. – Access difficulties and unpredictable impacts of blasting undertaken within 500 m of rural lots. – Inadequate impact assessment of biodiversity of areas surrounding the site boundary.	Access has been a major concern for the community since the project inception. Global Quarries have acknowledged this concern and investigated multiple options to develop the safest means of access with lowest level of disruption to the community. The use of an upgraded Winfarthing Road and Hume Highway intersection for vehicles exiting the site was determined to be the preferred option from a road safety perspective following an extensive review of options and assessment in consultation with TfNSW. The TIA used the most recent and relevant crash data available.

Organisation name	Primary category	Secondary category	Summary of issues	Response
				A Human Health Risk Assessment was prepared which demonstrated that that cumulative PM2.5 RCS concentrations did not exceed the EPA Victoria (2022) guideline of 3 µg/m³ at any receptor locations. The quarry is proposed to only operate within standard daylight hours and the NVIA has indicated the noise levels would be within the relevant criteria, even when based on conservative assumptions. Likewise, the NVIA has indicated the operations would not result on blasting impacts. However, this would be monitored and the blasting adjusted, if required to achieve the relevant criteria. The preparation of the BDAR has involved extensive surveys to assess the existing biodiversity values and the likely impacts. The survey included the whole Project Application Area, which included the disturbance area and surrounding areas.
Sandvik	The economic, environmental and social impacts of the project	Economic impacts	– Significant economic benefits. – Increased employment opportunities. – Contribution to delivering high-demand construction materials to Greater Sydney.	The Economic Assessment indicates the proposal would generate signification economic benefits and increase employment opportunities. It is also acknowledged there is a demand for construction materials within the Greater Sydney area, as indicated by the other successful quarries in the Marulan area.
MW Contracting	The economic, environmental and social impacts of the project	Economic impacts	– New local job opportunities. – Increase in local revenue through supporting local businesses.	The Economic Assessment indicates the proposal would generate signification economic benefits and increase employment opportunities.

Organisation name	Primary category	Secondary category	Summary of issues	Response
Denrith Pty Ltd	The economic, environmental and social impacts of the project	– Economic impacts – Safety	– Local employment opportunities. – Increased capacity to support local infrastructure and growth. – Operates a quarry within 5 km of project site and planning a road overpass. – Strong encouragement of joint funding for the overpass. – Proposed traffic arrangements have high safety risks and an overpass would mitigate these risks. – Requesting NSW Government to consider joint funding of the overpass for enhanced infrastructure and safety.	As above the Economic Assessment indicates the proposal would generate signification economic benefits that could support local infrastructure improvements. At this stage, the proposal on its own does not require or justify an overpass at the Hume Highway.

5. Updated project justification

The justified need for the project remains primarily in accordance with the EIS. There is a need for quality quarry products to support construction in Greater Sydney and local area. This is supported by several key NSW government strategies and plans identify the growing need for construction materials. The proposal would supply this demand, while providing economic and employment benefits to the local community.

The overall demand for quarry products is driven by population growth and the resulting need for additional construction materials for housing, landscaping, and infrastructure projects. The project will supplement quarry products from the approved quarries with high quality feedstock for the concrete industry and meet the demand for these products for the future population growth in the Greater Sydney Region and Regional NSW.

The project will provide the much-needed hard rock resource for the building projects with a focus on market for smaller building and landscape suppliers to provide an alternative cost competitive alternative to the established larger hard rock suppliers in the region. This is of particular importance to ensure support for the local housing market with building materials as opposed to all quarry products being transferred to Sydney under existing contracts by alternative suppliers

Overall, the project will:

– Provide access to a total of up to approximately 7.7 million tonnes of aggregate materials.
– Provide for the employment of up to 15 quarry personnel, with additional support of employment in relation to road transport drivers; resulting in positive flow on economic effects to the local and regional economy.
– Assist in meeting the demand for aggregate for housing, construction of roads and maintenance of roads in the region.
– Contribute to the State and Commonwealth government finances through payment of various taxes.
– Have minimal significant environmental impacts.

It is recognised that a small group of local residents who are primarily located on Winfarthing Road are opposed to the proposed development. The environmental and social impacts of the project have been minimised through refining the project design in consideration of environmental constraints and stakeholder input, and implementation of appropriate control measures as part of an iterative project design process. With the proposed measures to avoid, minimise and/or manage impacts associated with the project, it is anticipated the project can proceed without significantly impacting the environment or local community.

While the submissions have required clarification and revision of some assessments, the overall conclusions have not changed. The proposal has therefore not required any major modifications to what was originally presented in the EIS.

6. References

NSW DPHI 2024, State significant development guidelines – preparing a submissions report Appendix C to the state significant development guidelines, NSW Government.

Appendices

Appendix A

Register of Submissions Received

ID	Sentiment	Details of submission
1	Object	I object to Marulan Quarry on the following grounds: – Incompatibility with Rural Lifestyle. – Industrial Operation in a Rural Area would fundamentally disrupt the lifestyle of local residents, whose health & livelihoods depend on the healthy, peaceful rural environment. – Dangerous Traffic Hazard. – Ignores Precious EPBC Listed Threatened Species. – Cumulative Impacts with far too many unwanted, Hazardous, Contaminating plans already forced on the Council & Community Against Their Will.
2	Object	The Marulan Quarry proposal is linked to broader, more reckless plans for further Industrialisation in the region that has extremely detrimental impacts - paving the way for more environmentally damaging developments that will put the public at serious risk & irreversibly harm Marulan's life-sustaining land, Water & natural landscape.
3	Object	The Lack of Accuracy & Comprehensive Environmental Management for Marulan Quarry does not adequately address the cumulative and long-term impacts of the quarry. With such intrusive, large-scale operations, the impact on the local environment, Endangered Species & the community will be far more severe than the Applicant claims.
4	Object	Marulan's rural landscape and natural beauty are greatly appreciated by locals & tourists. The presence of a noisy, dusty, traffic chaos causing industrial quarry will greatly spoil the attractiveness of the area & contaminate the environment & water systems.
5	Object	I object to this unwelcome, noisy, invasive Marulan hard rock Quarry plan that would destroy the rural outlook for the local community, have extensive EPBC Threatened Species Impacts, create significantly dangerous traffic hazards & be linked to further ENVIRONMENTALLY DESTRUCTIVE, RECKLESS RUINABLE plans. This quarry plan is just one part of a larger series of environmentally damaging developments that will cumulatively degrade the natural environment, threatening the long-term sustainability of the region's ecosystems.
6	Object	The quarry's operations, including blasting, crushing and transportation, will produce substantial noise and vibration that will disturb residents, wildlife, and the quiet nature of the surrounding rural area. It's about time Sydney hosts all of these city centric projects they want in someone else's back yard.
7	Object	The impact on the 25 nearby residents is totally unacceptable and therefore this project should not be approved.
8	Object	The location of the quarry presents a significant Land Use Conflict as it is in close proximity to the present & future community - which will be detrimentally impacted by noise, dust, and visual pollution - that will directly affect the quality of life for the public & all the EPBC Threatened Species.
9	Object	The local community & the Council have expressed clear opposition to this Quarry proposal, citing significant concerns about the environmental, traffic, and social impacts. There is NO SOCIAL LICENCE as the broader community also have numerous concerns that are not being addressed - especially with so many dumps, quarries & ruinable scams invading the Shire.
10	Object	Increased Traffic Hazards from this quarry will result in dangerous road conditions to the public due to greatly increased heavy vehicle traffic - particularly problematic safety risks for local residents, school children, and tourists.
11	Object	This unwanted, planned Quarry is environmentally destructive - with numerous EPBC-listed threatened species at risk of harm, risking long-term ecological damage & removal of habitats critical to local biodiversity.

ID	Sentiment	Details of submission
12	Object	The rural character and amenity will be destroyed by this proposed quarry as it will irreparably alter the rural landscape, stripping locals of their peaceful lifestyle and destroying the scenic vistas that are an integral part of the Marulan area's charm.
13	Object	I object to this project because the council and residents have environmental & traffic concerns. Winfarthing Road residents Graeme and Wendy Dally say a hardrock quarry proposed for the hill behind them will destroy the landscape and people's lifestyle and amenity. The site is evidently affected by numerous constraints – The potential for land use conflict, impact on neighbouring land uses including residential development in the vicinity. – Noise, vibration, dust, visual impact, traffic and biodiversity. – The cumulative impact of the proposal on the local setting, the wider Marulan area. Respect constituents NO to this project and STOP it, it is NOT wanted.
14	Object	I make this submission as a former resident of Winfarthing Road with family connections who have lived there for 43 years. I also make this submission as a qualified and practicing landscape architect with extensive experience on major projects throughout NSW. In regards to the Landscape and Visual Impact Assessment, the report correctly notes the sensitive landscape and visual receivers in the area surrounding the Project. The assessment found that the study area is characterised by relatively flat, low-lying areas, many of which are cleared for farming. This is then used to justify a lower impact rating “as the presence of machinery and construction vehicles is not as significantly out of character for the local farmlands”. While there are some cleared areas, their use for farming purposes is not correct. Almost all of these areas have not been farmed for generations and the presence of machinery and construction vehicles is out of character. Furthermore, it is understood that some of the cleared areas adjacent the project site were part of aboriginal land maintenance practices. The forested rolling hills and open valley’s with grasslands is significant landscape character value and the impact ratings in the assessment should be revised to reflect this. The assessment also states that mitigation measures such as vegetation reduce the visual impact. However, poor local soils, low rainfall and extreme temperatures make vegetation measures deficient. The conditions do not support plant growth to the extent that they have been used to mitigate impacts of the proposal and the assessment should address this issue.
15	Object	I totally object to this project□of Global quarries in□ Marulan. SSD-65146459. So close to our house that it's going to impact on our Health, our safety and our life. And also the wildlife. Our water tanks will be filled with Silica dust which causes Silicosis that can be disabling, cause lung disease and also be fatal. The noise and the traffic will be horrendous and be such a hazard. There has been no contact with global quarries since June 2022. No indication of blasting plan, and exclusion zones. I came here to retire and breathe fresh air (NOT SILICA Dust) and spend quality time with my kids and grandchildren, and now they are saying if this goes ahead they will not be coming here anymore due to the dangers.

ID	Sentiment	Details of submission
16	Object	To Whom It May Concern, I am writing to formally object to the proposed hard rock quarry on Winfarthing Road, Marulan, due to several unresolved concerns that threaten the well-being of local residents, road users, and the environment. My concerns are outlined below, categorized for clarity. 1. Heavy Vehicle Impacts a. Broken Promises: Since May 2019, assurances were given that heavy vehicles would not use Winfarthing Road to minimize risks to the community. However, these commitments have not been upheld: – The November 2023 Scoping Report promised only light vehicle use on Winfarthing Road. – Advertising on September 11, 2024, revealed plans to allow heavy vehicles on this road without consulting stakeholders. b. Inconsistent Distance Calculations: – GQ's reports list conflicting round-trip distances: 22 km in Appendix M and 33 km in Appendix V. Measured distances are approximately 50 km. c. Intersection and Access Challenges: – Proposed upgrades to Winfarthing Road and the Hume Highway lack clarity: – Will fencing along acceleration lanes block access to Rampion Hills Road? – How will school buses and long vehicles safely turn at these intersections? – Local deliveries could require up to 50 km detours, increasing costs for residents and businesses. d. Safety Hazards: – The highway between Towrang and Marulan features over 20 illegal median crossovers, creating a dangerous "weave effect" for vehicles avoiding quarry trucks. – Trucks slowing uphill near Narambulla Creek will heighten collision risks and distractions, with potentially fatal outcomes. 2. School Bus Stop Issues a. Inaccurate Information: GQ incorrectly claims that the school bus operates on Winfarthing Road, though it currently stops at the Hume Highway in the morning and Rampion Hills Road in the afternoon. b. Infrastructure Limitations: – Winfarthing Road is too narrow and fragile for regular school bus use. – A proposed bus shelter, located 250 m down Winfarthing Road, is impractical given the road's poor condition. c. Parent Safety Risks: Fencing of acceleration lanes may block access to Rampion Hills Road, forcing parents into dangerous U-turns or requiring lengthy detours. 3. Blasting Concerns a. Proximity to Residences: – GQ inaccurately claims a 2.5 km blasting radius, yet 10–12 homes lie within 1 km of planned blasting sites, violating the GMC Development Control Plan. b. Risks to Vehicles and Wildlife: – Vehicles on Winfarthing Road would be just 300 m from blasting areas. – Blasting poses risks to wildlife and domestic animals, causing fright and erratic behaviors. c. Disruptions to Daily Life:

ID	Sentiment	Details of submission
		Blasting could lead to road closures, severely impacting emergency services, school transport, and daily commutes, with life-threatening consequences. 4. Visual Impacts a. Driver Distractions: – Quarry pits, machinery, and stockpiles will be visible from the Hume Highway and Winfarthing Road, increasing the risk of accidents. b. Visual Pollution: – Overburden and stockpiles exceeding 20 m in height will remain visible for over 1 km. GQ's diagrams fail to accurately depict these visual impacts. 5. Dust Hazards a. Health Risks: – High silica content in quarry dust poses significant health risks, including silicosis. – GQ's claims that dust impacts will be minimal are implausible, particularly as uncovered stockpiles (up to 30 m high) will release dust during windy conditions. b. Water Contamination: Local residents rely on rainwater tanks. Dust contamination threatens drinking water quality and public health. c. Faulty Wind Analysis: – GQ's modeling is based on flat, treeless terrain at Goulburn Airport, ignoring the hilly landscape around Winfarthing, which intensifies wind turbulence and dust spread. 6. Communication Failures a. Poor Stakeholder Engagement: – Despite claims of consultation, affected residents received just one notice since December 2023. b. Ineffective Community Consultative Committee (CCC): – A single CCC meeting in October 2024 dismissed most community concerns. c. Misinformation: – GQ's advertising and reports minimize or misrepresent local opposition. – Neighbours of Winfarthing Inc. (NoW) and other groups were excluded from consultations. 7. Environmental and Wildlife Concerns a. Habitat Destruction: – The quarry will disrupt wildlife corridors and habitats, including for koalas and spotted quolls. – Fencing will increase roadkill incidents by restricting animal movement. b. Grass Tree Destruction: – The proposed site threatens Xanthorrhoea grass trees, protected under the Biodiversity Conservation Act 2016. c. Loss of Public Land: – Plans to purchase Crown Land raise concerns about environmental degradation and loss of community resources. d. Threats to Wildlife Rehabilitation: – Local wildlife release efforts by WIRES will be jeopardized by quarry operations. 8. Additional Concerns

ID	Sentiment	Details of submission
		a. Incomplete Traffic and Safety Data: – GQ's traffic data omits crucial areas, including the full length of proposed acceleration lanes. b. Underestimated Emissions: – Emissions data ignore travel distances, underestimating greenhouse gas output by up to 255,000 km annually. c. Uncertain Mitigation Measures: – Key decisions on blast management and exclusion zones remain unresolved, leaving residents uncertain about their safety. Conclusion The proposed hard rock quarry presents unacceptable risks to the community, environment, and public safety. GQ's inadequate consultation, inconsistent data, and lack of comprehensive mitigation plans demonstrate a disregard for due diligence. I strongly urge the responsible authorities to reject this proposal.
17	Object	Same submission as above
18	Object	I am writing to express my strong opposition to the proposed quarry development near our community. This objection is rooted in serious concerns about inadequate consultation with local residents, the impact on the growing population in Winfarthing Road and Faviell Close, safety risks posed by increased truck traffic, and the potentially devastating effects on local wildlife and ecosystems. These issues highlight the incompatibility of this project with the well-being of our neighbourhood and its residents. A major concern is the lack of proactive and transparent communication with the residents of Winfarthing Road. Many community members only recently became aware of the quarry proposal, and there has been no formal effort to engage the public or solicit feedback. This lack of consultation is both concerning and unacceptable for a project that could drastically alter the character of the area. Residents deserve to be informed and included in discussions about developments that will significantly impact their daily lives. The absence of open dialogue not only undermines public trust but also prevents the community from fully understanding and addressing the potential consequences of this project. Winfarthing Road and Faviell Close are thriving residential areas that have experienced notable population growth in recent years. These neighbourhoods are home to families, young professionals, and retirees who have chosen to live here for its peaceful environment and community-oriented atmosphere. A quarry in such close proximity would disrupt this tranquillity. Noise and dust from the operation would diminish quality of life, while heavy truck traffic would increase pollution and compromise road safety. Additionally, the presence of an industrial site would likely lead to decreased property values, impacting homeowners who have invested in the area. For a community on a positive growth trajectory, the introduction of a quarry represents a significant setback. The intersection of Winfarthing Road and the highway is already a concern for many residents due to high traffic volumes and limited visibility. Introducing frequent truck traffic from quarry operations would exacerbate these risks, creating a hazardous environment for drivers, cyclists, and pedestrians. Heavy vehicles turning at this intersection could lead to more frequent accidents and traffic congestion. School children, who use the roads and walkways daily, would be especially vulnerable. Furthermore, the increased strain on road infrastructure raises questions about maintenance and repair costs, which would likely fall on taxpayers. It is evident that the current road network is ill-equipped to handle the demands of quarry-related traffic. The proposed site is home to a rich variety of wildlife and natural habitats that contribute to the area's ecological balance. Birds, mammals, and other species rely on these spaces for survival. The quarry's operations, which would involve land clearing, excavation, and transportation, would lead to significant habitat destruction and fragmentation. Noise and vibration from machinery could disrupt animal behaviour, while airborne dust and water runoff might pollute nearby streams and wetlands. These disturbances could lead to a decline in biodiversity, affecting both common and endangered species. Additionally, the environmental impact of the quarry's carbon emissions and altered landscape could have long-term consequences for the region's ecosystem and climate resilience. In summary, the proposed quarry is incompatible with the character and needs of our community. The lack of consultation with residents, the risks to a growing population, the traffic and safety concerns, and the environmental harm make this project unsuitable for our area. I urge the decision-makers to reject this proposal and

ID	Sentiment	Details of submission
		prioritize the well-being of the community and its natural environment. Exploring alternative locations or solutions that mitigate these negative impacts would be a more responsible approach. Our voices must be heard, and our community's future must be safeguarded against developments that pose such significant risks.
19	Object	I firmly disagree with the construction and operation of the Winfarthing Road Quarry. I have been living on Winfarthing Road for 14 years, it was the best decision my family made. Moving out of town, having the ability to finally breathe in fresh clean air, drink water that wasn't full of chemicals and all the space we had to enjoy the peace and serenity. Some of my concerns as to why I object to the quarry are: – As a recently obtained provisional licence holder I am heavily concerned about attempting to navigate the heavy vehicle movements. As I am limited to 90 kph, to have a truck behind me in the acceleration lane I would find it quite daunting. – The added traffic to the already busy highway crossing and added heavy vehicles to Winfarthing Road. – The un-natural sight of the quarry. Being an eyesore, dump and a distraction to the highway and the road. Certainly a downgrade from the beautiful landscape. – The peace and quiet, the sounds of nature being disrupted by unnatural noises and echoes of heavy machinery and blasting. – The high possibility of the deadly silica dust contaminating our water, polluting the air, harming not only ourselves but also our beloved pets and all other living animals. – The higher risk of dangerous and deadly bushfires during the dry periods. – Devaluation of all properties on the road and surrounding. – Added light vehicles entering and exiting the road as the quarry is sure to expand. – I had always seen myself as someone who would property on Winfarthing road because of the beautiful surroundings and the peace and quiet, but it will no longer be the case if the quarry goes ahead. I would be frustrated to have worked so hard, to build my dream home on Winfarthing road just to have a quarry put front and centre of my road. Destroying the nature that surrounds and disturbing the peace. I think I'd rather live in a shoe-box sized house than live in the vicinity of a loud, disruptive and frustrating quarry.
20	Object	As a current resident of Winfarthing road I strongly object. The quarry is trying to sell the fact that it will create jobs and economic benefit to the local community in fact it has the potential to do the opposite. So many locally owned small businesses are crying out for workers. These business owners are people you know by name, live in the area and would have a beer with you at the pub. The amount of available jobs in the area is already huge, we need workers not jobs. Some small businesses are closing because they can't get workers. For the quarry to be given the go ahead we could possibly see the close of more if workers are poached. However if workers are brought in from elsewhere we then have the added pressure on an already stretched available housing market. If approved you could only think that Goulburn wouldn't be able to supply all trades required for construction so then where do all those outside trades lodge whilst here potentially pushing true locals out of available housing. Boral quarry approval at South Marulan in early 2000's had to implement a range of reasonable measures to control dust, one being "covering of the conveyors and enclosing of crushing and screening plant". This measure was applied to this development where it had very few nearby residents as Boral had bought out all the residents of South Marulan township, the proposal for Winfarthing quarry has a large number of nearby residents but yet no mention of dust suppression of this nature. Quite often the highway exiting Winfarthing road is 2 lanes of bumper to bumper traffic and you have to sit and wait for a length of time before entering the acceleration lane. I can't see a B double doing that, i can see them entering the new extended acceleration lane and simply hoping for the best when they have to merge into the traffic, making motorists having to find somewhere to go to be able to fit in an approximately 25 metre vehicle. It is already evident with what i see in my line of work is that more and more motorists struggle to navigate any curve balls thrown at them like this. Will there be an exclusion zone with blasting and where is that zone, is the misfire zone the same? Is the road closed as part of the exclusion zone therefore preventing entering and exiting Winfarthing road as only one entry/exit point. What would happen in the event that residents urgently require to move through the exclusion zone, medical emergency or other emergencies that require urgent exit and entry? After hours lighting and potential noise from maintenance after dark will there be a noise curfew and lighting would be a distraction for passing motorists? In the event of a misfire how are residents to be notified?

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		Is there any clauses in the DA that states Global Quarries will buy out residents if they don't comply to noise and dust regulations like Boral had to do at South Marulan? Is there going to be some sort of monitoring of residents water catchments to ensure that they haven't been polluted by silica dust? Will there be a visual dust monitor somewhere along the road to advise residents of dust levels especially for those that suffer respiratory issues and allergies? Will residents properties be inspected structurally prior to commencement of any works in case blasting compromises its integrity over time? Is there any compensation?
21	Object	To whom it may concern, My name is William and I am 14 years old, and I am writing because I object to the proposed Quarry on Winfarthing Rd. If the proposed quarry is built on our beautiful peaceful street, I will not feel safe at our property anymore because of air quality and noise pollution. The constant movement of machinery will be a thorn in our sides, ruining the beautiful countryside and affecting the access to Winfarthing road. Various species of animals live in the area, including very rare and sacred species such as the white kangaroo. I am worried about the impact the quarry will have on these animals - both from the noise, but also the dust and need for them to relocate as their habitat will be destroyed. I object to the quarry because of the impact that it will have on local residents and the local animals and plants. Please consider the effect on us. Thank you
22	Object	To whom it may concern. My Name is Emma, and I am 12 years old, and I'm really worried about the impact of the proposed Marulan Quarry, as it will be on Winfarthing Rd, which is where our property is. If you build the quarry I won't feel comfortable going up to our property because of the health concerns. I'm worried that the dust will affect our health while we are there, and I think that the dust will also smell and will change the look of the local environment. This would mean the peace and beautiful countryside would be ruined - which is what I love about our property. I'm also worried about how we will be able to access our property while the trucks are using Winfarthing Rd. We also have lots of family and friends who come and visit our property - to get away from the business of the city, however I'm worried that the quarry will mean that family members would no longer be able to enjoy the company and freeness of our property, and are likely to not come and visit us anymore. This will mean years of hard work, effort and money we've put into our property will be wasted! Please consider the effects of the quarry on all residents - including those of us who are children. We are worried about what it will mean for us. Thank you.

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23	Object	To whom it may concern. I have multiple concerns about the proposed Marulan Quarry on Winfarthing Road, which includes: – Lack of "consultation" by Global Quarries. The limited information that has been provided - is not consultation. By definition, consultation is 'the process of discussing something with someone in order to get their advice or opinion about it'. At no time has Global Quarries sought to ask the local communities advice or attempted to have a discussion about their proposal. There are significant concerns raised by the community, which have not been listened to. – Significant concern about the impact of the silica dust - impacting local properties, and affecting the health of local communities. We have people within our family who have significant health issues, which will be affected by silica dust. There is plenty of recent evidence showing how dangerous silica dust is, and this doesn't seem to be adequately addressed by Global Quarries about how they are going to manage it. – Impact of trucks entering Winfarthing road. It is difficult to enter Winfarthing Road now for cars - so it is hard to see how trucks will be able to do it safely - even with the proposed upgrades. It is also unclear about these trucks will affect local traffic on Winfarthing Rd. There has been no consultation about this. – There appears to be no indication of a blasting plan or exclusion zone. Will Winfarthing Rd be in that exclusion zone? If so - how will that affect local residents? Will people be stopped from entering / exiting Winfarthing Rd? What would that mean for emergency vehicles needing to visit local properties? – Effect on local residents in regards to noise. The reason we purchased the property on Winfarthing Rd, was to enjoy the peace and tranquillity. That will be totally ruined by trucks and blasting. We are expecting that people who come and visit us, will now no longer wish to because of the noise and possible health impacts. – Effect on local flora and fauna. The local Winfarthing Rd community are very committed to managing and supporting the local native species, as demonstrated by most properties displaying the "Land for Wildlife" signs at the front of their properties. There are many different native flora and fauna that live in the Winfarthing area - and it would be expected that these will be impacted negatively by the trucks, noise, dust etc. – Local indigenous ties - how is Global Quarries planning on supporting the local indigenous connections to the land, and the artifacts that have been found on site? How have the local Aboriginal communities been consulted with? – The expected waste that will be deposited after the rock has been removed is of great concern. How will that be managed? What will be left? What impact will that have on the local waterways etc? – The visual impact of the massive "Scar" that the quarry will leave. We purchased our property because of the beautiful and natural surrounds, and this will be totally destroyed by that whole hill being removed. – The Quarry is going to have a significant impact on the local community, particularly all the properties along Winfarthing Rd, and we are not willing to have the environmental, personal, health and wellbeing effects on our families and visitors.
24	Object	As a current Goulburn Resident, former Marulan and someone who currently has family residing on Winfarthing Road I strongly object to this quarry proposal. From being a young child travelling this stretch of road since 1950's i have witnessed the change that has occurred over time. The clearly evident increase in vehicles and also the decline in larger farming properties which many have been replaced with subdivided smaller parcels of land. In Saying this, although it's been over 70 + years of change do you really feel that this project is site suitable for such a busy location that is surrounded by a large number of lifestyle blocks? The potential growth over the future years is large for both vehicle movements and also residents alike. I fear for the health and safety, for anyone including myself who needs to pass the proposed area. It could be road safety for motorists and also health safety of residents. There is a mental and emotional toll also to factor in. This has already been displayed by many residents upon talking with them in regards to the proposal. It also needs to be noted that these residents rely heavily on tank water for their water needs. Their tanks are not fitted with flash water filtration systems to filtrate the harm from their water. What happens to them when the quarry dust finds its way into their water supply? They have no choice but to unknowingly consume it, with what long term side effects? I'm also led to believe that part of the Sydney water catchment also runs through the quarry site. Marulan / South Marulan already have multiple quarries already in operation, none of them in a location such as this one. You certainly have to question if this proposal is really necessary? I please ask that you listen to those that really know the area to know that this proposal is certainly not suited or needed. Yours sincerely.

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25	Object	I would like to submit my objection to the Marulan quarry being built on Winfarthing Road. Winfarthing Road is home for a number of family including my extended family sister brother in law and nephew who I visit numerous times throughout the year. This area and particularly the Winfarthing road has for many years maintain a peaceful haven for its permanent and visiting residents. The area has a strong natural establishment of both fauna and flora of which will be impacted by the building of this quarry. The damage the quarry will have on this environment is reversible and lost for future generations to come. It will impact on its natural ability for self-regeneration. The Australia wildlife will be diminished and this cannot be reserved. The health risk are high for the local residents with the increasing silica dust and general construction work on this site. The impact of noise pollution is also an issue of concern. The increased traffic to and from the site on both Winfarthing Road and the NSW motorway between Sydney and Canberra is immeasurable. As a regular visitor to Winfarthing Road I ask that this proposal be reconsidered and abandon. Respectful Vanessa Marlow
26	Object	My objections to the Marulan Quarry are multiple, as I am strongly against this development proceeding. I have very close friends who are like family to me that own a property at 226 Winfarthing Rd, and I have visited them there many times. The area is a beautiful respite from the city, particularly the flora and fauna that flourish there. I am concerned about the impact that a quarry would have on the quality of life for all residents on Winfarthing Rd, including increase to silica dust, noise pollution, and loss of native Australian wildlife. I am also concerned about large vehicles travelling and turning on and off the freeway, and also on Winfarthing Rd. This quarry will have a negative impact on the lives of residents and visitors to the area, and I beseech the government to reconsider approving this project. Thank you for your review and consideration.
27	Object	Submission Objecting to the Marulan Quarry – SSD-65146459 Submission completed by: Natalie Brennan I live within 1.5 km of the proposed Marulan Quarry. I live on Winfarthing Rd. I am a Sensitive Receiver. I object to the application to build a quarry adjacent to Winfarthing Road. When we purchased our home, we had hopes of a quiet retirement where we could improve our land and enjoy the property, enjoy the wildlife visiting our property and raise our 2 children. The application came as a complete surprise to me. We thought that we were in a E3 environmental management zone, that the area was a wildlife corridor for movement of wildlife, we thought our lifestyle would be protected. We also thought this was a residential large lot subdivision and with so many residences there would be no chance that an industrial facility would be set up adjacent to our street. Winfarthing Road is a very quiet community where each member of our community values and has a close connection to the land. I trust State Planning will take note of the close community which will be affected by the incursion of industry to our quiet country life and not approve of the Marulan Quarry. Please note the following points for this submission: CCC process not adhered to as required by the SEARS – I have not been updated on the progress of the development. Our designated committee which was decided on as part of our community association has not been consulted as per the requirements of the SEARS. This has been very disappointing and left us in the dark on the development. Key changes such as bus stop proposal, the changes to the access to the proposed site and the use of Winfarthing Road as an exit to Hume Highway, and major changes to the entry and exit of trucks to the quarry have all been kept from us until the EIS was submitted to state planning. I cannot see how Global Quarries or State Planning can consider this as an adequate CCC process given this. We have not been able to provide feedback on these matters. We have only once met with Global Quarries in the Marulan Town hall about 3 years ago. This is the only direct contact we have had with them. Global Quarries have not communicated with us in writing effectively.

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		On many occasions we have found some of our direct neighbours have received documents where we have not (including the initial proposal announcing the application back in 2019 was an example of one we did not receive). The CCC process has been a shambles from the start of the application. *Air Quality and Health concerns. – We are very concerned about dust impacts. The EIS proposes many points to mitigation dust exposure however none of them give me confidence given they all rely on wind data from 17 km away at Goulburn Airport. Surely Global Quarries should have gone to the minimal expense of installing a wind monitoring station atop of the large hill they propose to remove? This would have presented more accurate data for Global Quarries to base their application and findings. This shows the incompetence and spare change approach this company has taken in their EIS and consultation. The have not spent the money to ensure their EIS is satisfactory. Their EIS states that subject to successful determination they WILL install a weather monitoring station to determine dust mitigation and quarry operations! We are to rely on inaccurate data until they feel it appropriate to spend some money ensuring the community is accurately informed of the impacts of their proposed development. Global Quarries is a poor and inexperienced candidate to conduct a quarry operation. We are concerned about the VENM and ENM coming back from unknown places. The EIS states that the weighbridge will be the first piece of equipment to be installed, some 2 years prior to quarry operations commencing. We question the motives for this and believe they will be stockpiling VENM and ENM well before what is required. This has not been disclosed to us but we believe is a reasonable question due to dust blowing onto our properties, Hume Highway, and Winfarthing Rd. In 2024 it was found that asbestos has entered Mulch processing facilities in Sydney and this has spread to public parks, residences and schools. This has led to a clean-up operation exceeding tens of millions of dollars, and has resulted in loss of amenity for many public places for a year so far. If this can happen in Sydney, how do we have confidence there will be no asbestos in the ENM being brought back from Sydney. We understand this will be self-monitored by Global Quarries but the monitoring doesn't specifically state they will be monitoring for asbestos. We feel like our community is going to be a dumping ground for Sydney waste and any unscrupulous contractors wanting an easy dump for hidden asbestos. Independent monitoring of all VENM and ENM brought to site should be mandatory for the 18 year life of the quarry project. We are very concerned about the impact of silica dust on our community. We hang washing, we drink from the tank water collected on our rooftop and my children live and play in the local environment. The clear dangers of exposure over an 18 year period from this dust is of major concern. Surely this SSD application cannot be approved so close to a residential community? Surely the inappropriate use of weather data deems the dust mitigation measures as doubtful at best and an incompetent and false modelling at the very worst. How can weather data from a flat plain airport over 17 km away be used to assess dust impact for a heightened elevation on a hilltop at Winfarthing Road! Water quality Global Quarries do not propose any resolution to water drinking water quality. We expect this will be the absolute responsibility of the quarry to monitor and address the quality of our water is equal or better than what we have today, for the 18 year planned duration of the quarry operation. Blasting and noise We are not comfortable with blasting so close to our house. We worry about the noise and loss of our quiet and peaceful lifestyle. We are worried about rock crushing and heavy vehicle operations every day for 6 days per week. We are worried about fly rock to Winfarthing road when we use this road, we are worried fly rock may hit us and our neighbours in closer proximity to the proposed site. Global Quarries has failed to rule out the necessity to close Winfarthing Road for blasting operations. This cannot be acceptable to us or anyone in state planning and should be rejected on safety grounds and for the loss of access to residents. Wildlife Impact We love our native fauna which live on our property and visit our property each day. We are afraid we will lose this due to the quarry operation. We love to watch the king parrots, the galahs, and cockatoos. We have many other animals including koalas, kangaroos and wallabies, turtles, frogs, snakes and wombats all which frequent our property. We have great concern that our enjoyment of wildlife is going to be severely compromised due to the industrial development, and loss of habitat for the animals

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		Summary I trust that state planning will reject the Marulan Quarry and allow us all on Winfarthing Road to move on with our lives. This has been a 5 ½ year process of unknown outcome for us and its taken significant toll on our lives not knowing if we are able to move forward with our own properties. If the quarry is approved we will be forced to move and this will come at significant cost and disruption, not to mention the loss of the home we love. I ask State Planning to reject the proposal.
28	Object	I object to the Marulan Quarry. My parents own a property on Winfarthing Road which is where I live. I enjoy living in peaceful surroundings, we have animals visit our home. We have kangaroos grazing in our paddocks every day. We have wombats around our house all the time. It's great to watch the ducklings follow their parents around our house every season. I don't think we will have as many animals on our property if the quarry is permitted. We also have 2 cows which are our pets. I'm worried they will be scared by blasting and noise from the quarry. I'm worried about the air have silica dust in it and this will have consequences in my life which we do not yet understand fully . Silica is proven to cause cancer and I'm worried I won't be able to go outside when its windy and when the quarry is in operation. I also like to pick blackberries and mushrooms on Winfarthing Road near where the quarry property joins Winfarthing road. I won't be able to do this in the future if the quarry is allowed as anything near the quarry will be covered in dust from the trucks passing by. We also have bee hives on our property and we enjoy pure honey every summer. Our bees forage for pollen and nectar on the trees around our house. The quarry will remove all of the trees and shrubs and they will not recover with flowers for at least another 30-40 years from when they are removed. This is not OK. Please don't let them build a quarry near Winfarthing road. Thank you.
29	Object	Marulan Quarry objection - I am making this objection to the quarry project as I am afraid it will impact my life as we live close to the quarry. I ride my bike on Winfarthing Road near the bend where the quarry is going to be. We live on Winfarthing Road. I enjoy the quiet time I experience when I ride my bike, and i enjoy looking at the trees and the nice outlook. I can't imagine how bad it will be looking at trucks and dirt piles on the hill instead of trees when I pass by. I'm worried about when the quarry will blast the rock that I might be hit by rock. I also know that silica will be in the air around my house and I'm worried this will get into my lungs and can lead to lung cancer later in my life. At Easter each year, we forage for mushrooms where the quarry exit joins Winfarthing road (near the pine trees). I don't think we will be able to eat the mushrooms if the quarry is approved as there will be dust and dirt all over them, they may not even grow because they are quite sensitive to disturbance. I hope the quarry is rejected so that we can live in peace and quiet for a long time in the future.
30	Support	The Marulan Quarry is going to provide ongoing and stable job opportunities for the Goulburn area and surrounds. It will add financial stability to the community with these new job opportunities.
31	Object	RE: Objection to the Global Quarry Proposal at Marulan (SSD-65146459) To whom it may concern, I am writing to formally object to the proposed Global Quarry development at Marulan, as outlined in the SSD-65146459 application. After reviewing the Environmental Impact Statement (EIS) and associated documents, I have identified several substantial concerns regarding the proposal's environmental, community, and social implications. Key Concerns 1. Environmental Impact The designation of the Marulan Quarry proposal as a "controlled action" under the Commonwealth's Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) underscores its potential to harm critical ecosystems. Specifically, Sections 18 and 18A (listed threatened species and communities) highlight the risk posed to local biodiversity. This is particularly concerning given the project's reliance on clearing significant vegetation and its potential to degrade sensitive waterways through contamination and sediment runoff. 2. Community and Social Impacts The noise, dust, and vibrations anticipated from the quarry operations will directly disrupt the lives of nearby residents. Additionally, increased heavy vehicle traffic poses a threat to road safety and places additional pressure on local infrastructure. The lack of detailed and effective mitigation measures further exacerbates these concerns, leaving the community vulnerable to the project's adverse effects.

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		3. Inadequate Mitigation Strategies The EIS provides mitigation strategies; however, they appear insufficient when measured against the scale of the expected impacts. For example, dust suppression methods and proposed noise barriers may fail to meet necessary environmental and health standards, resulting in long-term consequences for both residents and the environment. 4. Economic and Land Use Implications While the proponent highlights potential job creation, this comes at the expense of existing industries such as tourism and agriculture, which depend on the region's natural beauty and ecological integrity. The quarry could irreversibly alter the landscape, diminishing the region's appeal and undermining its economic diversity. 5. Community Engagement Deficiencies The community consultation process, as described, appears to have been inadequate. Many stakeholders have expressed frustration that their concerns have not been meaningfully addressed or incorporated into the project assessment process. Request for Rejection Given the severe and wide-ranging impacts of the proposed development, I strongly urge the Department to reject the Global Quarry proposal. I encourage the Department to prioritize sustainable development practices that preserve the environment, safeguard community well-being, and maintain the integrity of the Marulan region. Thank you for considering this submission. I trust the Department will carefully evaluate these concerns and take appropriate action to protect the environment and the community.
32	Object	Dear Sir/Madam, I am writing to formally object to the proposed Global Quarry development at Marulan. After careful review of the Environmental Impact Statement (EIS) and associated documents, I have identified numerous significant concerns that warrant rejection of this proposal in its current form. Key Areas of Concern: 1. Inadequate Community Consultation and Documentation – The EIS contains numerous contradictions and unclear information, making it impossible for local residents to fully understand and respond to the proposal – No meaningful consultation has occurred with immediate local residents since June 2022 – Ten homes on Winfarthing Road were not identified or included as sensitive receivers – Community engagement has primarily focused on Marulan township rather than directly affected residents 2. Traffic Safety and Access Issues – The intersection design details are unclear and contradictory throughout the documentation – The traffic survey is inadequate, being based on a single day of outdated data – The proposal fails to account for holiday periods, peak seasons, and future residential growth – The location is within a designated black spot zone with a history of fatal accidents – Construction would require significant road closures with detours of up to 44 km – Inadequate consideration of school bus operations and stopping arrangements 3. Environmental and Health Impacts The proposal would fragment an important regional biodiversity corridor Significant concerns regarding dust management and silica exposure

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		Water contamination risks from VENM and ENM leaching near Sydney's water supply Visual impacts including unscreened stockpiles visible from both Hume Highway and Winfarthing Road – Light pollution and operational "glow" effects on surrounding properties – Inadequate assessment of noise impacts on residents and wildlife 4. Operational Safety Concerns – Blasting zones come within 300 m of Winfarthing Road, with unclear exclusion zones – No specific Respirable Crystalline Silica (RCS) research has been conducted – Dust control measures are inadequate, particularly during non-operational periods – Driver distraction risks from visible quarry operations along 1 km of highway – Insufficient detail on truck washing facilities and dust mitigation 5. Planning and Zoning Issues – The site is zoned C3, where quarries are prohibited under the Goulburn-Mulwaree Local Environment Plan – The proposal fails to adequately address bushfire risks for all proposed structures – Agricultural impact assessment based on a single day site visit and desktop research – Greenhouse gas calculations appear to use inconsistent distance measurements 6. Critical Deficiencies in the EIS: – Weather data inappropriately sourced from Goulburn Airport rather than local conditions – Significant contradictions regarding proposed site access arrangements – Inadequate assessment of cumulative impacts on local residents – Critical management plans deferred until after approval – Incomplete identification of affected properties and sensitive receivers The numerous deficiencies in the EIS, combined with serious safety and environmental concerns, demonstrate that this proposal presents unacceptable risks to the local community and environment. The documentation provided fails to meet the standard required for adequate assessment of such a significant development. I strongly urge the Department to reject this proposal based on the grounds outlined above.
33	Object	As a 15 year old resident, I strongly disagree with having a quarry on Winfarthing Road. From a very young age of 6 weeks old, i was a sufferer of severe eczema. My condition was so bad that i was labelled by a head paediatrician of Westmead Children's Hospital, as one of the worst cases that he had ever seen. My whole body from head to toe was a constant weeping mess, i was sedated at night so that i was able to sleep without scratching myself until i bled. Mum had to learn how to specially sew clothes for me, as store bought ones weren't suitable for my condition, due to the materials used. My parents tried everything in order for me to get better, even to the point of selling up our family home in town and relocating to our new home on Winfarthing Road, to which we still live now purely because it was a house that relied on tank water as its source. I'm also concerned about what our air quality will become if the quarry goes ahead. The dust will travel to surrounding areas, exactly how far i don't know and also when it settles on our roofs it will then go into our water tanks with any rain or dew that hits our roofs. The silica dust has me worried for everyone's health and also for the animals that are around here. Upon doing some reading about silica dust I found out that quartz is one of the most common minerals and its composed of silica. Quartz is also a rock that is so readily found around our home and paddocks. My sisters and I would gather pieces of quartz, and present our latest finding of treasures to anyone who would stop by to visit. To have potentially a high amount of quartz blasted, dug and crushed alarms me with the possible high amount of silica that will be present in the air.

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		I've read articles about Silicosis and it sounds not very nice at all. I'm soon to be obtaining my learners license, I've witnessed my parents and now much more recently my sister trying to navigate the extremely busy highway, that is without the quarry even being here and I honestly hope it's no here. The added vehicles (majority trucks) that will be using the intersection will worry me a lot.
34	Object	I am writing to formally object to the proposed development of the Marulan Quarry in our locality. This objection is based on multiple critical concerns, including the lack of communication with residents, the impact on the growing population of Winfarthing Road and Faviell Close, safety issues related to truck traffic at key intersections, and the detrimental effects on the local ecosystem and wildlife. These issues collectively highlight the unsuitability of the proposed quarry and the significant negative consequences it would bring to our community. A fundamental concern is the apparent lack of transparent communication with residents of Winfarthing Road regarding this proposal. Many residents, myself included, were unaware of the detailed plans until very recently, and no formal consultation process appears to have been undertaken. This lack of engagement undermines the principles of fair and informed decision-making. Residents should have been provided with ample opportunities to voice their opinions, ask questions, and understand the full scope of the project. Without proper dialogue, it is impossible for residents to assess the potential impacts of the quarry on their lives or to contribute constructive feedback. The absence of timely and transparent communication not only erodes trust but also suggests that the interests of the community have been overlooked in favour of the developer's objectives. A project of this magnitude, with far-reaching consequences, necessitates a thorough public consultation process to ensure that the voices of all stakeholders are heard and respected. The areas of Winfarthing Road and Faviell Close have experienced significant population growth in recent years. This growth is evidenced by an increasing number of residential developments and a steady rise in families choosing to settle here. The introduction of a quarry would directly conflict with the needs and expectations of this expanding population. Dust, noise pollution, and the heavy machinery associated with quarry operations would significantly disrupt daily life, particularly for families with young children and elderly residents. Additionally, property values in the area are likely to decline due to the proximity of industrial operations, creating financial burdens for homeowners who have invested in this community. The intersection of the highway and Winfarthing Road is already a point of concern for local residents due to high traffic volumes and limited visibility. The addition of frequent truck traffic from quarry operations would exacerbate these issues, increasing the risk of accidents and endangering both drivers and pedestrians. Heavy trucks navigating this intersection pose a particular threat to school children, cyclists, and residents who use this route daily. The potential for congestion and increased wear and tear on the road infrastructure also raises questions about who will bear the costs of maintaining and upgrading these roads to accommodate the increased traffic. It is clear that the infrastructure is not designed to handle the volume and weight of trucks that the quarry would necessitate, and this raises significant concerns about safety and sustainability. One of the most troubling aspects of the quarry proposal is its potential to harm the local ecosystem and the diverse wildlife that inhabits the area. Winfarthing Road and its surroundings are home to a variety of species, including birds, mammals, and insects, many of which are integral to maintaining ecological balance. The quarry's operations, which would likely involve deforestation, habitat destruction, and pollution, pose a serious threat to these species and their habitats. The noise and vibration from quarrying activities can disrupt wildlife breeding and feeding patterns, while dust and runoff can contaminate nearby water sources, further endangering aquatic and terrestrial species. The long-term consequences of these disturbances could be irreversible, leading to a significant loss of biodiversity and weakening the overall resilience of the local ecosystem. The environmental impact of quarrying extends beyond immediate habitat destruction. The carbon emissions from heavy machinery and transportation will contribute to climate change, while the alteration of the landscape could have lasting effects on soil stability and water drainage patterns. These are outcomes that a responsible and forward-thinking community cannot afford to ignore. In conclusion, the proposed quarry poses numerous risks and challenges that make it unsuitable for development in this area. The lack of communication with residents, the incompatibility with the growing population of Winfarthing Road and Faviell Close, the safety concerns related to truck traffic, and the detrimental impact on the local ecosystem are all compelling reasons to reject this proposal.

ID	Sentiment	Details of submission
		I urge the decision-makers to consider the voices of the community and the long-term implications of this project. The health, safety, and well-being of residents, as well as the preservation of our natural environment, should take precedence over industrial interests. I request that this objection be given serious consideration and that alternative locations or solutions be explored to mitigate the negative impacts identified.
35	Object	I am writing to formally object to the State Planning Application SSD-65146459 for the quarry development proposed by Global Quarries, with specific reference to the numerous concerns it raises about the safety, health, and well-being of local residents. I would like to highlight several critical issues that, in my view, warrant serious reconsideration of the proposal before it proceeds further. Lack of Communication from Global Quarries Since June 2022, there has been a noticeable and concerning lack of communication from Global Quarries regarding the development and its potential impacts. Despite numerous requests for information, there has been no clear update or engagement with the local community, leaving residents in the dark about important developments that directly affect them. Effective communication and consultation are crucial in addressing the concerns of the people who will be most affected by this quarry, and this lack of transparency is unacceptable. Dangerous Traffic Situation at Winfarthing Road and Hume Highway The intersection of Winfarthing Road and the Hume Highway is already a dangerous location for motorists entering and exiting the road. The additional heavy vehicle traffic that would inevitably result from quarry operations will increase the risk of accidents. Given the current state of the road and the existing traffic flow, I believe that this intersection is ill-suited for further industrial activity, and the safety of local residents, particularly those accessing Winfarthing Road, could be seriously compromised. Absence of Blast Plan and Exclusion Zone There has been no indication from Global Quarries of a comprehensive blast plan or a clearly defined exclusion zone for the quarry operation. This omission is deeply concerning, especially when considering the proximity of residential properties to the proposed quarry site. The lack of such critical information until after the approval is provided puts local residents at unnecessary risk, and raises questions about the adequacy of the planning process. Health Impacts from Dust and Silica Content The dust, including potentially hazardous silica content, generated by quarry activities poses a significant threat to the health of both people and animals living in the area. The fine particulate matter can lead to respiratory issues, particularly in vulnerable individuals, and could affect local wildlife as well. It is important to consider the long-term health consequences for residents, pets, livestock, and the environment in any assessment of the proposed development. Zoning of Dual Occupancy and Increased Residential Development The area surrounding the quarry site is zoned for dual occupancy, and as such, there is significant potential for the construction of 40+ homes in the near future. Unfortunately, this development is not properly accounted for in the current proposal. Several properties are located within 300 metres of the proposed blast zone, including three residences that will be directly affected by the quarry's operations. The impact on these homes and their residents, both in terms of safety and quality of life, has not been adequately addressed. Population Growth and Increased Concerns The population of Winfarthing Road and Faviell Close is expected to increase substantially in the coming years, with potential new housing developments adding to the existing population. This could potentially triple the number of residents in the area, which would exacerbate all of the concerns already raised regarding traffic, safety, health, and environmental impacts. The current planning proposal fails to take this projected growth into account and does not address the additional strain on local infrastructure and services that will result. Given these serious concerns, I urge the local government and planning authorities to reject the proposal for the Global Quarries development and to require a more thorough and transparent consultation process with local residents. The safety, health, and well-being of the community must be prioritized, and a development of this nature should not be approved without fully addressing the issues outlined above. Thank you for your time and consideration of this important matter. I look forward to your response and hope that the community's concerns will be fully taken into account before any further action is taken.
36	Support	This project with allow more employment for the Aboriginal Community and wider community. There is not enough employment within the area. By having more companies like this it will allow employment and economic growth within the area.

ID	Sentiment	Details of submission
37	Object	To whom it may concern, My submission is regarding to - Marulan Quarry (SSD-65146459) We have close family friends who live in Winfarthing Road, we visit often every 3 weeks or so, we are very concerned for the following reasons: – Firstly the Health and safety of our family friends and their family, with the concern of increase in dust and silica. It is very well known that the health risk associated to ongoing exposure to dust and silica causes multiple diseases, including silicosis, an incurable lung disease that leads to disability and death. This would also be a major concern for all the wild life in the area. – The animals will be effected beyond words, death and injuries are inevitable. It would be destroying natural habitats, leading to the displacement of wildlife and loss of biodiversity. – The environmental impact, landscape degradation, habitat destruction, air and water pollution, and noise pollution. – The residents of Winfarthing Road have not been informed of many different areas of this proposed quarry! such as: – No discussion about trucks using Winfarthing Road. – No indication of blasting plan and exclusion zone until after approval - Will Winfarthing Road be in the exclusion zone? – No response to suggest that pre quarry inspections of home foundations will take place, which I find outrageous! This should be a must. – The intersection of Winfarthing Road and the Hyme Highway is already a nervous intersection and I would imagine it will become more dangerous as time goes on with increased traffic of trucks for this quarry. – A massive part of the area in which our family friends live is the tranquillity and the quiet surroundings enriched by all the beautiful wildlife, which all of these things will be gone if not highly impacted by this quarry. Please consider our family friends and their families and their homes and all the beautiful wildlife.

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38	Object	**Summary of the submission:** – Lack of community consultation including with Neighbours of Winfarthing and the Community Consultative Committee – Query around SEARs for consultation being adhered to sufficiently – Traffic and transport, road safety concerns – School bus route impacts – Blast management plan is to be developed after approval – Dust, air quality, noise and basting – EIS accuracy – Social impact assessment – Lighting and safety – Greenhouse gas assessment – Agricultural assessment – Landscape and visual – Health risk assessment – Bushfire risk assessment – Statement of Heritage Impact and Aboriginal heritage – Mitigation measures table – proposal of future management plans – Biodiversity – Air quality – Economic impact assessment – Rehabilitation strategy – Water resources – Noise and vibration
39	Object	**OBJECTION TO MARULAN QUARRY PROPOSAL SSD 65146459** I have many concerns regarding the Marulan Quarry proposal, but one issue stands out: the volume of truck traffic that would daily surge out of Winfarthing Road. I have never been contacted by GQ about this new proposal. With over 50 years of experience as a truck driver, I can assert the dangers posed by loaded trucks merging onto the highway. Modern trucks, with their powerful engines, can quickly accelerate, leading to serious risks when they encounter slower, loaded trucks that cannot pass. This situation is hazardous for all road users. Moreover, the access point to the quarry, located west of the Narambulla Creek Bridge, creates a perilous situation for through traffic. I am also deeply worried about the impact on local wildlife and farm animals, as well as the health of our tight-knit community. Allowing this quarry to operate would disrupt the peaceful and quiet life that attracted many of us to this area. If the quarry had been established before the development of the Winfarthing and Faviell Close neighbourhoods, the situation might have been different. However, since it was not, there is no justification for its presence. Lastly, the toxicity of dust produced by quarry activities is a compelling reason to oppose this proposal outright. This is not just about the land; it's about our way of life.

ID	Sentiment	Details of submission
40	Object	We wish to submit an objection to the proposed Marulan Quarry (SSD65146459) application by Global Quarries Australia Pty Ltd. As residents living on a primary haulage route of a hard rock quarry for over 30 years, we have personal experience of the impact the extractive industry has on the community, the local government area of Goulburn Mulwaree Council, and regional infrastructure, such as the Hume Highway/Motorway. In our opinion, if the environmental assessments carried out on extractive industry applications were as accurate as they purport to be, then there would be no objections by those who are, and potentially will be, affected by the quarry operations. Noise and vibration, traffic and transportation, dust and carbon emissions are some of the more evident impacts that are repeatedly understated in assessments, and benefits to the wider community can, at times, be greatly exaggerated. Unfortunately, when these assessments are accepted and the applications are approved, the adverse impacts on those directly and indirectly affected, are ongoing for the life of the project. Although we will not be directly impacted by the operations of the Marulan Quarry, we are well aware of the adverse effects of the extractive industry, in particular, traffic and transportation. We have observed the deterioration of our local road, mainly over the past 16 or so years, that heavy haulage vehicles have brought about through the constant pounding and vibration that up to 60 tonnes of weight can have on the pavement. No amount of widening, resurfacing, remediation or rehabilitation of the road, nor has reducing the speed limit on the haulage route (which is rarely adhered to by either truck drivers or other road-users), has been able to control the destruction of the road, which appears to be never-ending. We do not believe Goulburn Mulwaree Council has the resources, neither financial nor operational, to maintain repairs to damages the quarrying industry causes to regional roads in the LGA at present, yet alone the additional costs another quarry will incur. It is apparent that contributions made by the quarry owners fall well below what is required to maintain a safe and continually effective transportation route. The Hume Highway is also experiencing pavement damage. Signs warning of a rough surface for 8 kilometres either side of the Heavy Vehicle Checking Station at Marulan have been in place for several years. This amounts to approximately 32 kilometres (or 64 lineal kilometres) of damaged concrete pavement and although slab replacement work was carried out around October/November 2023, the surface is still uneven and the warning signs remain. If the Marulan Quarry is approved, how much more damage will be done to the highway with a further 14,706 trucks carrying 500,000 tonnes of hard rock per year on the road? In NSW, accidents are a common occurrence on country roads, with 80 fatalities being recorded on Southern Region roads in the 12 months ending August 2024, 50 of which occurred on State Highways, 7 on Freeways/Motorways, including 4 fatalities on the Hume Highway. (See attached NSW Government data). On 3 January 2025, only three days into the new year, there had already been a four truck crash on the Hume Highway near Gundagai, which resulted in the fatality of one of the drivers. Do highway users really need a further 29,712 truck movements per year on the road? As regular travellers on the Hume Highway, we have observed many 'near misses' and results of crashes over the years, which has been quite traumatic for us. On one occasion, during a foggy winter's early morning commute to work, a vehicle turning right from the Winfarthing Road median strip entered southbound traffic on the Hume Highway without giving way to oncoming traffic travelling in the right hand (inside) lane. This resulted in aversive action being taken by the southbound drivers in both lanes of traffic to avoid a collision with the incoming vehicle. Fog is a common weather condition of the Southern Highlands/Tablelands and a 19-metre truck and trailer combination is extremely unlikely to be able to react as quickly as a light vehicle might to avoid a potential collision. In addition to our own distress, the trauma experienced by our emergency services, such as Police, Ambulance, Fire and SES personnel who attend these events, as well as passers-by who render assistance to victims of crashes, (as in the 7 January 2025 accident near Marulan where 8 people, including 6 children were injured), cannot be ignored nor underestimated. It is quite disturbing to envisage the consequences that another 29,712 truck movements per year could have on the State's roads. We believe that transportation of quarry materials from Marulan by road has reached exhaustive levels and we respectfully request that any future new applications, or even modifications to existing operations in the Marulan district, should be rejected by the Department. Likewise, if the rail network is not an option for transporting quarry products then the overriding principal to be applied should be refusal.

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ID	Sentiment	Details of submission
42	Object	**Summary of submission :** – Amenity impacts e.g.: during morning walks – Mental stress due to noise – Health impacts due to silica dust – Blasting impacts to infrastructure – Lack of communication to Winfarthing residents – Traffic impacts particularly to the bus route – Queries if selected site is suitable – Visual impacts – Financial compensation to nearby residents – Weather data being supplied from Goulburn Airport – Recent example of a traffic accident and concerns about emergency service access
43	Object	To whom it may concern, I'm writing today to express my horror at the prospect of a gravel quarry:(Global Quarries), going in on my road:(Winfarthing Road), located to within 1.7 km 0f my residential home, the dire & detrimental effects, 0f this proposal & seemingly inevitable project, keep me up at night, such is the negative impact 0f this proposal! 1). my property is very close to the proposed-quarry-site:(within 1.7 km), for the last 14 years, my property has been a Wildlife-Sanctuary, officially becoming part 0f the "CEN-Land For Wildlife" programme in July 2020, in May 2024, I secured $2000-⁰⁰ funding:(via the CEN-Land For Wildlife Programme), for Koala food tree planting:(as I'm turning my property into a Koala sanctuary:(a species now critically endangered & many now feel, Koala's may well go extinct, if something is not done about their current decline in numbers), my planting of 770 Koala food trees starts in March 2025, this reason alone, highlights the inappropriate location of this proposed quarry by "GQ". 2). I suffer very severe depression, anxiety & panic attacks & I come to Winfarthing Road for peace & quiet & to escape the rat-race:(nature, wildlife, trees, plants, the Aussie-bush & the peace, serenity & tranquillity give me healing with my afflictions:(as described above). 3). The thought 0f a quarry within 1~2 kms 0f my farm-house makes me shudder & quake with anxiety & panic-attacks, especially knowing that explosions & blasting will take place 0n a regular basis:(are ALL properties & buildings/dwellings within the 'Winfarthing Road Estate' within the explosion-blasting-exclusion-zone?: (blast-impact, blast-0verpressure, ground-shaking, secondary fragmentation, firebrands, ground-shock & cratering, projectiles, shrapnel & flying-debris, dust, silica & noise, will ALL echo & reverberate:(the indirect effects 0f the explosion that can cause harm beyond the immediate blast zone i.e.: infrastructure, wildlife safety etc.), reverberations through my home & property for the next 18 years:(Minimum) - (N0NE 0f this is healthy for humans, Healthy for Body!, Mind!, Soul! & WellBeing!, let-alone ALL the animals with whom we share this land & environment with:(the magnificent natural wonder: the great Australian tree-laden bush). "Global Quarries" proposed gravel quarry, next to & 0n Winfarthing Road is listed as a "Major Project", hence "Major Project NSW":(the removal 0f 500,000 tonnes per annum 0f hard rock aggregate, is HUGELY-MAJOR! & so are it's negative impacts, to think that this will N0T negatively affect & negatively impact upon local residents is just pure folly = Major Project = Major Negative Impact!, for ALL who live in & around Winfarthing Road Estate. 4). all the while, massive, heavy, fully-laden-trucks, exiting Winfarthing Road, ad-infinitum:(an extremely dangerous road already, to get in & 0ut of), a fatal, multiple-car, high-speed collision has already happened there, just 500 metres:(approximately), up the road towards "Rampion Hills Road", 0nly several years ago, as drivers speed along that stretch of the Hume Highway at the Winfarthing Road Junction, few stick to the exact speed limit:(110 kms is the speed limit), but 120kms ++ can be the speed of a lot 0f the traffic passing Winfarthing Road, trying to get in & 0ut safely, currently, now is a veritable nightmare, I shudder to think how bad it will be with many, many dozens 0f very heavy, very-slow-moving, fully-laden trucks exiting daily: 5). (especially considering it's also a bus-stop for young children too = very, very dangerous), for the next 18 years, a fatality at the Winfarthing Road Junction is highly likely:(considering a fatality has already occurred, just up the road:(see above), due to speed, congestion & volume 0f traffic. 6). (especially as the population 0f Australia grows & the population 0f Winfarthing Road increases:("Dual-0ccupancy-Zoning" applies here), as families prosper & grow, it's just a matter 0f time, as the traffic flow increases, exponentially, with the population explosion, as we see it, the traffic on the Hume highway is 24/7 non-stop & forever increasing year by year ... other issues 0f concern are:- 7).

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		Poor Communication & consultation from GQ:(last contact was Saturday 18th June 2022 at 10:20am~10:40am at a meeting in Marulan Hall, there I voiced my concerns, to a panel 0f 4 representatives 0f "GQ", the 0nly male panellist admitted to everybody present, that day, that he would N0T like this quarry as his neighbour, nor in his backyard, at his back-fence, when I asked him this very same question = "Would you like this quarry next door to you? 0r in your backyard, at your back-fence, & he said, "No I would not!"), therefore, GQ is ignoring, down-playing & dismissing issues of REAL concern, reported to them by all local residents here 0n Winfarthing Road Estate. 8). Animal/Koala welfare, the explosions will scare, kill, maim & injure local wildlife, as it is a wildlife corridor, most residents 0f Winfarthing Road & their properties are part 0f the "CEN-Land For WildLife" Scheme", so their properties are wildlife sanctuaries too, the blasts will scare wildlife under the wheels of local traffic:(causing local accidents), killing, injuring & maiming wildlife or scaring them 0ff completely, 0ut 0f the area. 9). What if explosion-blasts shake my house & foundations?, what then? Will you pay for the damage? 10). I'm a sensitive receiver, ALL my signals are 0f very poor & weak strength & quality: TV:poor(11%), WiFi:poor, phone: poor:(2 bars 0nly), your quarry will not help in this matter! 11). The Quality 0f life, 0f ALL living things here, both human & animal, will be diminished & will suffer degradation:(in & around Winfarthing Road Estate), ALL will suffer:(the environment, animals, plants, trees, ground:(earth), water, air & humans too), such will be the negative impact 0f this quarry if it goes ahead & is given a green light to proceed, thank you for listening, very kind regards, very concerned local resident **Appended to this submission were accident data and photos to support the submission**
44	Object	I object to the project for the following points below: a) The noise which be generated by the Quarry will be a constant nuisance to me & my family as we moved here 7 years ago as we wanted a nice remote lifestyle & this will be extremely detrimental to our natural enjoyment of life & distressing to my animals. b) This whole community of Winfarthing Road is enriched with native flora & fauna such as Wallabies, Kangaroos & other rare species of birds. These native species could be displaced or even killed due to the effect on their natural habitats that this project will cause. Additionally, if this goes ahead potentially there could be disastrous implications for the naturally existing ecosystems in the biodiverse environment. c) This proposal neglects to consider the effects of trucks exiting on Winfarthing Road the school bus stop which consequently heightens the risk of safety concerns of the school children. e) The dust from the quarry that will blow to my property which can potentially cause me & my family health concerns.
45	Object	1. Winfarthing road is too narrow - it is dangerous now but when you add quarry trucks, it makes it even more dangerous for them, for vehicles on the Hume highway at the intersection with Winfarthing, and for vehicles on Winfarthing 2. Trucks attempting to join the highway from Winfarthing will create a traffic hazard. We struggle, as cars, to safely merge. Will be extremely dangerous for trucks 3. Winfarthing is a no through road - there is no way for residents to exit except through the Hume highway so trucks on this road will cause significant delay and inconvenience 4. School Bus stop at intersection of Winfarthing and Hume will be dangerously for the school kids and their parents with trucks exiting Winfarthing there 5. Damage to local wildlife - birds, roos, wallabies, wombats, turtles, deer 6. Damage to local flora 7. Dust and silica in the air 8. Global Quarry have had very little consultation with us 9. Noise pollution detrimental to health 10. Noise, dust, trucks, cars that the quarry creates is detrimental to quiet rural lifestyle
46	Object	My main concern about the quarry is the damage to our living environment, all the families living in the vicinity of the project use tank water, as we are not connected to the local Goulburn water supply, and the fallout, mainly of dust, from blasting and vehicles will contaminate our water supplies, not to mention the water running through the project location are run offs for the Sydney water catchment. Also the extra traffic on our only access road due to the increased volume of heavy vehicles from the project would greatly increase the hazards and risks for local residents, including the children using the immediate vicinity for school bus pick up and drop off. This is surely an accident just waiting to happen. My last point is about the blasting from the project, will the noise from the constant blasting be an issue, they do not seem to have made any consideration for the residents with the constant blasting all day apparently every day for the life of the project, I enjoy our peaceful life style which is one of the reasons we moved here and I do not want to live in what is effectively a "war zone". Our property will border the project and no one has addressed us on this issue.

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47	Object	1. Dangerous for Winfarthing road and Hume highway. Winfarthing road is narrow and exclusively used by residents/visitors (dead end road). Exit to Hume is dangerous as is (entering Hume where it has a 110 kph speed zone). It takes time to merge and join highway going both ways. Trucks leaving the quarry will be downright a danger to Hume highway traffic as well as causing congestion and delays to residents behind them 2. Global quarries have had little to no contact with residents 3. Dust and silica levels 4. Flora and fauna in the area will be destroyed (Winfarthing is home to kangaroos, wallabies, koalas, deer, turtle, echidnas etc) 5. School Bus stop at end of Winfarthing will be severely affected and dangerous for both the school kids and parents 6. Winfarthing road properties are zoned dual occupancy so it's not just the current residents that are affected - it also potentially can be more 7. Blasting noise for local residents who bought property for a quiet lifestyle
48	Object	1. Everybody on Winfarthing road and Faviell Close are sensitive receivers, 10 properties not even included from Winfarthing road. 2. We are a small family from Sydney CBD bought the farm 143 Winfarthing road to live on future in this farm, now we are concerning for health and safety for our two children. 3. Dangerous situation from highway entering to Winfarthing road due to visual distractions caused by quarry operations. 4. Dangerous situation for school bus operating on the school days. 5. No indication of a blasting plan or any kind of noise exclusion zone. 6. No response to suggestion that pre quarry inspection of home foundations take place. 7. Dust and silica content on humans and animals not addressed or downplayed. 8.Zoned dual therefore potentially another 40 or more homes not accounted for 3 of which could be within 300m of quarry blasting 9. The population of Winfarthing road could triple over the coming years 10. We have a group of young people going for regular physical activities daily and bush bike riding around Winfarthing road and around quarry land that will have a big impact to our exercise. 11.We have a small plantation in our farm for our home needs which is fruits and vegetables and a small chicken for eggs and sheep and lamb, and we concerned about environment effect which is dust, smell, contaminant our raining water that we use for watering our plantation, drinking our animals. Please put health and human life and animals welfare and environment before everything Yours sincerely S Barkho and C Daimon
49	Object	My Residence is a distance of 1.46 km from the Marulan Quarry proposed site - SENSITIVE RECIEVER I write this submission objecting to the Marulan Quarry Development. I purchased this home back in 2016. Winfarthing Road is very quiet country road off the Hume Highway. Its peaceful, and it is my home and sanctuary. I look forward to the department of SP looking at this application and the EIS with scrutiny, and seeing the failings of the proposal and its social and environmental impact, and ultimately rejecting the proposal. Please note the following points: – Mental Health impacts. The application has caused mental health issues for me, my family, and my community on Winfarthing Rd. The constant state of not knowing the future of our lifestyle has taken its toll. – Community Consultation. I have not been kept abreast of the development, its impacts and changes over time, and its progress. The CCC have not been kept up to date with the development nor have they been consulted adequately over the past 2 ½ years where updates have not been provided and consultation meetings not conducted. We are 1.6 km from the quarry site and have to drive past the proposed quarry every day to access our home! Global Quarries has not consulted adequately and the consultation process presented in the EIS in my opinion was designed to simply have a positive reflection on the Marulan Quarry application. – Air Quality and Health concerns. The EIS states proposed mitigation of dust impacts including water spraying of trucks and equipment. The equipment used on site will be a 45 tonne excavator, 2 x 40 tonne dump trucks, a 37 tonne loader, a 40 tonne water truck, and a 14 ft grader, as well as surge hoppers, conveyors, 3 rock crushers, and an enormous 200 kva generator to kick up whatever dust isn't already in the air. The EIS refers to the extracted content having a high silica content.

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		– Despite the proposed control measures, dust will collect on my property and my family (including 2 young children) will be exposed to this dust and silica over a significant amount of time.Dust mitigation measures are recommended in the EIS but this does not ensure acceptable mitigation at all times and this is simply not acceptable in close proximity of a residential community such as Winfarthing Rd to the quarry site. – Water quality concerns. We do not have town water, all drinking and water used in our home is from tank water sourced from our roof top. We are concerned about dust impacts and health outcomes from the quarry operation to our water supply. Other than monitoring, Global quarries have made no assurances, nor have they offered periodic cleaning of water tanks and replacement of water resource in the event the water supply is compromised during the 18 year proposed operation of the quarry. Independent testing, cleaning and water resource replacement as required should be a minimum requirement in the event the application is approved. – Noise impact. We will have rock crushing, blasting, heavy vehicle, dozers moving within 1.6km of our home. This is unacceptable to me, let alone those Winfarthing Rd residences closer to the site and some with fences adjoining the quarry site. Noise impact will be significant to our home and SP should reject the Marulan Quarry proposal on this point alone. – Public Safety – Fly Rock. Global Quarries have also failed to rule out the closure of Winfarthing Road during blasting operations. This presents an unacceptable requirement of the residents to have their street closed on an ongoing basis over an 18 year period. If Winfarthing Rd is required to be closed for blasting, SP should reject the proposal on this point alone. Fly rock may also impact Hume Highway which cannot be closed. With vehicle movements with direct visual to the quarry site, SP should reject the proposal on a safety basis of Hume Highway motorists. – Public Safety – Visual impacts from Hume Highway south west bound. The ongoing operation of the quarry will be visible to south west bound traffic on Hume Highway. This will be a distraction for drivers at high speed. I draw SP attention to the accident which occurred at Narambulla Creek which occurred recently on 7th January 2025. **https://www.abc.net.au/news/2025-01-07/hume-highway-crash-near-goulburn/104792092** This part of the Hume Highway is already a high risk area and this should not be further compromised by a visual distraction which will be visible for over a 1km stretch of the highway approaching the quarry site. Lives are at risk if this application is approved and SP should reject the application on this point alone. – Topography, wind and dust. EIS Appendix L - Air Quality. Item 4.5.1 lists the available wind and weather data from the BOM monitoring station at Goulburn Airport as an available source of information. The Airport is 17.3km from the proposed quarry site. 4.5.1 states in some instances data would be collected from private entities. Unfortunately the Marulan Quarry EIS did not use available private monitoring which is available and would have produced a greatly enhanced and more comprehensive review of the predominant wind and rainfall conditions within 2km of the proposed quarry site. The wind data does not allow for the topography of the site. The site is atop a large hill with significant elevation and a weather monitoring station should have been set up to monitor exact weather conditions and wind spend and direction on site. This did not occur. The following observations were made from data sourced from publicly available and local weather stations to the proposed quarry site and I draw observations conflicting with the EIS representations: – Appendix l - Air Quality 4.5.1.3 These assumptions have a number of alarming issues. I note the following: (a) The EIS states predominant winds from the North West, our data notes the predominant local winds are from the South West, South, and South East. There are no occasions from our local data where is evident the winds are coming predominantly from the North West. This new information on Wind direction will potentially cause dust from nearby ENM and VENM stockpiles to be lifted blowing onto the highway traffic. This is potentially life threatening for motorists travelling Westbound across and from Narambulla Creek and Eastbound motorists travelling downhill towards Narambulla Creek. (b) I note heavy wind gusts occurring locally due to the elevated and exposed position of the Winfarthing Rd locality NB. wind gusts exceeding 69km/h during August, September and October 2024 .I believe this information deserves consideration and which has not been captured in the Marulan Quarry EIS. To add to this further, the far greater elevation of the Marulan Quarry hill would likely increase wind speed which will further invalidate the data presented in the EIS. (c) Item 7 states 'It is important to note that as the quarry progresses, many activities will be undertaken below ground, and dust impact from these sources would potentially reduce'. This statement is incorrect. This is an open quarry development and no activities will be undertaken below ground! On the basis of the above points and the EIS assumptions being made on misleading data obtained over a 17km distance from the actual proposed location, SP should reject the application.

ID	Sentiment	Details of submission
		– Proposed bus stop. A bus stop has been located on Winfarthing Road, south of the Winfarthing Rd exit for truck exiting the quarry site. This leaves no bay for buses to turn, and buses will be required to drive to the end of Winfarthing Road to turn in the culdesac. This has a time and economic bearing for the bus service and all commuters using this service on a daily basis. The EIS does not consider this bus movement or its impact. – Truck movement on Winfarthing Rd. The EIS refers to all trucks exiting the site using Winfarthing Road. As a resident of Winfarthing Rd I have not been consulted with this important point. I will be affected potentially by 50 truck movements per day. I will have to wait for trucks to exit Winfarthing road into the slip lane and potentially cause danger to me with slower merge speeds onto Hume Highway. Winfarthing Rd is not built for, nor does it have adequate width to allow for heavy vehicles such as 40 tonne trucks. There has been no consultation on this with me or our community and I oppose the use of Winfarthing Road for the quarry operation entirely. – Impact to animals. We have a number of species of animals on our property, most of which are native wildlife which visit daily. We are avid bird watchers we have noticed over the years of our ownership birds nesting in our property, we have king parrots, cockatoos, galahs, wagtails and magpies all visiting our property. We have kangaroos, wombats, wallabies, turtles, crayfish, and a number of species of snakes. Global quarries have not provided an adequate response in their EIS with regard to fright and flight of these animals. It affects our enjoyment of the property and native animals continued visitation of the property immensely and we oppose the proposal as it will reduce wildlife to our area. – Compensation. The value of my property will be diminished due to the quarry operation. I have a dual occupancy property for which the second dwelling is rented out. Weekly rent from this property will be reduced from the activity of the quarry due to the noise, dust and visual impacts and the capital value will be reduced. There are a number of elements which have not been adequately covered in the EIS or resolved through an adequate community consultation process. I am opposed to the development and ask that SP not approve the application.
50	Object	this GQ environmentally unhealthy for People and the planet with GQ and no contact concerning the use of heavy trucks on Winfarthing Road and the pulsation that will occur. this GQ will definitely destroy inhabited forests and the wildlife distract daily life of the Farmer and people with yang family who live in this area including the elderly people the retired people that lives around .
51	Object	I have lived on Faviell Close for 20 years, having moved here with my husband to support my parents, who have been residents since 1982. My father, Eric Hazon, left Peakhurst in Sydney for a quieter life to appreciate nature. Now, GQ wants to disrupt not only our peace but also the vibrant community of wildlife we cherish. We share this land with deer, birds, and countless beautiful animals, and it is unacceptable for GQ to threaten their habitat. The health and safety of our community must be prioritized over profit. GQ shows a blatant disregard for the future of our children, who will inherit this land. The proposed quarry is a mere 2 kilometres from my home, and the blasting from a quarry located 4 kilometres away is already a significant disturbance for us and the wildlife, particularly near the Winfarthing entrance. It is inconceivable that State Planning would even consider allowing such a disruptive and hazardous quarry to be established so close to residential areas. It would be a grave error for both GQ and State Planning to approve this project. I challenge you to imagine living here if this quarry is allowed to proceed. The burden of inconvenience will fall entirely on us, while GQ faces no repercussions. Furthermore, GQ has made false claims about avoiding the use of Winfarthing Road. We will be subjected to a constant influx of trucks exiting near our homes daily, which will disrupt our commutes to work and school. Apart from the 1 interview, organised by a neighbour 3 years ago, I have had no contact with Global Quarries. No one has contacted me about the trucks using Winfarthing Road to get my opinion. This proposed quarry will undoubtedly change how we travel, especially for those of us with trailers and caravans, leading to even more unnecessary disruption—all to benefit GQ's operations. This situation is entirely unacceptable.
52	Object	I this project will affect our health and safety of our children and communities and our life stocks and the value of our property it will please help us with our rejection to this project.

ID	Sentiment	Details of submission
53	Object	I have grave concerns regarding the project and its effects on my environment. – Firstly, will the blasting cause vibrations that effect the structure of my home and buildings on my farm. No preplan or consultation has been done regarding the current structure of the foundations of my home and I am concerned that the blasting in the local area will have a detrimental effect on my homes stability and may lead to costly repair. – I am concerned that the dust from the project, whether from blasting or vehicle traffic will have an adverse effect on my farm produce from our home grown vegetable gardens to our water supply. – I am also aware that this project will be detrimental to the resale value of my property, if I plan to sell in the near future the value of my property will be lower than previously valued due to the presence of the project.
54	Object	I strongly object to the proposed project. This project provides no beneficial benefits to the surrounding community or the people residing in the surrounding vicinity of the project and can only be considered detrimental to the health and safety of those living and travelling through the area. Listed below are some of my concerns. – Currently the traffic situation on Winfarthing Rd and Hume highway is congested and increasingly dangerous with wait times to enter the highway increasing and becoming more difficult, by increasing the entry of large trucks and the increasing volume of traffic from them will cause dangerous situations and congestion and will inevitably lead to an accident and/or fatality. – The damage to the environment will be irreparable, currently our area is a nature corridor and this will be destroyed by the activities of the quarry. – There is little detail on the processes of this project, with its close proximity to the highway and residents will there be safety concerns regarding the explosives and blasting conducted by the quarry. – Lastly, we chose to buy here 25 years ago, we chose this life style and area due to its nature, peaceful environment and standard of living, which will all be destroyed by the activities of this project.
55	Object	1. Winfarthing road is too narrow and small to sustain heavy vehicles 2. Turning into the highway from Winfarthing is dangerous for cars - having trucks turning makes a further safety issue 3. Trucks using Winfarthing will hold up residents 4. A quarry will severely disturb local wildlife. Every drive down Winfarthing you'll see an abundance of wildlife: kangaroos, wombats, birds (black cockatoos, kookaburras, king parrots etc), turtles, snakes etc
56	Object	I Strongly oppose this project for the following reasons , Unfortunately your portal only allows 59? somethings of files to be attached. which is difficult when expressing concern regarding this proposal which ids fundamentally flawed. I firmly oppose the Validity and Viability of this proposal on the following grounds. The proposal is not Sympathetic to or Aligned with the Community needs, lifestyle arrangements, emergency response procedures, local planning, safety and Traffic requirements based on its intended location and operational requirements. Global Quarries poor performance as Land Stewards. The competency of Global Quarries to effectively manage this proposal given the lack of knowledge and understanding show in regards to Quarrying operations at the community consultation stage. The proposal will destroy the current lifestyle of the residents by turning the surrounding area into an industrial site. The Proposal needs to be reclassified for what it is. Primarily, the proposal is for the creation of a new land fill site and not a State Significant Development (SSD). The removal of materials (aggregates) is to support and prepare for Stage 2 of the Global Quarries Agenda, namely a Land fill site with progressive backfilling using waste products. The Proposal By Global Quarries has the High Risk of damage to property and livestock, Farming and Agricultural Land, Waterways, Native Flora and Native Fauna and the Natural Aquifer from which Water for Farming and livestock is drawn from.

ID	Sentiment	Details of submission
		The Proposal will also impact on the physical and mental health of the residents in the area from airborne contaminants and as the operation is a high intensity industrial operation being conducted 6 days a week in a rural/lifestyle environment. The “Small Number of Residents” the Global Quarries funded Preliminary Environmental Assessment erroneously quotes as being affected (Sensitive Receivers) is in actual fact the Total Number of residents that choose to reside on Winfarthing Rd. The proposal will have a High risk for human fatalities by vehicular incidents. (Vehicle Vs Animal & Vehicle Vs Vehicle) There is an Extreme risk of contamination of the Sydney Water Catchment from Leachates from Displaced Overburden, replacement Land Fill and Operational issues. The risk of Entrapment of residents in an emergency situation and or delayed response of emergency services due to Global Quarries operational issues or procedures. The Proposal will affect property values in the Area by Approx 30% The Proposal has Affected Property sales since the site was Gazetted on “Google Maps” in 2020 with below average property sales for the past 4 years. Residents have been “held to ransom for 5 years” by Global Quarries while they unsuccessfully attempt to make contemptible and dangerous iterative changes to accommodate Legislation and planning laws. Residents have had to suffer constant mental anguish and have been placed in a state of limbo over the last 5 years regarding this proposal while Global Quarries appear to treat this as some sort of game and hope to wait out the residents hoping they will give up. The community of Winfarthing road and the surrounding area is close and enjoy and protective of their current lifestyle. I would urge the reader to consider the position of the residents of Winfarthing Rd and the surrounding area and support them in voting down this proposal and reducing the 5 year burden so the residents can return to some sort of normality in their lives. Global Quarries have shown either avoidance and or ignorance towards the appropriate legislation, guiding bodies in their own proposals and submissions. Global Quarries have shown contempt to residents during the life of this proposal. Global Quarries have used misinformation and withheld information in an effort to pursue their own agenda. In community consultation Global Quarries have shown contempt not alignment with the community The proposal is not a state significant development it is a tip. Outdated reports, investigations and methodology is being used in an attempt to validate the proposal. The following link Defines A State significant Development. https://www.planning.nsw.gov.au/sites/default/files/2023-03/state-significant-development-guidelines.pdf Global Quarries Agenda as outlined in their proposal. To open a large scale industrial operation located in a rural/Lifestyle environment. Propose that this Large Scale Industrial Operation Operates 6 Days per week in a Rural/Residential Area To propose blasting, excavation, displacement of and transportation of materials within the Sydney Water Catchment Area and in close proximity to the Hume Highway and long standing residential and historical properties on Winfarthing Rd and the Hume Highway. Removal of Natural and Native materials currently on site and replaced with imported waste materials. Notably VENM &ENM Use of roads and infrastructure designed for Rural and Domestic applications both inside and outside the site Boundaries. To extract approximately 5,625,000m3 of Natural materials from the site over the theoretical life of the project (18 years). Replace it with the equivalent volume, 5,625,000m3 of VENM and ENM Waste and “CLEAN” Materials. In relation to blasting Summary of Operational Competence in relation to Blasting by Global Quarries It is apparent based on the lack of information supplied to satisfy Legislation that Global Quarries are not in a position to and or, are not a responsible enough entity and or, are not a competent entity to conduct any operation involving the use of explosives. The representatives of Global Quarries have not been able to address the community's critical questions or concerns regarding the use of explosives on the Site. This lack of information from Global Quarries shows incompetence and ignorance of their obligations. It would also expose deception from Global Quarries as their board of advisers apparently holds a number of “Experts” on Mining operations. These Board members and or advisors, if competent and capable of managing an operation of this type should be able to develop a stand-alone Blast Management Plan for the site or Sought consultation to develop one in the 5 years this proposal has been active. This has NOT been the Case

ID	Sentiment	Details of submission
		Regarding Traffic Management Plans It is worth noting that under any traffic management plan associated with Quarry or Land Fill operations there will be an impact on all braking and acceleration distances both entering and exiting the site and the surrounding roads caused by debris and insufficient control of Heavy vehicle checks and the use of traffic calming methods and cornering The risk of incident from poor traction insufficient braking and general traffic and environmental issues including weather will be high and range from minor incidents to fatality The risk to human life is heightened due to the new traffic management plan following and the proposed placement of a School bus stop at an intersection on a Blind Corner. Roads off the Hume highway accessing the Global Quarries site (Winfarthing Road) are constructed for the use of light Traffic and occasional Heavy vehicle traffic to facilitate deliveries of small scale farming equipment, Delivery of Gas and other domestic services and products. They have not been designed to accommodate hundreds of fully laden heavy vehicles using them. Extreme degradation of these light traffic roads is to be expected from frequent and sustained Heavy Vehicle traffic as is the case at the “Cleanaway” site at Kemps Creek NSW. The use of Recycled aggregates is now common practice I chose this area due to the rural lifestyle not to live in an industrial area. I chose this are for its quiet surroundings. This proposal will destroy that I chose this area as I believe my Core values align with the community, Global Quarries Do Not I chose this area to live a peaceful Life. This proposal will destroy that. I chose this area for its health benefits Clean Air, Clean chemical Free Water. There is A high risk that this property will destroy that. I Chose this Area so I could drive my road and appreciate the nature that fills my surroundings. Global Quarries want to destroy that. I Do Not want to die from disease associated with Silica Dust I Do Not want my Children to die from disease associated with Silica Dust I Do Not want My Grand Children to die from disease associated with Silica Dust. I nor any member of my family want to get sick from drinking my tank Water I nor any member of my family want to die as a result of an accident with a heavy vehicle I Did Not choose to live near a tip I Did Not Choose to live near a Quarry. I Did Not choose to live near an industrial site. I Did Not choose to have the Air that I breath and the Water that I drink to be contaminated. I Did not choose for Someone else to dictate when I can Drive along My Road. I Did Not Choose for Someone to make navigating the intersection that enters the Hume Hwy dangerous. I would have liked Global Quarries to have provided detailed information readily to the residents. I would have liked Global Quarries to have been Transparent in their dealings with the residents. I would have liked Global Quarries to address the concerns of the residents regarding this proposal. I would have liked Global Quarries to approach the Community consultation process openly. I as a resident of Winfarthing road have to comply with local planning and environmental laws. I am unable to conduct activities on My property that risk Environmental Damage or endanger Human life. There is a high risk of environmental Damage short and long term health issues from the Global Quarries Project. This is a high risk proposal that will negatively affect the residents of Winfarthing road and the community therein. It makes no sense to grant any approvals for this project based on the associated risk factors.

ID	Sentiment	Details of submission
57	Object	**Summary of submission:** – Accuracy of EIS – Lack of community consultation – Unsuitable site – Traffic and safety – Aboriginal impacts and active claim – Council zoning regulations – Development of management plans after quarry approval – Blasting, noise and vibration – Air quality and health concerns
58	Object	It will create a dangerous situation for Hume Highway/Winfarthing Road traffic due visual distractions as well as making the actual intersection more dangerous. No discussion about trucks using Winfarthing Road. No contact by GQ since June 2022.
59	Object	I FORMALLY OBJECT THE APPLICATION (SSD-65146459) GLOBAL QUARRIES AUSTRALIA PTY LTD **Summary of submission:** – Lack of consultation – Insufficient information on blasting – Health risks from silica dust – Increased traffic and safety concerns – Impact on school bus stop
60	Object	I, Diane Kenchington object strongly to the Marulan Quarry proposed development EIS (SSD - 65146459) as detailed in the attached document. Objection to Marulan Quarry Environmental Impact Statement A formal objection to the proposed Marulan Quarry development application based on fundamental concerns with the Environmental Impact Statement (EIS) is now submitted. Documentation and Community Consultation The EIS documentation exhibits serious flaws that prevent proper assessment and meaningful public consultation. The reports are riddled with contradictions, errors, and misleading information, making it impossible for local residents to fully understand the proposal implications. The excessive reliance on desktop research rather than comprehensive site investigations undermines the credibility of the assessment. The community consultation process has been grossly inadequate. Global Quarries has failed to maintain contact for well over 2 years since June 2022. Ten homes on Winfarthing Road have not been identified to be included in their Sensitive Receivers assessment. Their engagement efforts have been inappropriately focused on Marulan township rather than the immediately affected residents, demonstrating a total disregard for those most impacted by the proposed development. No mention has been made that properties are zoned for dual occupancy resulting with the potential for an additional 40 or more homes, with three proposed homes possibly within 300m of quarry blasting.

ID	Sentiment	Details of submission
		The future population of Winfarthing Road and Faviell Close could triple in the coming years and this growth has not been considered. Environmental Issues The proposed development presents significant threats to local biodiversity and water resources. The project site would sever approximately 40% off a regional biodiversity corridor within a designated C3 conservation zone. This fragmentation would create substantial barriers to fauna movement and significantly increase the risk of wildlife mortality through vehicle collisions and habitat isolation. Water management concerns are particularly alarming. The proposed importation of VENM and ENM materials poses a serious risk of contamination to the Sydney water supply through leaching. This concern is amplified by the unclear specifications regarding other fill materials and their potential environmental impact. Similar proposals, such as at Bell Quarry Lithgow, have been rejected specifically due to these water contamination risks. In addition, the residents rely on tank water from rain falling on their house roofs. Any dust or other contaminants that fall on the house roofs has the potential to be detrimental to residents' health. Traffic Safety Concerns The traffic assessment is fundamentally flawed, relying on a single day of outdated data that fails to account for the area's over 80 full-time residents and varying seasonal traffic patterns. The crash data analysis artificially limits its scope to 500 metres either direction, conveniently excluding known accident zones in this designated black spot area. There have been no considerations about traffic turning movements at the newly proposed quarry access at the intersection of Winfarthing Road and Hume Highway following issues identified with previous proposals near Narrambulla Creek. The proposed construction period for the intersection works would create severe disruption, requiring 12 weeks of night work and reducing both the highway and Winfarthing Road to single-lane operation. There has been no discussion regarding the use of Winfarthing Road by trucks and their impact on it. Concerns are raised about the mix of heavily loaded trucks with resident vehicles, school buses and children, cyclists, and pedestrians. In particular the matter of the bus stop operating on a blind corner on Winfarthing Road alongside trucks entering the road is a real concern for the safety of the school children. Noise, Vibration and Air Quality Concerns The noise management approach shows serious deficiencies, with no comprehensive blast management plan provided and contradictory blasting schedules presented throughout the documentation. There has been no indication as to whether Winfarthing Road will be in the exclusion zone or otherwise. The impact on shift workers has been ignored, and the proposed noise monitoring provisions are inadequate for the scale of operations. There has been no response to the suggestion that a pre quarry inspection of residents' buildings will take place. Air quality assessments rely on inappropriate data sources, using weather information from Goulburn airport's flat, treeless plain rather than conditions representative of the hilly, forested project site. The selective use of 2023 data instead of more representative 2019 figures appears designed to minimise apparent dust impacts. Most concerning is the absence of specific Respirable Crystalline Silica research, a critical health consideration for quarry operations. Visual and Landscape Impact The visual impact assessment fails to adequately address the significant landscape degradation the quarry would cause. The proposal includes 20-metre-high uncovered stockpiles visible from the highway, with a projected 10-year rehabilitation period.

ID	Sentiment	Details of submission
		The assessment understates the impact of light pollution and fails to address the serious safety risks posed by driver distraction from visible quarry operations along a known accident-prone stretch of highway. Proposed Actions The current EIS should be rejected as it requires a comprehensive revision addressing these fundamental deficiencies. This must include a new traffic assessment incorporating a full interchange design for Winfarthing Road, a detailed blast management plan, and a comprehensive dust control strategy. Additionally, the proponent should be required to implement proper environmental safeguards including covered stockpiles, noise barriers, enhanced water quality protections, and measures to preserve the wildlife corridor. The current proposal represents an unacceptable risk to local residents, the environment, and road users. It requires substantial revision before it can be considered suitable for approval.
61	Object	I, William Kenchington strongly object to the Marulan Quarry proposed development (SSD- 65146459) as detailed in my attachment below. **Summary of submission:** – Poorly written report – Community consultation issues – Environmental concerns – Traffic and transport issues – Noise and vibration – Air quality – Visual and social impacts – Detailed maps and plans – Stakeholder engagement – Proposed solutions
62	Object	I object to this project going ahead. Please see attached for details Subject: Objection to the Proposed Quarry at Marulan SSD-65146459 Corner, Hume Highway (Winfarthing Rd) To Whom It May Concern, I am writing to formally object to the proposed quarry development at Marulan Corner, located along the Hume Highway at Winfarthing Road, due to a range of concerns related to public health, safety, and the environment. Impact on Human Health The operation of a quarry, particularly one involving blasting, raises significant concerns regarding air and water pollution, noise, and dust, all of which can negatively impact the health of nearby residents. The inhalation of particulate matter and exposure to blasting vibrations could pose serious risks, particularly to vulnerable populations such as children and the elderly. Mental Health Concerns The constant noise and disruption from quarry operations, including blasting, would undoubtedly affect the mental health and well-being of local residents. The ongoing stress and anxiety related to noise pollution and environmental changes could worsen mental health issues, particularly for those already struggling with mental health conditions.

ID	Sentiment	Details of submission
		Impact on Children and Domestic Pets Children are particularly vulnerable to environmental pollutants, and the presence of a quarry could affect their development and general health. Domestic pets, too, may suffer from stress due to noise pollution and possible exposure to hazardous materials from the quarry. This could lead to Behaviour issues, anxiety, or even physical harm in the long term. Harm to Farm Animals The noise, vibration, and dust from quarry operations would significantly affect the local agricultural environment. Farm animals, particularly livestock, could experience increased stress, reduced productivity, and even physical harm. The quality of grazing land could also be impacted by dust and pollution, affecting the health of farm animals and the long-term viability of local farming businesses. Safety Hazards and Driver Distraction The location of the quarry along the Hume Highway presents a serious risk of driver distraction, particularly given the nature of the quarry's operations (blasting, machinery movement, etc.). Drivers passing through the area may be distracted by the noise, dust, or visual disturbances, increasing the likelihood of accidents on an already busy highway. For these reasons, I strongly urge the authorities to reconsider the approval of the quarry at Marulan Corner, as it poses significant risks to public health, safety, and the well-being of both residents and local wildlife. Thank you for considering my objections. I trust you will give these serious concerns the attention they deserve.
63	Object	I do not support this project. please see attached for details Objection to the Marulan Quarry Proposal SSD-65146459 To Whom It May Concern, I am writing to formally object to the proposed operations at the Marulan Quarry, based on several significant concerns regarding public safety, human health, and environmental impact. Driver Distraction on the Hume Highway: The quarry's location adjacent to the Hume Highway poses a serious risk of driver distraction. The visibility of the quarry from the highway, combined with the potential for dust plumes during blasting operations, could divert the attention of drivers, creating hazardous driving conditions. This distraction may increase the likelihood of accidents, endangering public safety. Health Impacts from Dust Blasting: The dust generated by frequent blasting operations has been well-documented as a significant health risk. Prolonged exposure to airborne particulate matter, including fine dust from quarry activities, is known to contribute to respiratory issues, cardiovascular problems, and other long-term health concerns. This is especially worrying given the proximity of residential areas and the vulnerability of certain populations, such as children and the elderly. Impacts on Biodiversity within the C3 Zone: The area surrounding the Marulan Quarry is within a C3 zoning zone, which is intended to protect and enhance biodiversity. The disturbance caused by quarrying activities, including habitat loss, noise, and dust, poses a threat to local wildlife. The quarry’s operations could disrupt critical ecosystems, affect local flora and fauna, and undermine biodiversity conservation efforts in the region. In conclusion, the proposed Marulan Quarry raises serious concerns that cannot be overlooked. I urge you to consider these objections carefully and take the necessary actions to mitigate the risks posed by the quarry operations. Public safety, human health, and environmental protection must be prioritised in any decision regarding this development. Thank you for your attention to this matter.
64	Object	To State Planning, I am writing to you in regard to State Significant Development SSD-65146459, EPBC ID 2023/09672 We purchased 79 & 89 Winfarthing Rd in October 2017; we are new members of the community of Marulan in the Goulburn Mulwaree District.

ID	Sentiment	Details of submission
		Both of our properties are directly adjacent the proposal, 79 Winfarthing Rd Lot (lot 37) is within 250 m and 89 Winfarthing Rd (lot 36) is within 700 m of the quarry blasting area. This is a major safety concern considering they need to conduct blasting. During the entire period since the Global Quarries proposal to build a hard rock quarry started, No one from Global Quarries or GHD have ever bothered to contact us in regard to this proposal. There have been a number of propaganda flyers placed in our mailbox but considering the very close location of our property to the proposal we all (including all our other close neighbours) We're expecting more consultation from Global Quarries & GHD. There was a poor attempt to speak with us around 24 months ago, which was during the weekday starting at 10am, I was at work as usual. I told my wife to meet the Global Quarries representatives who were driving around but for some reason Global Quarries drove into our driveway, glanced around, ignored my wife who was standing at the gate. Placed a sorry we missed you letter in our mailbox and drove away. (Fyi most ordinary working people work during the week, whoever thought a door knock/community talk during the week at 10am is out of touch, this should have been done on a weekend. Global Quarries appear to have deliberately ignored all the surrounding properties directly adjacent to their proposal, they have contacted the Marulan Community town which is over 10km North of Winfarthing Rd but have totally ignored the people living in Winfarthing Rd, Faviell Cl, Rampion Hills Rd, Tickner Valley Rd and the Hume Highway. I have some major concerns including safety in regard to this proposal which we would like to be answered. What control measures will be put in place to safeguard us and the local community? Attached below are some of the concerns we have. – Blast fumes – Blast dust – Blast debris – Blast noise – Blast vibrations – Silica contamination – Damage to our 100-year-old house & foundations – Dust contamination of our drinking water – Silica contamination of our drinking water – Dust contamination of our house – Silica & Dust contamination of our dams (that our livestock drink from) – Dust from machines – Vibrations from machines – Noise repercussion from machines & blasting – Impact of blasting/works on our livestock? – Impact of silica contamination of livestock (meat is also for consumption) – Cost to test meat for silica contamination (who will pay for this?) – Impact of blasting/works on local wildlife? – Visual impact/pollution on Winfarthing Rd – Visual impact/pollution on Hume Highway (major visual distraction to everyone) – Traffic control heading South & North on Hume Highway in general

ID	Sentiment	Details of submission
		– Traffic control on Hume Highway and Winfarthing Rd when blasting. – Where is the power to run everything coming from? (totally oppose the use of generators) Guarantee that there would be no environmental effects on the local area from the storage of the ENM or the VENM imported from Sydney and who is responsible for monitoring this? No consideration from Global Quarries on the economic loss to the land value to all the surrounding properties adjacent the proposal, all the surrounding properties are currently zoned dual occupancy, therefore potentially another 40 or more homes will be built in Winfarthing Rd in coming years, 4 of which could be within 300m of the quarry blasting. I would like to bring to your attention this proposal also raises my concerns about the likely effects on ground water availably and water course contamination as at this point in time there have been no proposals by Global Quarries to address and manage these issues. The land adjoins the Narambulla Creek which feeds into Wollondilly River. I am concerned that waste and run off from the quarry operations will contaminate the creek as there is currently no approved proposal to manage the runoff through a tailings dam or similar contamination prevention system. Notwithstanding the other management issues such as dust and noise that have not been properly addressed within the proposal, I believe that there is significant concern for water quality of the surrounding area and the nearby Wollondilly River. I would also like to express my concern that this is a small operation and is unlikely to be able to absorb any economic downturn because it lacks a significant capital partner. As a result, it is highly susceptible to becoming bankrupt and unable to meet its obligations to meet the remediate the land thereby leaving the State Government with a significant bill to remediate the land to protect the catchment area of the nearby Wollondilly River. I am totally opposed to this quarry/tip, I do have more concerns however this list will suffice for now.
65	Object	In regard to the Marulan quarry I object to this, thank you for looking at my submission. As a resident of Winfarthing road, we would like to put in a submission against Global Quarry as we have lived here for 11 years ,and members of our close family have lived here for over 30 years, we moved to the area to have peaceful life, and we feel the Quarry, blasting and trucks coming in and out will be an end to our peacefulness. We feel that this will have impact on the wildlife, older residents in surrounding and the value of my our property. I moved to have a beautiful and peaceful life I would hate for this to change. This quarry will affect the beautiful wild life around the area. We have family members come and visit, the trucks and dust in the air will have a impact on this as family and friends visit to have a relaxing and peaceful visit. We have had no contact from Global Quarry since June 2022 we had a meeting at the beginning of the road in there driveway they did not seem to listen to the residents' concerns .They seem very unprofessional. With being a Winfarthing road resident we have had very little to no contact with Global quarries, concerning the use of heavy trucks on Winfarthing road, including the upgraded intersection that stops the bus from picking up the children and the bus stop being positioned beside the exit of the Quarry ,where will the bus be turning around on Winfarthing Rd to return to highway .Who will be responsible for the damage and maintenance being caused by 50 tonne trucks traveling on our road? we are unaware on how this will affect us in the future and how this will affect us going to Goulburn or the other way Sydney. Id like the fact that we have already had multiple fatalities in the area of Winfarthing Rd and the Hume Highway in the past years. There is a dangerous situation for the people travelling on the Hume Highway both north and south and Winfarthing road traffic due to visual distraction caused by Quarry operations all observed by the Hume highway and Winfarthing road .Please consider there is nothing of this size close to the road and is visible from the highway. Id also like for you to consider all the weather station reports were done at Goulburn air port which is located east of Goulburn roughly around 25km from our location .And a total different location and environment to the planned location of the quarry. The quarry's planned location is also very close to the Sydney water catchment. I'd like you to consider the product/dust wash off that will be flowing into this creek. Dangerous situation regarding intersection with Winfarthing road and the Hume Highway, intersection following unsafe situation at Narambulla Creek. How are loaded trucks going to reach top speed before entering Hume Highway in the distance provided?

ID	Sentiment	Details of submission
		There has been no indication of blasting plan, they haven't even spoke to anybody in this field in regards to exclusion zone, or the out come if a misfire or explosives don't detonate as they are waiting till until after approval, Will Winfarthing road be in the exclusion zone ? As we only have one entry/exit point to our road. No response to suggestions that pre quarry inspections of home foundations take place. How will this effect us? Dust and Silica on human and animal not addressed or downplayed we are all on tank water and are concerned about the dust settling on our roofs going into our drinking water. Fright and flight effect on animals – injury, death vehicle accidents. Everybody on Winfarthing road and Faviell close are sensitive receivers. Zone dual occupancy – there for potentially another 40 or more homes not counted for, 3 of which could be within 300m of Quarry blasting. The population of Winfarthing and Faviell Close could Triple over coming years. I'm asking you to please consider the stress and impact this quarry is going to have on the close residents of our area over the course of the operation. If you were to look some residents are closer than 100 meters to planned site and the environmental impact on the land and wildlife.
66	Object	I would like to put in a submission against the Marulan Global Quarry, as I am a resident and are concerned about the impact. As a resident of Winfarthing road, we would like to put in a submission against Global Quarry as we have lived here for 7 years, we moved to the area to have peaceful life and we feel the Quarry, blasting and trucks coming in and out will be a end to our peacefulness. We feel that this will have impact on the value of my son's property. I moved in with him to have a beautiful and peaceful life I would hate for this to change. This will affect the beautiful wild life around the area. We have family members come and visit, the trucks and dust in the air will have a impact on this as family and friends visit to have a relaxing and peaceful visit. We have had no contact from Global Quarry since June 2022 we had a meeting at the beginning of the road in there driveway they did not seem to listen to the residents' concerns. With being a Winfarthing road resident we have had very little to no contact with Global quarries, concerning the use of heavy trucks on Winfarthing road, including the upgraded intersection that stops the bus from picking up the children and the bus stop being positioned beside the exit of the Quarry, we are unaware on how this will affect us in the future and how this will affect us going to Goulburn or the other way Sydney, Mossvale. There is a dangerous situation for the highway and Winfarthing road traffic due to visual distraction caused by Quarry operations all observed by the Hume highway and Winfarthing road. Dangerous situation regarding intersection with Winfarthing road and the Hume High way, intersection following unsafe situation at Narambulla Creek. There has been no indication of blasting plan, and exclusion zone until after approval, Will Winfarthing road be in the exclusion zone ? No response to suggestions that pre quarry inspections of home foundations take place. Dust and Silica on human and animal not addressed or down played we are all on tank water and are concerned about the dust going into our drinking water. Fright and flight effect on animals – injury, death vehicle accidents. Everybody on Winfarthing road and Faviell close are sensitive receivers. Zone dual occupancy – there for potentially another 40 or more homes not counted for, 3 of which could be within 300m of Quarry blasting. The population of Winfarthing and Faviell Close could Triple over coming years.
67	Object	Content is the same as above submission

ID	Sentiment	Details of submission
68	Object	Marulan Quarry Application No. SSD-65146459 EPBC Id No. 2023/09672 State Significant Development – Extractive Industries Goulburn Mulwaree We have spent the last 10 years creating a wildlife habitat. Blasting and excessive noise will frighten all the wildlife away. During this time we have been part of creating a C3 Wildlife Corridor, Koalas, Kangaroos, Wallabies, Wombats, Echidnas, Goannas, Possums, Micro Bats, Black Cockatoo, Rosellas. King parrots, Finches and Owls. What barriers will be erected around the proposed site to stop native fauna from entering and being injured or killed during blasting periods. The EIS states – Left turn only out of Winfarthing Rd for heavy vehicles to travel south to the South Goulburn interchange. Is there a condition on the project if the trucks do not adhere to the no right turn out of Winfarthing Rd onto the Hume Highway ? This potentially puts the public at risk travelling in both directions on the Hume Highway. How and who will manage this condition ?. Local resident deliveries would be restricted as deliveries from Moss Vale, Bowral, Camden, Narellan or the Sydney area would be charged a higher delivery rate once they find out they have to add another 50km to the trip. State Govt is effectively putting a tax on residents of Winfarthing Rd and Faviell Close. Many residents ride bikes and walk along Winfarthing Road up to the Hume Highway, as acknowledged in the EIS, there are no footpaths or street lights. This project will have a major impact on people's safety. Once Global Quarries has blasted and removed hard rock, vegetation and trees, if they cease operations at any time during the 20 years WHO will be responsible to remediate the site and return it to its original condition. Botany Bay is an example of the effect of leaching into the environment, the Global Quarries Project is part of the Sydney Water Catchment. What will be the impact on all residents property values with an unsightly mess and a big sign at the entrance to Winfarthing Rd. The EIS does not give enough detail about the full impact of operations to the Hume Hwy traffic. What will traffic see coming down the hill during blasting? Will they hear the blast? How many other State Significant Blasting sites are this close to the Hume Hwy?
69	Object	Marulan Quarry Application No. SSD-65146459 EPBC Id No. 2023/09672 State Significant Development – Extractive Industries Goulburn Mulwaree Objection by Ryan Mach of Marulan NSW Over the past decade, we have worked to establish a thriving wildlife habitat. Blasting and excessive noise would severely disrupt the ecosystem, driving away native species. During this time, we have contributed to the creation of the C3 Wildlife Corridor, which supports species such as koalas, kangaroos, wallabies, wombats, echidnas, goannas, possums, microbats, black cockatoos, rosellas, king parrots, finches, and owls. What measures will be implemented to prevent native fauna from entering the proposed site and being harmed during blasting activities? The Environmental Impact Statement (EIS) specifies a "left-turn only" requirement for heavy vehicles exiting Winfarthing Road to travel south to the South Goulburn Interchange. What safeguards are in place to ensure compliance with this condition, and who will oversee enforcement? A failure to adhere to this restriction could endanger public safety on the Hume Highway. The project's restrictions on delivery routes will increase delivery costs for local residents, particularly those in Moss Vale, Bowral, Camden, Narellan, or Sydney, by adding an extra 50 km to trips. This effectively places an additional financial burden on the residents of Winfarthing Road and Faviell Close. As noted in the EIS, Winfarthing Road lacks footpaths and streetlights, yet it is frequently used by cyclists and pedestrians. This project will significantly impact their safety.

ID	Sentiment	Details of submission
		If Global Quarries discontinued operations at any point during the proposed 20-year period, who will be responsible for site remediation and restoring the area to its original condition? There is a serious risk of environmental leaching, particularly given the site's location within the Sydney Water Catchment. Botany Bay serves as a stark reminder of the long-term impacts of such projects. The potential for reduced property values is also a concern, as the area may be left with an unsightly landscape and signage at the entrance to Winfarthing Road The EIS provides insufficient detail on the full traffic implications for the Hume Highway. For instance, what will drivers experience during blasting periods—will they hear or see the blasts? Are there other State Significant Blasting sites located in such close proximity to the highway?
70	Object	Formal Objection to Marulan Quarry Environmental Impact Statement I hereby submit a formal objection to the proposed Marulan Quarry development application based on fundamental concerns with the Environmental Impact Statement (EIS). Documentation and Consultation Deficiencies The EIS documentation exhibits serious flaws that prevent proper assessment and meaningful public consultation. The reports are riddled with contradictions, errors, and misleading information, making it impossible for local residents to fully understand the proposals implications. The excessive reliance on desktop research rather than comprehensive site investigations undermines the credibility of the assessment. The community consultation process has been grossly inadequate. Global Quarries has failed to maintain contact for 21/2 years since June 2022.Ten homes on Winfarthing Road have not been identified to be included in their Sensitive Receivers assessment. Their engagement efforts have been inappropriately focused on Marulan township rather than the immediately affected residents, demonstrating a concerning disregard for those most impacted by the proposed development. Environmental Impacts The proposed development presents significant threats to local biodiversity and water resources. The project site would sever approximately 40% of a regional biodiversity corridor within a designated C3 conservation zone. This fragmentation would create substantial barriers to fauna movement and significantly increase the risk of wildlife mortality through vehicle collisions and habitat isolation. Water management concerns are particularly alarming. The proposed importation of VENM and ENM materials poses a serious risk of contamination to the Sydney water supply through leaching. This concern is amplified by the unclear specifications regarding other fill materials and their potential environmental impact. Similar proposals, such as at Bell Quarry Lithgow, have been rejected specifically due to these water contamination risks. Traffic Safety and Infrastructure The traffic assessment is fundamentally flawed, relying on a single day of outdated data that fails to account for the area's over 80 full-time residents and varying seasonal traffic patterns. The crash data analysis artificially limits its scope to 500 metres either direction, conveniently excluding known accident zones in this designated black spot area. The proposed construction period would create severe disruption, requiring 12 weeks of night work and reducing both the highway and Winfarthing Road to single-lane operation. Noise and Air Quality Concerns The noise management approach shows serious deficiencies, with no comprehensive blast management plan provided and contradictory blasting schedules presented throughout the documentation. The impact on shift workers has been ignored, and the proposed noise monitoring provisions are inadequate for the scale of operations. Air quality assessments rely on inappropriate data sources, using weather information from Goulburn airport's flat, treeless plain rather than conditions representative of the hilly, forested project site. The selective use of 2023 data instead of more representative 2019 figures appears designed to minimise apparent dust impacts. Most concerning is the absence of specific Respirable Crystalline Silica research, a critical health consideration for quarry operations.

ID	Sentiment	Details of submission
		Visual Amenity and Landscape Impact The visual impact assessment fails to adequately address the significant landscape degradation the quarry would cause. The proposal includes 20-metre-high uncovered stockpiles visible from the highway, with a projected 10-year rehabilitation period. The assessment understates the impact of light pollution and fails to address the serious safety risks posed by driver distraction from visible quarry operations along a known accident-prone stretch of highway. Recommended Actions The consent authority should reject the current EIS and require a comprehensive revision addressing these fundamental deficiencies. This must include a new traffic assessment incorporating a full interchange design for Winfarthing Road, a detailed blast management plan, and a comprehensive dust control strategy. Additionally, the proponent should be required to implement proper environmental safeguards including covered stockpiles, noise barriers, enhanced water quality protections, and measures to preserve the wildlife corridor. The current proposal represents an unacceptable risk to local residents, the environment, and road users. It requires substantial revision before it can be considered suitable for approval.
71	Object	Same as submission 69
72	Object	Same as submission 69
73	Object	**Summary of submission:** – Communication and lack of community consultation – Health risks and impacts – Lifestyle and amenity impacts – Biodiversity impacts – Silica dust and risk of contamination – Air pollution – Noise pollution – Damage to road infrastructure from heavy vehicles – Blasting risk of misfire – Impact to school bus route – Damage to homes from blasting – Heritage and Aboriginal artefacts.
74	Object	Please find attached my submission to Global Quarries proposal. **Summary of submissions:** – Community consultation – Traffic and transport – Dust concerns, unable to be suppressed by water – Risk of flooding – Risk of blasting misfire – Location of exclusion zones – Property value impacts.

ID	Sentiment	Details of submission
75	Object	**Summary of submission:** – Site availability, zoning and land ownership – Incompatibility with C3 zoning – Blasting – Visual impact – Contamination of water – Biodiversity and native wildlife – Traffic and safety impacts including congestion and delays – Health and well-being of local community.
76	Object	I am writing to you to object the proposed Marulan quarry. I have found a lot of the information in the reports is very contradictory of itself and also not accurate, for example the distance between Goulburn and Winfarthing Road changes constantly as does the distance from Marulan to Winfarthing Road. Other concerns I have are as followed. – Properties are within a 1 k radius therefore will have a massive impact on the residences everyday lives. – Traffic on the highway is extremely busy during peak seasons and residents struggle to get over and onto the highway daily. Adding more trucks entering in and out of the highway I feel will have the potential to risk the community, motorist and truck drivers lives including an increase in accidents and possible fatalities. – Winfarthing rd is in an C3 zone this means we have a great array of animals that use our area as an animal corridor. Demolishing their habitat to build a quarry will ensure that hundreds if not thousands of animals will be killed or have to relocate causing them massive distress. We also have threatened species of native plants on most of our properties which we found through working with lands for wildlife. – My children as well as many other children on Winfarthing rd catch the bus at the end of the road, it will be highly dangerous for a bus stopping and having to watch out for oncoming trucks and other traffic due to this quarry. Marulan Quarry has proposed that they will build us a bus stop this however will not work in the location that they want to build it and also the bus will not be able to get to it easily. – Continuous noise, six days a week from plant machinery and blasting. I have an autistic child as well as a child with ADHD and both are highly sound sensitive which is why we chose this quiet lifestyle. How will this benefit them especially their mental health having to listen to the constant banging that will be happening all day until the evening? – Blasting- I feel that if the quarry is going to be blasting, what damage will it do to the surrounding properties with the vibrations that will travel and who will be the one to fix the damage that will be created? Due to a blast consultant not being hired, there is currently not a blasting report recorded. – VENH and ENM - as we are an C3 zone the VENH and ENM that is going to be carted in can cause massive damage to our flora and fauna. – The proposed quarry site is currently a sound barrier for the residence in Winfarthing road that stops the noise from the highway travelling up the road. If the hill is taken then huge amounts of sound from the highway will travel up Winfarthing rd. – In the current proposal it states that all trucks leaving the quarry site would need to turn left and head to Goulburn and do a 30K turnaround to then head back to Sydney. There are a few residents on Winfarthing Road that have trucks and caravans that would also need to do an extra 30k towards Goulburn to then turn around and head towards Marulan as we will not be able to use our intersection to turn right towards Sydney. – Winfarthing Road is a no through road. It has one exit and entry. My concern is with the proposed quarry. We are at a higher risk of bushfires once they are operating as well as extra traffic due to the quarry which will impact all the residents getting in and out, especially in an emergency. – The proposed quarry site is a known aboriginal site. Many artefacts have been found and I feel that a lot will be destroyed if the proposed quarry goes ahead in this area. – Silica dust lodges into people's lungs and causes respiratory issues, my concern is with all that dust flying around how am I going to know that myself, My family especially my children, my neighbours, visitors to my home and road are going to be safe from the effects of silica. Also our whole road is on tank water with silica

ID	Sentiment	Details of submission
		dust travelling through the air how is the quarry going to ensure that it doesn't contaminate our drinking water and our homes? We have a number of elderly people and people with health issues that if they breathe in that dust they would have massive medical issues. – The mental health that I feel this will create for the residences on Winfarthing Road is very high risk. A lot of us are out here because we like the quiet lifestyle, if a quarry is built especially for the residence within the 1K radius then that quiet will be gone and a lot of stress will be put on the residences. Mentally especially! – our family are WIRES carers we release a lot of animals that have been in our care on our property which means we have a lot of native animals in our area that increases weekly. – I feel if this quarry is to go ahead then an overhead interchange like at Marulan South needs to be put at the end of Winfarthing Road as the safest option for residents and general public.
77	Object	**Summary of submission:** – Zoning incompatibility – Environmental impact – Aboriginal heritage values – Proximity to WIRES rehabilitation centre – Impact to first responders who live on Winfarthing Road – Air quality concerns – Impact on sensitive receivers such as people with autism – Traffic and safety issues – Visual pollution' – Blasting activities and impacts to wildlife, pets, human health – There is need for a full highway interchange at – Lack of community consultation

ID	Sentiment	Details of submission
78	Object	My objection to the Marulan Quarry ssd-65146459 epbc 2023/09672 1.as a local resident. It is absolutely devastating that the proponent wishes to remove destroy a biodiversity corridor for wildlife in a C3 Environmental zone. as our property is registered with WIRES to rehabilitate and release native wildlife birds wombats etc. Etc. If this Quarry goes ahead no doubt there will be more injured wildlife. 2. on residential safety for the last six years we have asked Global Quarry for information about blasting and all we get told is it will be in the EIS. They have not done a detailed blasting report as they do not have a blasting consultant contractor selected I find this very bizarre when you are applying for approval and a DA all they show is desktop study. extraction industries must be at least a 1 km radius of residence under the Goulburn Mulwaree DCP – 2009. 3. The only safe access for residence and the general public onto the Hume Highway would be an interchange as in Marulan. I live here and I've seen accidents and fatalities. The studies done are two years old most of them desktop and six years old between 2018 and 2022 the traffic on the Hume Highway has increased since the studies were done we know because we live here the bus stop proposed where they want to put it is just 100m from a blind corner on the left-hand bend where the bus will have to do a U-turn to return to the highway really how is this safe? Heaven forbid who gets put on notice for this accident waiting to happen would transport for New South Wales support this? I still feel that the left turn in off the Hume Highway will be extremely dangerous crossing Narrabula Creek. I have observed b double trucks coming down the hill side-by-side the reaction of these trucks could cause them to change lanes causing the weaver affect under. ausroad 1999 act possibly causing a serious collision or even worse a fatality. 4. On the state significant development application dated and submitted on the 13 -11- 2024 it says that is the development on land. Holy any part of the following zones Ru1 Ru2 etc or C3 it states no why is this when this is a C3 environment here? 5. we know Global quarries is new to the industry but with all the support that they have had through GHD to lodge their EIS and all the other community consultation groups was very poorly and misleading in some circumstances as you can read throughout the EIS even on the distances related to the location of the quarry site. For example the critical gap reporting that was done at devils. Quarry states that Winfarthing Rd is approximately 4.5 km west of Winfarthing Road Pacific Highway intersection ??? This is just an example because it's the Hume Highway. The project is on the corner of the Hume Highway and Winfarthing Rd Marulan. Where did the Pacific Highway come from? I just don't know how much more of the studies we can believe if they can't get their location right? This is why I am confused and concerned about the rest of this EIS that has been lodged. 6. trucks leaving the site. How are they Proposed to be cleaned as there is no wash bay on any of the plans??? This could cause debris to be dragged out on the Winfarthing Rd or the Hume highway 7. my main concern of the proposal is the safety of the public and the residence on Winfarthing Rd and the Hume Highway not to mention the visual distraction to all drivers on the Hume Highway 7.1 sensitive receivers in the EIS. It is missing 90 Winfarthing road which is Next Door 26 and 96. Why is this??? And 114 which is next to 96? Don't they count? Could you please explain why? Or is this just another oversight from the EIS mistake/this is why I'm confused with the EIS. Listing concerns in dock point as follows. Air quality visual impacts of blasting suitability of site flooding impacts traffic and road impacts impact on wildlife corridor. The adequacy of the EIS human health impacts noise impacts dust impacts possible silicosis school bus stop. The project is not compatible with the site and goes against the Environmental zoning regulations
79	Object	MY OBJECTION TO THE MARULAN QUARRY SSD-65146459. I live on Winfarthing rd I am devastated and concerned for my health and safety of my family and my grandchildren and all of the residence in our road the enormous health and mental stress this project has put on people over the past 6 years is devastating. a lot of people exercise by walking down to end of our road that will have to stop for our safety the grandkids ride push bikes to the proposed entrance I am gobsmack in the E.I.S they say there is no pedestrians.?? to destroy our peace and tranquillity. as a registered native wildlife carer for wombats working with wires in the area it will be devastating to destroy the south east biodiversity corridor for wildlife my list of concerns are 1 bus stop for school kids ? 2 suitability of site visual impact 3 impact on wildlife corridor 4 accuracy of E.I.S 5 blasting impact no blasting consultant report??? 6 air quality possible silicosis 7 flooding impacts 8 noise impacts 9 Traffic road safety impacts the project will be highly visible from the Hume highway for driver distraction and Winfarthing rd .the only safest way in and out of Winfarthing rd and the Hume highway for the public and residents would be an interchange like at Marulan I think we have put peoples safety before dollars .

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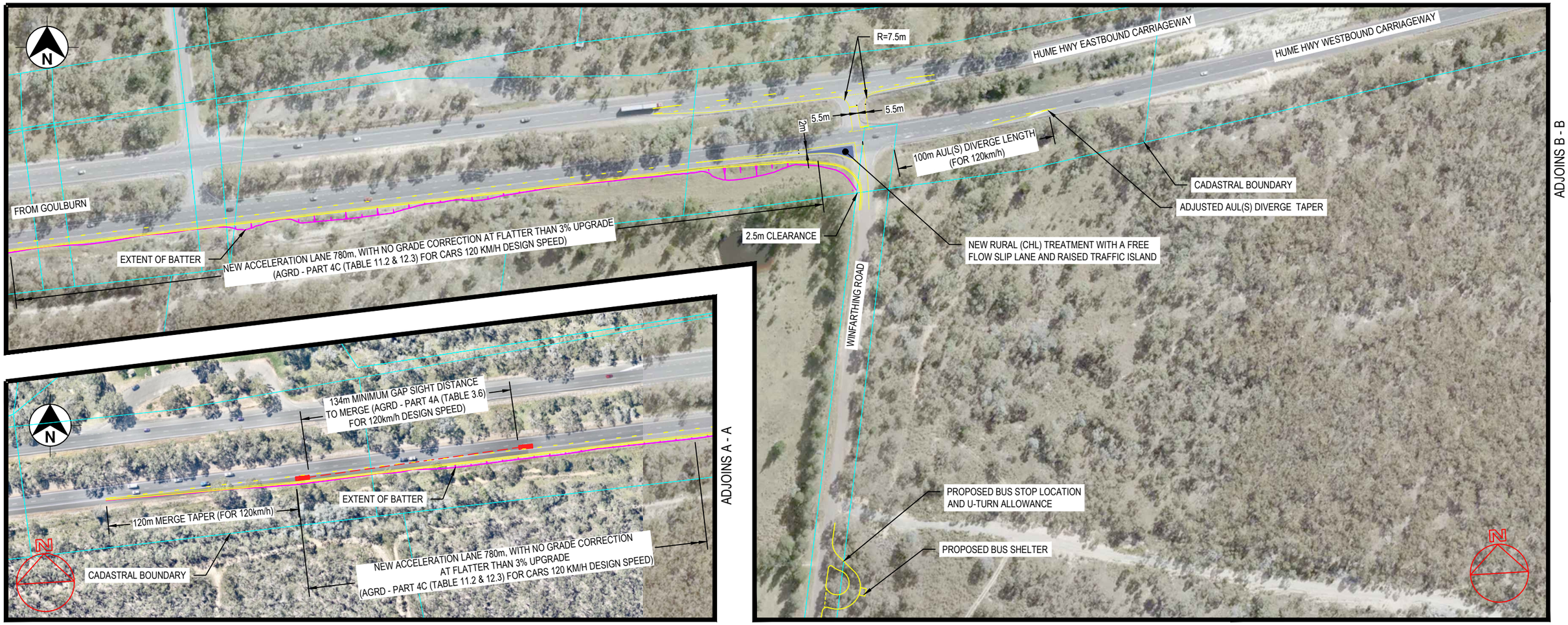
80	Support	The project is expected to contribute significantly to the local, regional, and state economies through capital investment and the supply of raw materials to the construction industry. Increased Employment Opportunities Resource Supply: The site will extract hard rock for cement producers and construction companies, meeting the high demand for construction materials in the greater Sydney region. These benefits highlight the potential positive impact of the new quarry site on both the local community and the broader region.
81	Object	Application No. SSD-65146459 Global Quarries Application is incomplete, inaccurate and a major public safety risk. DA approval not included nor recorded on Council website that I could identify. SDD status not applicable. Designated Development likely to generate pollution (to Sydney Water Catchment e.g. Known Cancer causing Respirable Crystalline Silica and Asbestos) and environmentally sensitive area (wetlands) as per Application Status Data Sheet. Aggregate produces < 0.1% (CRYSTALLINE SILICA) (Respirable Fraction) and ASBESTIFORM ACTINOLITE <0.01% (being above safe levels) via blasts, crushing, processing and stock piling. Silica dust can be fine dust not visible to the naked eye. (Holcim SDS). Bore water used to wash and process aggregate with runoff inevitably polluting natural waterways as stated in application and a logical outcome regardless of fanciful prevention schemes. Vehicle access information is incorrect as application states light vehicle on Winfarthing Road only . Rejected proposed vehicle access by Roads Authority making Winfarthing Road the only exit possible (not approved) for truck and dog or smaller haulage vehicles. With no right hand turn towards Sydney allowed, ever, due to Road Safety Regulations and short merging left land onto freeway towards Goulburn, then turning back towards Sydney adding 40 minutes extra travel time to trucks. (Drivers not likely to do this due to time restraints and logic predicts drivers will regularly attempt illegal right hand turn to Sydney). Truck driver SOP states making turn onto freeway requires the use of 2 lanes entering onto 110 KM lanes at slow speed into the path of oncoming high speed traffic over a hill crest (safety risk to public). Other Quarries in the distant area (10 KM away, which are not ON the freeway or Sydney Water Catchment nor near residents) required a Pass Over Bridge be constructed due to safety concerns of heavy vehicles. Applicant not prepared to construct Pass Over Bridge due to cost. Waterway is a large natural water body and water way, not a dam as applicant states. Site requires Crown Land Authority. Use of Crown Land Legislation states the use of Crown land to be in the publics best interest. Site has multiple documented endangered species and has aesthetic qualities visible along the Sydney to Melbourne Freeway. Silica dust and asbestos travels 700 metres in air from blasts and stays in air for 12 days (Google). Eight hours exposure is legislated unsafe. A Public BBQ Rest Area (Chowne VC Rest area, rated 4 Star) is situated 800 m away on freeway with frequent use by travellers. Residents are 500m away. Blast Fume Events travel over 3 kms as per Quarry incident reports requiring medical treatment with more than 6 recorded in 1 year (Dept Natural Resources, Mines & Energy 2019). Air Blast Over Pressure range 105 db @ 1000 metres over freeway and more than 115 db @ 500m. (Independent professional Report). Fly rock often incorrectly calculated usually resulting in serious injury and death, effecting people, property and environment (NSW Resources Regulator) 280 Residents in Winfarthing Road and another residential street on other side of Freeway in Rampsion Hill Rd not mentioned in application. The area regularly hosts 60kmh winds particularly September to November annually with additional issues resulting in Solar panel obstruction from dust. Residents rely on tank water from roofs. Contamination of drinking water and dams by Silica dust, asbestos inevitable. Bore water supplies risk depletion with continuous industrial use. Sydney Water Catchment contamination, as well as water sources for crop irrigation, visible stock e.g.(cattle, sheep, alpacas, chickens), wine and fruit for human consumption and tourist accommodation all being affected. Previous Global Quarries report stated blocking multiple creeks feeding Sydney Water Supply and downstream. No Through Road on Winfarthing Rd results in High fire hazard for the public. Exit obstruction if fire is ignited by proposed blasts. Viable alternative to Aggregate available and in over supply of recycled aggregate and cement to meet Greater Sydney demand being newly achieved technology of CO2 concrete. Concrete recycling method is more beneficial than current landfilling method. The concrete recycling method receives a positive net benefit of about $30,916,000 per year while the current method receives a negative net benefit of about (minus) -$44,076,000 per year. Recycling for 300,000 tons of construction and demolition waste shows a considerable amount of time and energy saved if recycling methods implemented. Real Case: 300,000 tons to land fill. Recycling reduces to 52,000 tons to land fill. Real Case: 7900 disposal trucks trips to land fill + 7900 return. Recycling: 1200 disposal truck trips +1200 return trips. Real Case : 1.64 MJ energy consumed. Recycling: 0.249 MJ energy consumed. (Tam,Vivian W.Y.2008 case study performed on

ID	Sentiment	Details of submission
		predicted Greater Western Sydney developments plan) cost effective, available and saving millions on disposal of same meeting Net Zero projections. Water more valuable than oil with Murray River Project indicating shipping water more cost effective than polluting and altering waterways worth millions to local Governments clearly suggesting financial benefits to the local community far greater than proposal. Not in line with Net Zero objectives as future predictions of rainfall are to decrease with global warming. Future planning of climate anticipations and life sustaining resources, being water, a priority. Site not fit for purpose as outlined above due to substantial wider public safety risks and environmental impact. Viable, cost effective alternative available deeming product produced by project a non-necessity and not being in the publics best interest. COMMON SENSE : Silica Dust, Asbestos and other contaminates polluting local air, local water sources and wider Sydney Water Sources not an option. YOU JUST DONT. Any proposal indicating it can be done safely is purely trying to fit a square peg in a round hole and a negligent attempt at satisfying application criteria with little intelligent consideration given to future implications and damaging effects to the masses produced by this proposed project from the applicant. A wiser consideration might be to the impact on the Public Health System and cost of Compensation payouts to the public contracting cancer as a result of such a project on this particular site which is a viable outcome. This site is not a viable option and not fit for purpose. Do your children live in Sydney?
82	Support	I believe this project will provide more new job opportunities for local people and increase revenue in the local community by supporting local businesses in the area.
83	Object	I object on the following grounds: 1. Winfarthing Rd is a narrow road - trucks leaving the quarry on this road will cause a hazard to residents as there will be little to no room for an outgoing truck and an incoming car to pass 2. Access from Winfarthing Rd to Hume wy southbound is difficult due to oncoming traffic in a 110 kph zone and at the bottom of a hill. Wait time varies and requires us to judge a break in the traffic and “zip in”. This is impossible for a truck to do. Not only will trucks exiting Winfarthing Rd onto the Hume Hwy southbound significantly impact residents trying to leave behind them, it is a safety issue for the trucks and oncoming Hume Hwy traffic 3. the corner of Winfarthing road and the Hume Hwy is a school bus stop. This bus stop becomes a safety issue if trucks are exiting Winfarthing Rd there for both the children and their parents (cars park either side of Winfarthing Rd at morning pickup and afternoon drop off) 4. Winfarthing road is a quiet, rural community and the home to a wide species of flora and fauna including echidna, wallaby, kangaroo, wombat, black cockatoo, long neck turtle, crimson rosella, king parrot etc. this habitat threatens to be destroyed if a quarry goes ahead 5. Winfarthing road is a no through road. Residents have no alternative than to enter and leave via Hume Hwy. slow moving trucks therefore pose an impediment to getting to and from our homes. This can be of particular significance should a bush fire occur. 6. Consultation with Global Quarry has been appalling. It appears they only wish to speak to those in the community that support their venture. Despite arranging a time for them to meet at my place, they failed to show. They also surveyed people at Marulan village - but failed to survey those most affected (i.e. residents of Winfarthing Rd). 7. Winfarthing road is home to several residents. It is a quiet, peaceful lifestyle. A quarry operating 24/7 significantly impacts the lives of all residents on this road
84	Support	We are writing to provide our comments on the State Significant Development application for the proposed quarry at Marulan, which we support due to the critical employment opportunities it will provide to the local community. We believe this development will have positive economic impacts in the region and provide vital resources to support infrastructure and growth. Denrith currently operates a quarry within a 5km radius of the proposed site and, as part of our ongoing commitment to improving local safety and infrastructure, we are in the process of planning an overpass to enhance road safety for all users in the area. We have attached the preliminary plans for this overpass, which we believe will significantly improve traffic flow and safety in the region. While we are supportive of the proposed quarry development, we urge the inclusion of joint funding for the overpass project as part of the overall planning and approval process for this development. We believe this is a prudent and necessary measure to ensure the long-term sustainability of the quarry’s operations while also ensuring the safety of the community and road users. In our view, it would be short-sighted to allow the quarry to proceed with the current traffic arrangements, given the potential safety risks posed by increased traffic in the area. The planned overpass would address these concerns and create a safer environment for both local residents and the workers associated with the quarry operation.

ID	Sentiment	Details of submission
		We request that the NSW Government consider the inclusion of joint funding for the overpass as part of this development approval, ensuring that both the quarry and the wider local community benefit from enhanced infrastructure and safety measures.
85	Comment	hi
86	Object	There are already many quarry's in the Marulan area why do we need more trucks destroy our local roads the Quarry companies always promise to maintain he roads but they don't Local traffic is affected negatively by trucks now and more will only make matters worse, local roads are unsafe now Quarry companies also promise but never deliver and they are never held to account WHY?
87	Object	I object to this project for the health of my parents and their Neighbours and also the time that my children spend there. It would impact our family life as I would stop going to see my parents. It is such a beautiful area with a beautiful community we want many more years of memories there.

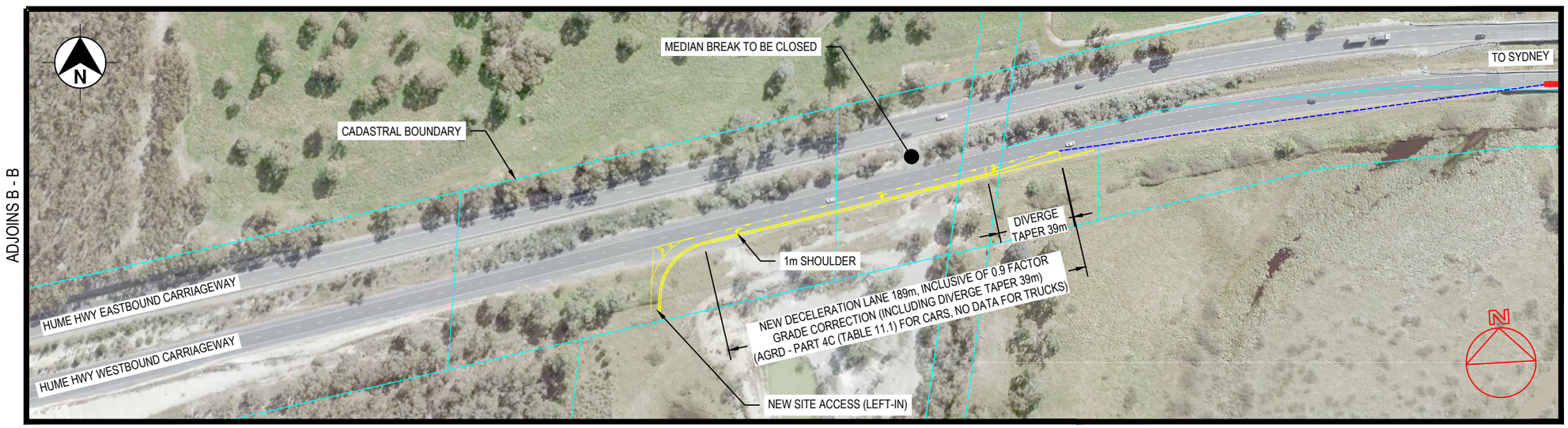
Appendix B

Updated Road Designs



PLAN OPT 02

PLAN OPT 02



PLAN OPT 02

PRELIMINARY

rev	description	app'd	date
H	UPDATED WITH CLIENT COMMENTS		30.05.25
G	UPDATED WITH CLIENT COMMENTS		07.04.24

GLOBAL QUARRIES AUSTRALIA PTY LTD
MARULAN QUARRY

GENERAL ARRANGEMENT

scale	1:2500 for A3	job no.	21-27708
date	July 2023	rev no.	H

approved (PD) SK002

Plot Date: 30 May 2025 - 11:45 AM Plotted by: John Kearns Cad File No: \\ghdnet\ghd\AU\Sydney\Projects\21\27708\CADD\Drawings\21-27708-SK002.dwg

PLAN OPT 02

PLAN OPT 02

Tipper & Quad Dog

	meters		
First Unit Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 41.4
First Unit Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

SERVICE VEHICLE

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

PRELIMINARY

rev	description	app'd	date
C	UPDATED WITH CLIENT COMMENTS		30.05.25
B	UPDATED WITH CLIENT COMMENTS		07.04.25

GLOBAL QUARRIES AUSTRALIA PTY LTD
MARULAN QUARRY

SWEPT PATH AND SIGHT DISTANCE CHECK PLAN

GHD

scale	1:2500 for A3	job no.	21-27708
date	July 2023	rev no.	C

approved (PD) SK003

Plot Date: 30 May 2025 - 11:39 AM Plotted by: John Kearns Cad File No: \\ghdnet\ghd\AU\Sydney\Projects\21\27708\CADD\Drawings\21-27708-SK002.dwg

Appendix C

Wastewater Assessment

GHD Tower, Level 3, 24 Honeysuckle Drive
Newcastle, New South Wales 2300
Australia
ghd.com

Our ref: 2127708

30 May 2025

Vergilio Serra
Global Quarries Pty Ltd
PO Box 51
Casula Mall LPO
Casula NSW 2170

Wastewater Assessment for Marulan Quarry

Dear Vergilio

1. Background

A Water Impact Assessment Report (GHD, 2024) was prepared by GHD to inform the Environmental Impact Statement (EIS) for Marulan Quarry (SSD-65146459). In regards wastewater, the report indicated the proposal would include an appropriate treatment and effluent disposal system designed in accordance with *Environmental Guidelines: Use of Effluent by Irrigation* or by a pump out system. It also indicated that the implementation of an irrigation system in accordance with the guidelines is anticipated to be feasible.

Table 1 summarises Goulburn Malwaree Council and Water NSW submission in relation to wastewater.

Table 1 Wastewater related submission

Agency	Submission
Goulburn Malwaree Council	The proposal includes buildings including site amenities and office. The EIS does not contain adequate detail of these components of the proposed development. Wastewater from the proposed amenities building and office must be appropriately designed and assessed. Council requests the Applicant provide further detail in regard to these components therefore permitting the assessment of potential impacts.
Water NSW	A Wastewater Management Report including: – Detail of the proposed wastewater treatment and disposal system. This should be based site specific soils assessment and the proposed number of staff using the facility (including truck drivers and other visitors). – Design in accordance with WaterNSW's 2023 Designing and Installing On-Site Wastewater Management Systems, AS /NZS 1547:2012, and Council requirements. WaterNSW generally does not consider that pump-out systems are sustainable or desirable as the potential for abuse means that they can be the worst performing on-site wastewater management system. However, they may be considered in exceptional circumstances, on a case-by-case basis, where effluent management is on a heavily constrained site.

2. Purpose of this report

This report outlines an additional study undertaken to address the submission from Goulburn Mulwaree Council and WaterNSW to provide further details about the proposed wastewater system.

The design of the system was outside the scope of this report but would be provided during detailed design, if the proposal is approved.

2.1 Limitations

This report has been prepared by GHD for Global Quarries Pty Ltd and may only be used and relied on by Global Quarries Pty Ltd for the purpose agreed between GHD and Global Quarries Pty Ltd as set out in Section 2 of this report.

GHD otherwise disclaims responsibility to any person other than Global Quarries Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

2.2 Assumptions

The following assumptions are relevant to this report:

– The publicly available information reviewed is true and accurate.

3. Site evaluation

The site evaluation in Table 2 outlines the information relevant to the assessment of the capability of the proposed land application area (LAA) to accept wastewater.

Table 2 Site characteristics

Site feature	Comment	Limitation
Flood potential	Areas adjacent to Narambulla Creek are affected by flooding but there is sufficient area to locate the LAA above the 1 in 20 year flood level.	Low
Exposure	Once cleared, the LAA will have adequate exposure for on-site wastewater application.	Low
Slope	The LAA would have a gentle slope of less than 5%.	Low
Landform	The proposed LAA is located on slopes.	Low
Run and upslope seepage	Due to the slope, it is anticipated that there would be some surface flow over the proposed LAA during periods of high rainfall. However, this could be minimised by providing a diversion drain to divert upslope run-on water clear of LAA.	Low

Site feature	Comment	Limitation
Erosion potential	Erosion potential is considered to be low and the nature of the vegetation established on-site, at present, indicates that suitable grasses can be established and maintained to provide protection against erosion.	Low
Site drainage	Due to the slope, the LAA is considered to drain freely.	Low
Fill	Fill is not expected at the LAA.	Low
Land area	As shown by Figure 1 sufficient area exists to accommodate a LAA and reserve area.	Low
Rocks and rock outcrops	The LAA is not considered to be limited by rock outcrops.	Low
Groundwater	Groundwater is expected to be at a depth of at least 5 m below ground.	Low

3.1 Buffer distances

Table 3 shows an assessment of allowable buffer distances for the proposed LAA defined in the NSW Government (1998) guidelines. The table shows that sufficient buffer zones are available for the proposed LAA and a reserve LAA.

Table 3 Buffer distances and constraint

Feature	Recommended Buffer Distances (m)	Approximate Distance/slope from Disposal Field	Constraint Scale
Surface Water	100 m	The LAA would be over 200 m from Narambulla Creek.	Low
Bore, well	250 m	The nearest registered well is about 1 km west.	Low
Dams, intermittent waterways and drainage channels	40 m	As shown on Figure 1, the proposed water storage dam would be located within 40 m but this would be upgradient.	Low
Property Boundary	12 m if area upgradient and 6 m if downgradient	As shown on Figure 1, there is sufficient area to provide the necessary buffer distances from property boundaries.	Low
Buildings	6 m if area upgradient and 3 m if downgradient	As shown on Figure 1, there is sufficient area to provide the necessary buffer distances from buildings.	Low

3.2 Soil description

The Goulburn 1:250,000 Soil Landscapes sheet (Hird 1991) describes the soil type at the location of the LAA as Midgee Soil Landscape, which are described as naturally infertile. Surface soils are generally considered to be stony brown sandy loams. These areas are also susceptible to widespread minor to moderate sheet erosion. Gullying of drainage lines also occurs.

3.2.1 Permeability and design loading rates

Permeability values of surface soils were determined from Table 5.1 of *AS/NZS 1547 – 2012.* The design loading rate (DLR) was conservatively calculated for primary treatment only from Table L1 of *AS/NZS 1547 – 2012*.

Calculated permeability and DLRs are presented in Table 4.

Table 4 Soil permeability and design loading rate (DLR)

Soil Texture (0-400 mm)	Indicative Permeability (m/d)	DLR (mm/d)
Loams – weakly structured	>3.0	20

4. Treatment system

A conservative primary treatment system (septic tank) with absorption trenches was selected and the trench length was calculated based on equation L1 of *AS/NZS 1547 – 2012*:

$$L = Q / (DLR \times W)$$

Where:

L = length in m

Q = design daily flow in L/day

DLR = design loading rate in mm/d

W = width in m

The design daily flow was based on a rural factory and Table H4 of *AS/NZS 1547 – 2012*, which for the maximum number of staff (i.e., 10), indicated the water use would be 300 L per day.

Based on the results, a total trench length of 37.5 m is required. Allowing for two 20 m long trenches and 1 m separation between trenches, an LAA of 100 m^2 has been adopted. As shown on Figure 1 there is sufficient room to accommodate the LAA and a reserve area.

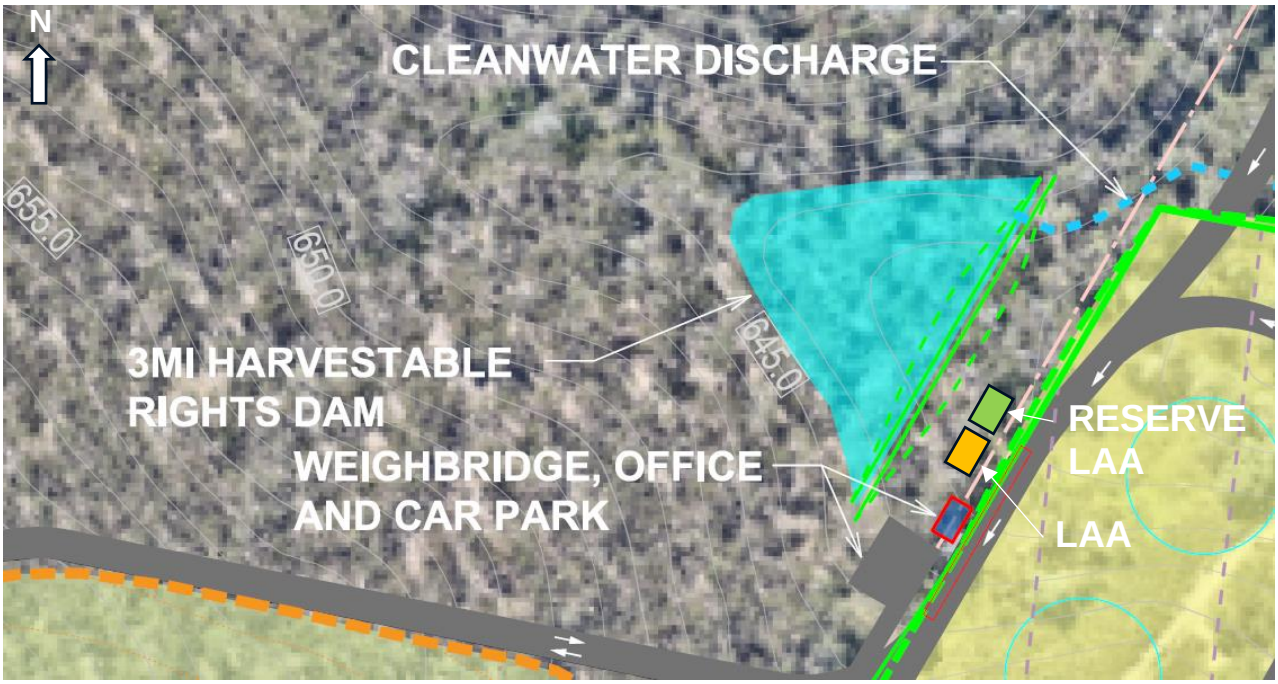


Figure 1 Site layout

5. Conclusion

GHD was engaged by Global Quarries to undertake a Wastewater Assessment for the proposed Marulan Quarry.

The purpose of the report was to assess the suitability of the site for on-site disposal of wastewater from the site office.

The assessment of the site characteristics, soil type, waste generated and system capabilities have indicated that, in accordance with the relevant guidelines, the disposal of wastewater by an on-site wastewater disposal system is a viable option.

Providing the design and recommendations outlined in this report are implemented and the system is frequently monitored and maintained, it is considered there will be minimal risk to the environment or human health from the management of wastewater on-site.

Regards

Ben Luffman
Technical Director - Environment

+61 2 6650 5613
ben.luffman@ghd.com

Appendix D

Artist Impressions

Figure D.1 Existing view

Figure D.2 Stage 1

Figure D.3 Stage 2

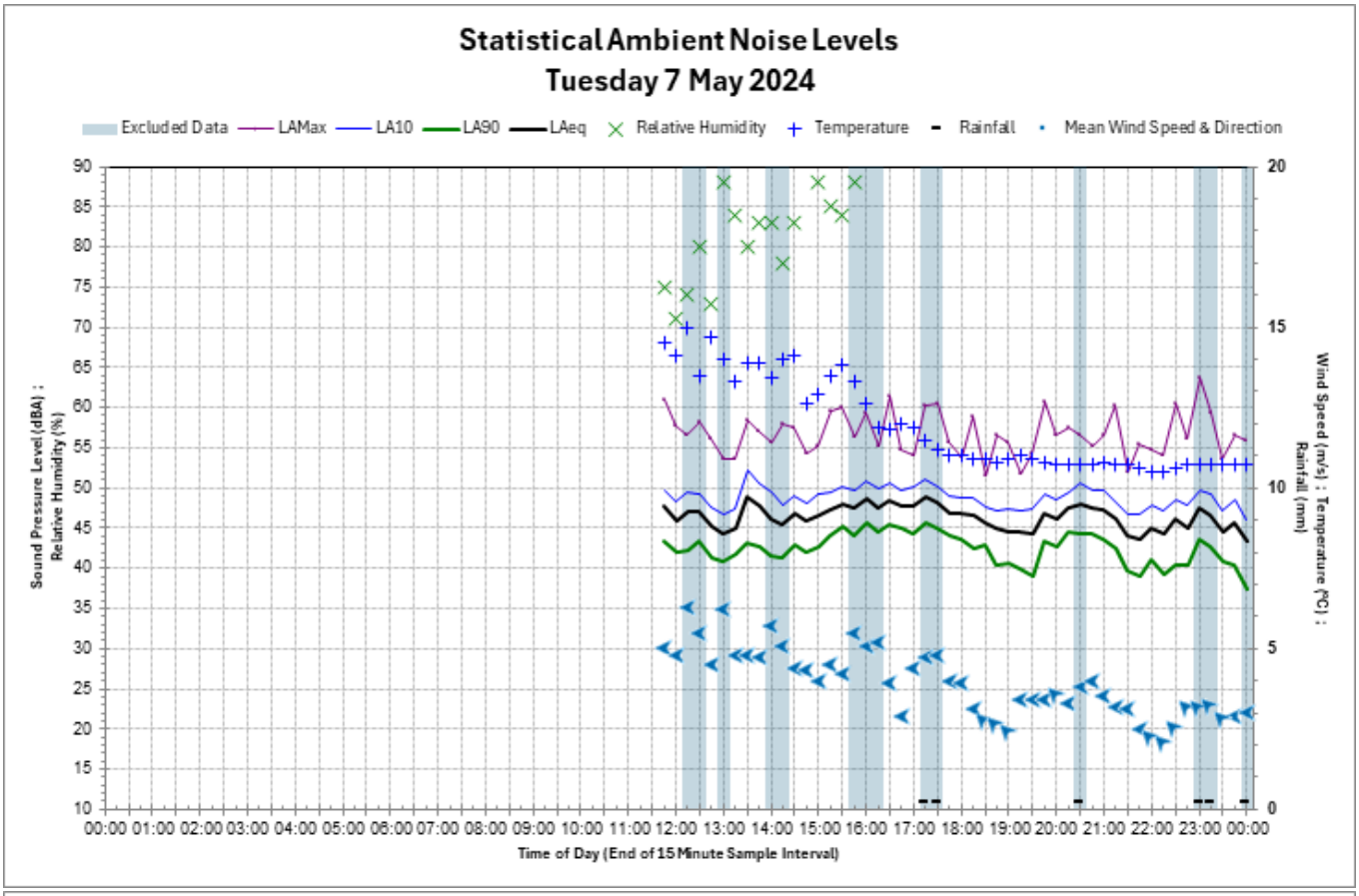
Figure D.4 Rehabilitated view

Appendix E

Noise Levels

M1- NCA1 – 350 metres from Hume Highway

Date	Assessment Background Level, L_{A90}, dBA			Ambient noise level, L_{Aeq}, dBA			Number of excluded samples		
	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night
Tuesday-7-May-24	42	39	35	47	46	44	10	1	4
Wednesday-8-May-24	41	40	36	47	46	44	29	2	1
Thursday-9-May-24	42	43	38	48	49	46	6	1	2
Friday-10-May-24	40	43	35	48	50	45	22	1	1
Saturday-11-May-24	41	39	36	48	47	48	36	7	1
Sunday-12-May-24	41	49	44	49	51	49	40	13	5
Monday-13-May-24	39	47	40	48	53	51	1	0	1
Tuesday-14-May-24	43	43	35	50	51	46	21	0	1
Wednesday-15-May-24	41	45	39	48	50	48	17	0	1
Thursday-16-May-24	40	44	39	49	50	47	0	0	2
Friday-17-May-24	43	41	25	50	48	41	25	2	1
Saturday-18-May-24	36	33	20	44	43	42	37	0	1
Sunday-19-May-24	39	40	29	46	46	47	26	0	1
Monday-20-May-24	37	42	34	47	49	49	7	0	1
Tuesday-21-May-24	36	43	38	46	50	46	1	0	1
Wednesday-22-May-24	39	43	40	46	51	48	0	0	1
Thursday-23-May-24	39	46	29	47	52	43	1	0	1
Friday-24-May-24	37	41	31	44	50	43	0	0	1
Saturday-25-May-24	39	32	16	45	48	35	0	0	1
Sunday-26-May-24	-	-	-	-	-	-	0	0	0
RBL and Leq Overall	**40**	**43**	**35**	**47**	**50**	**46**	**-**	**-**	**-**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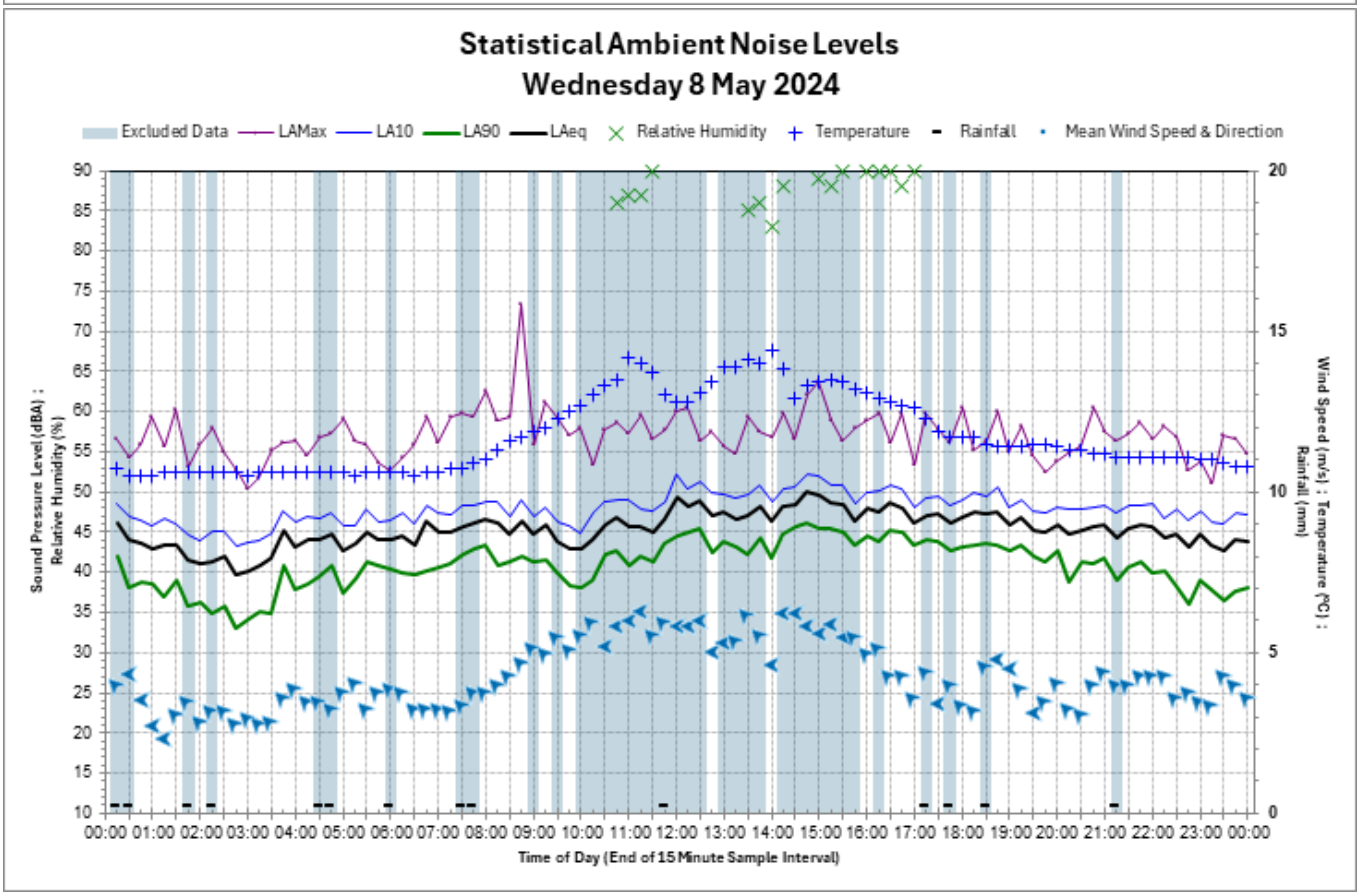
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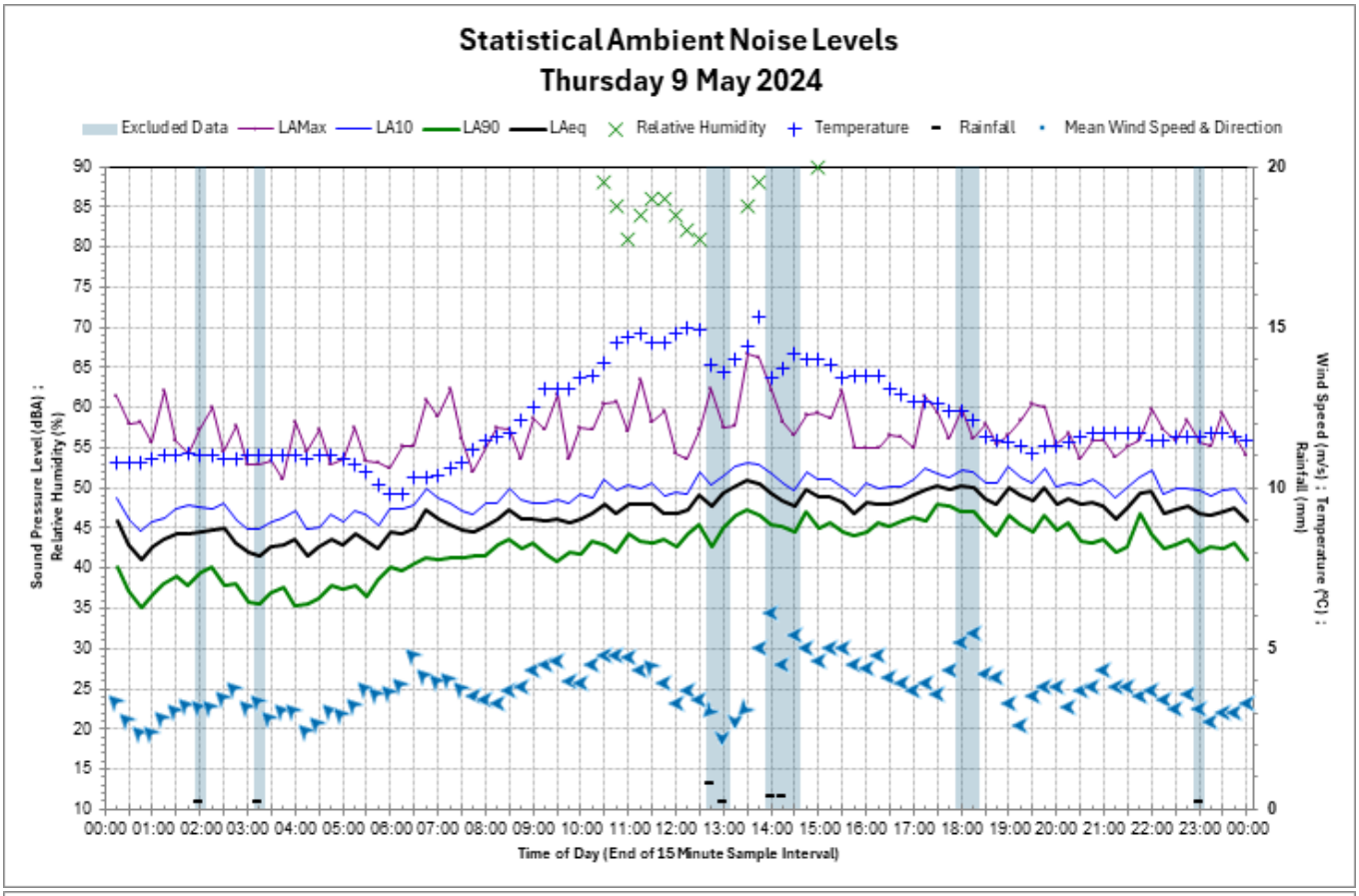
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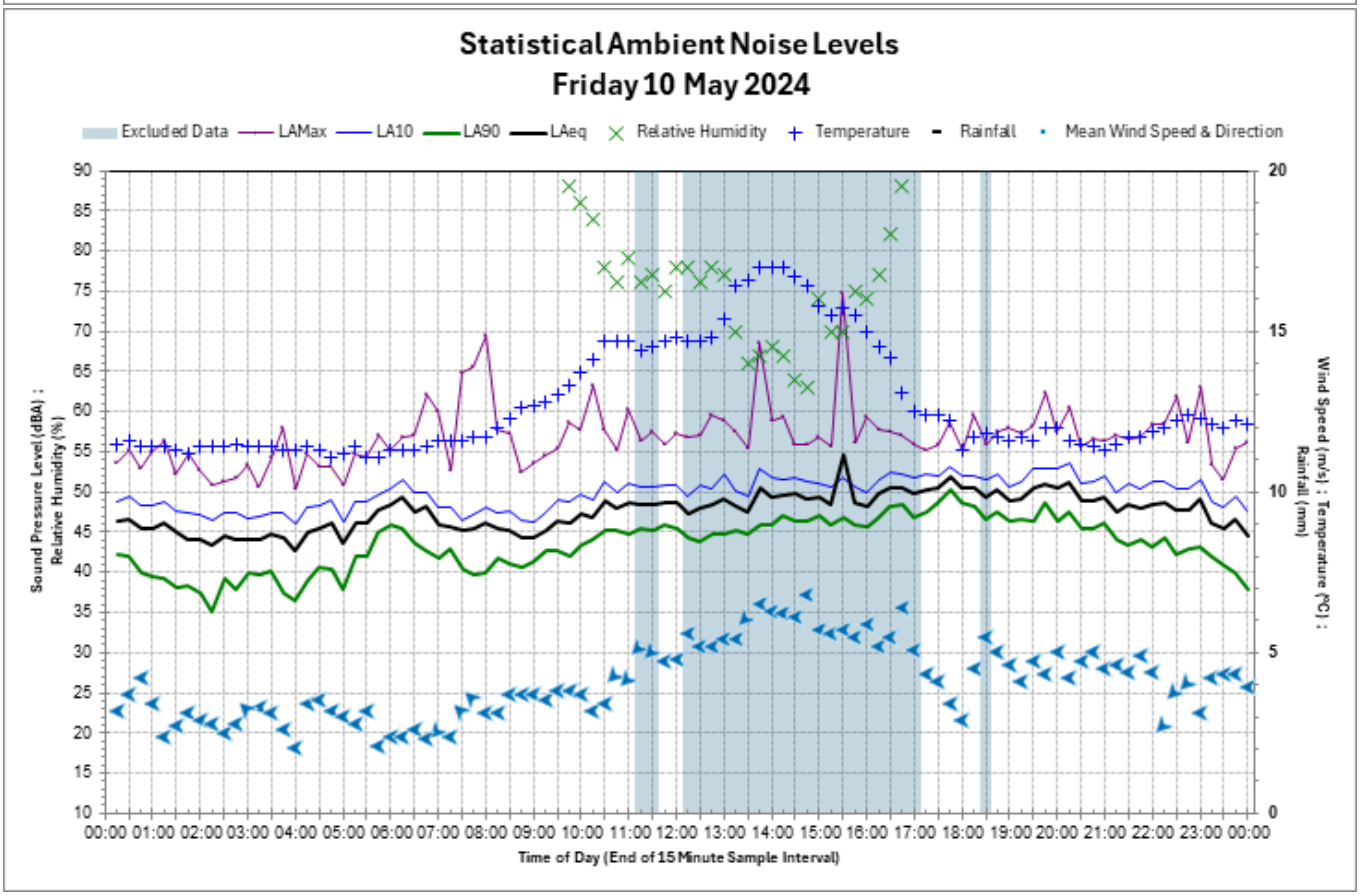
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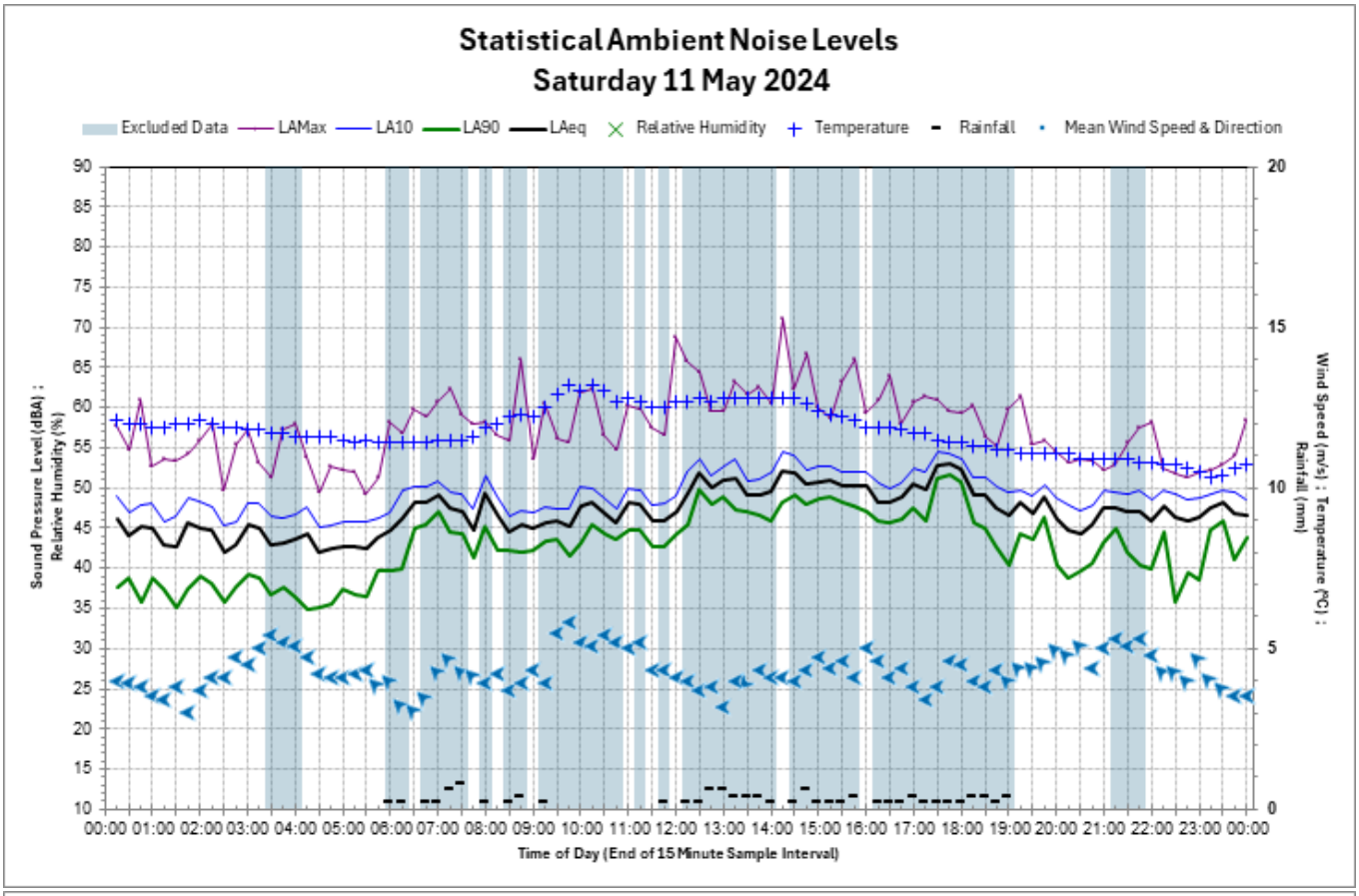
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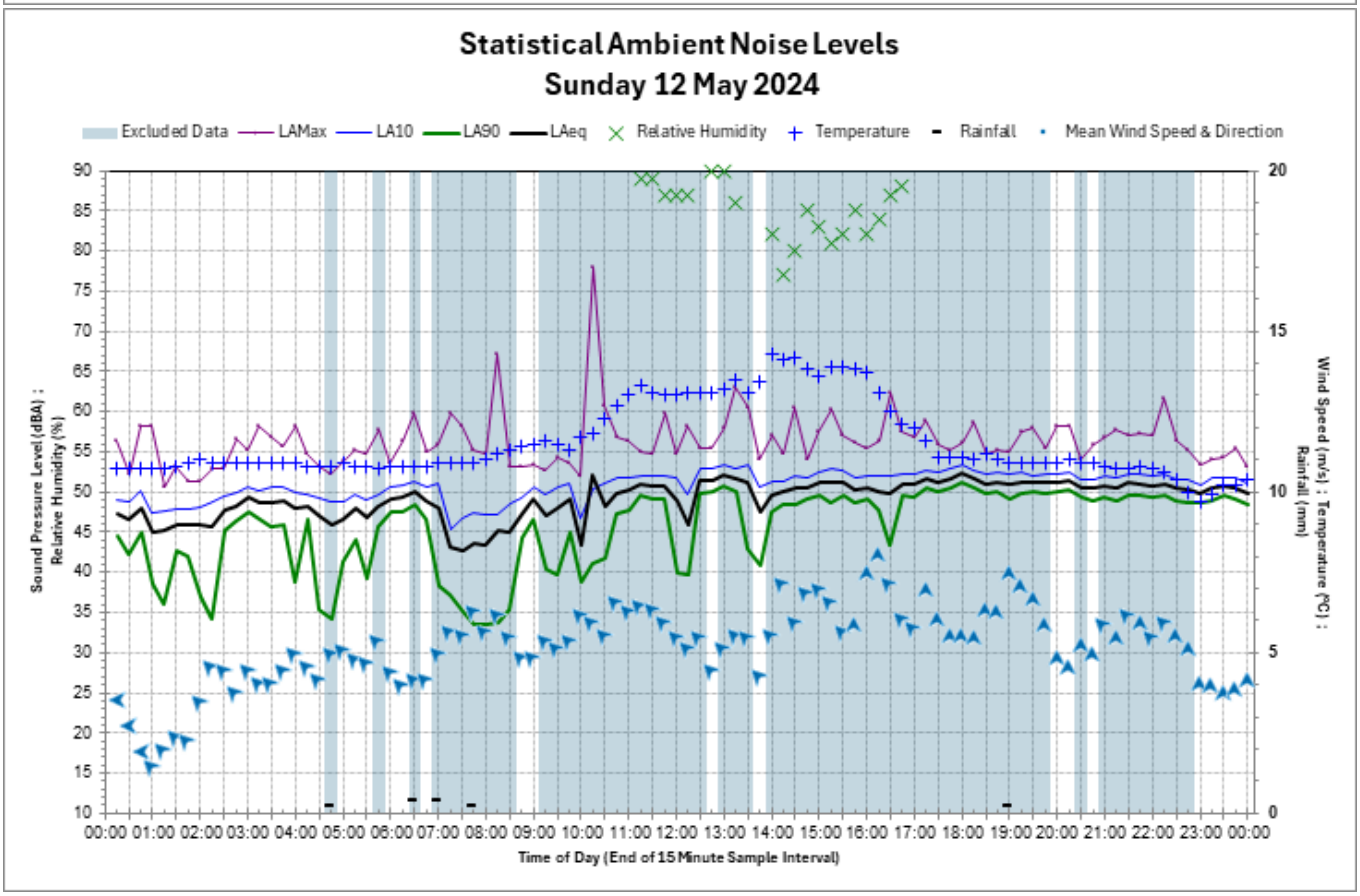
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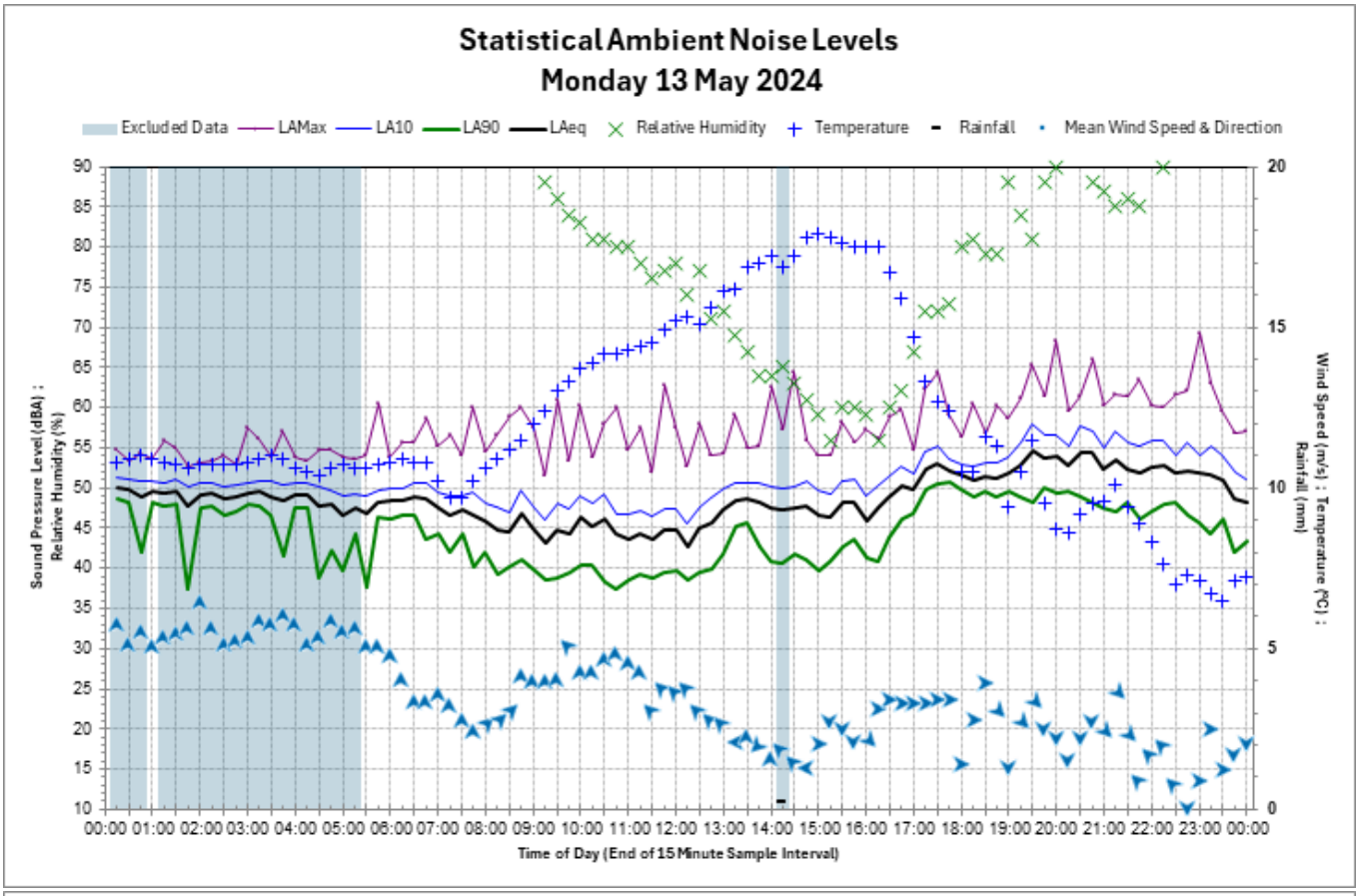
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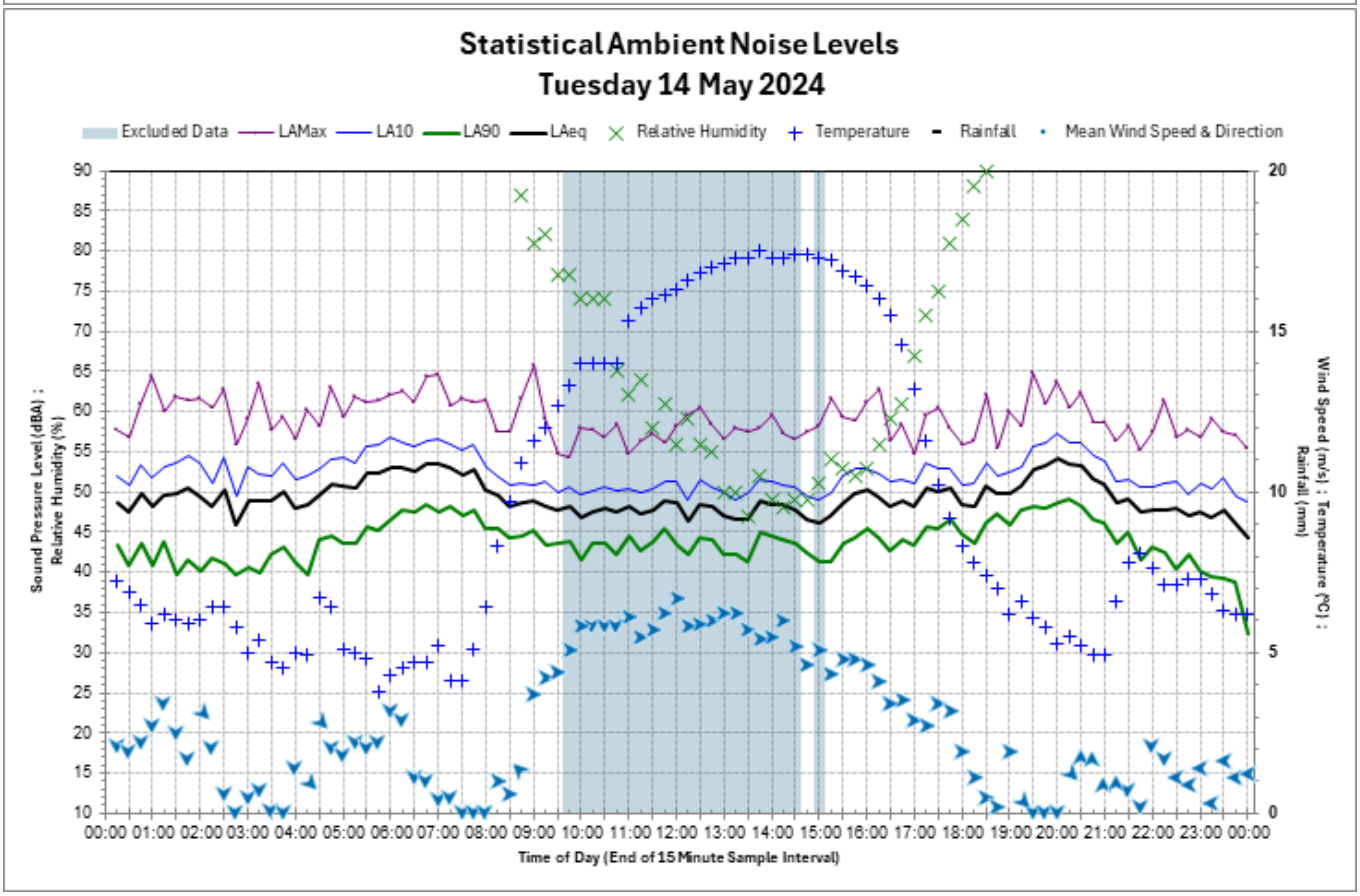
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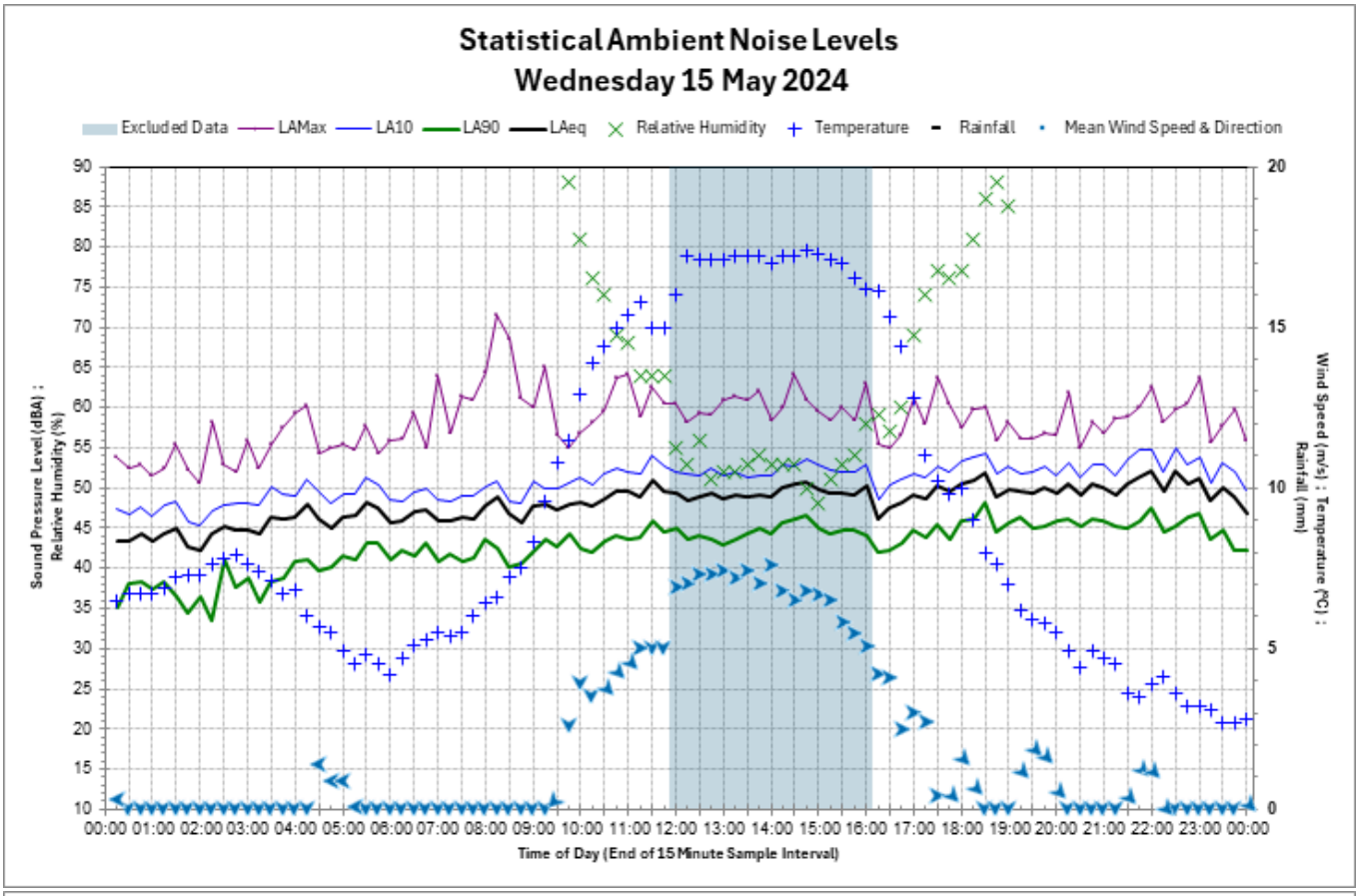
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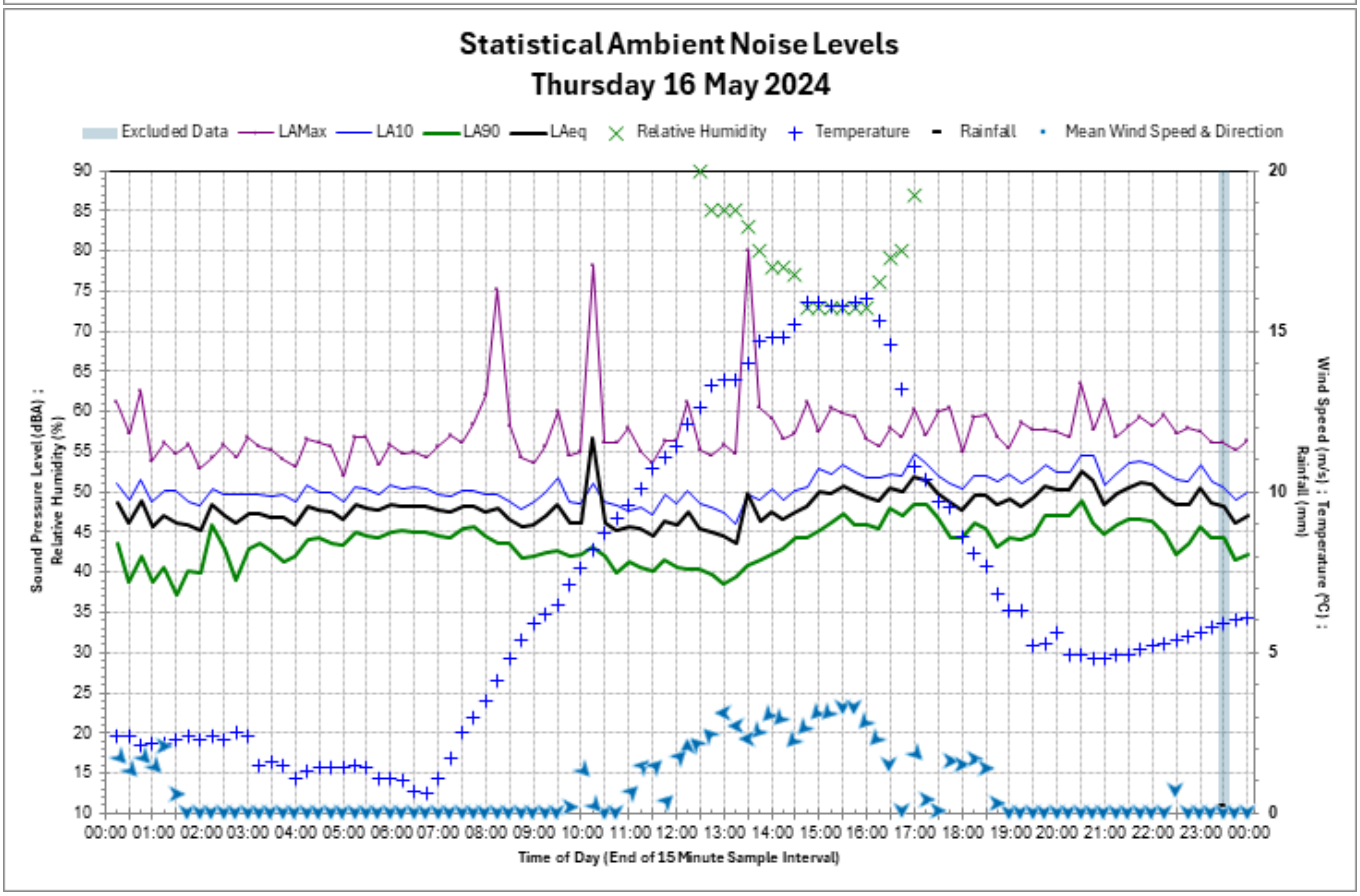
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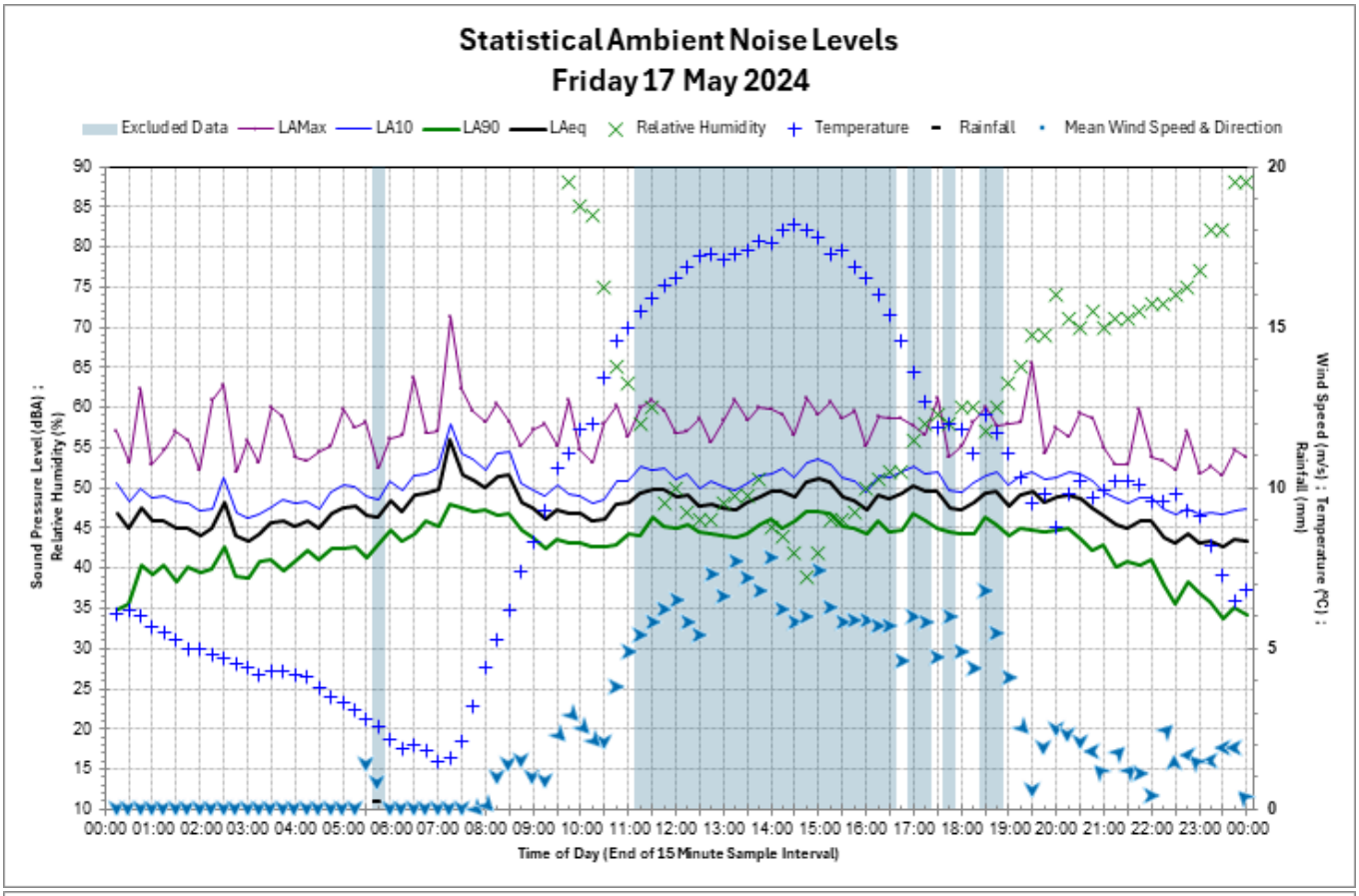
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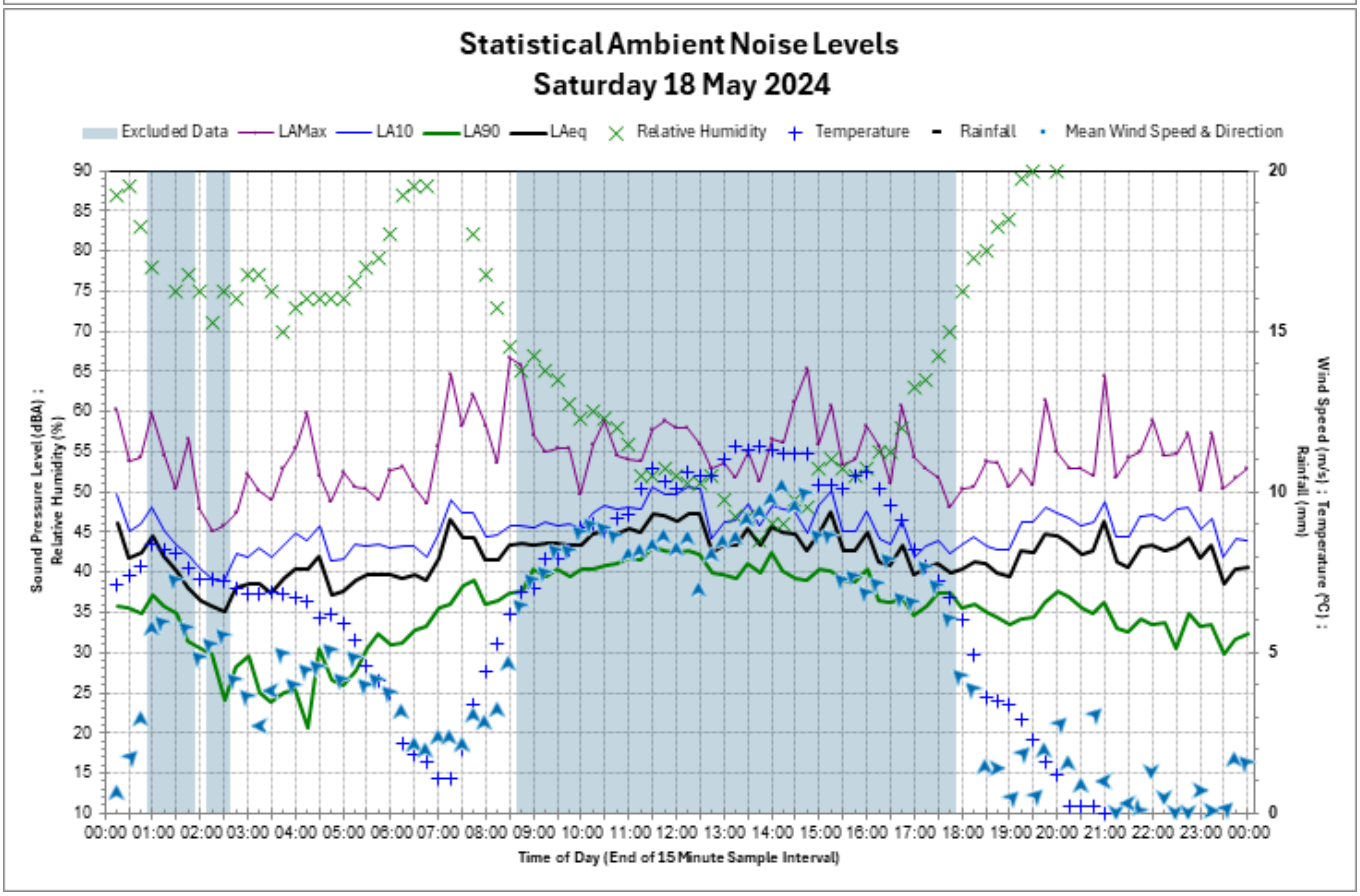
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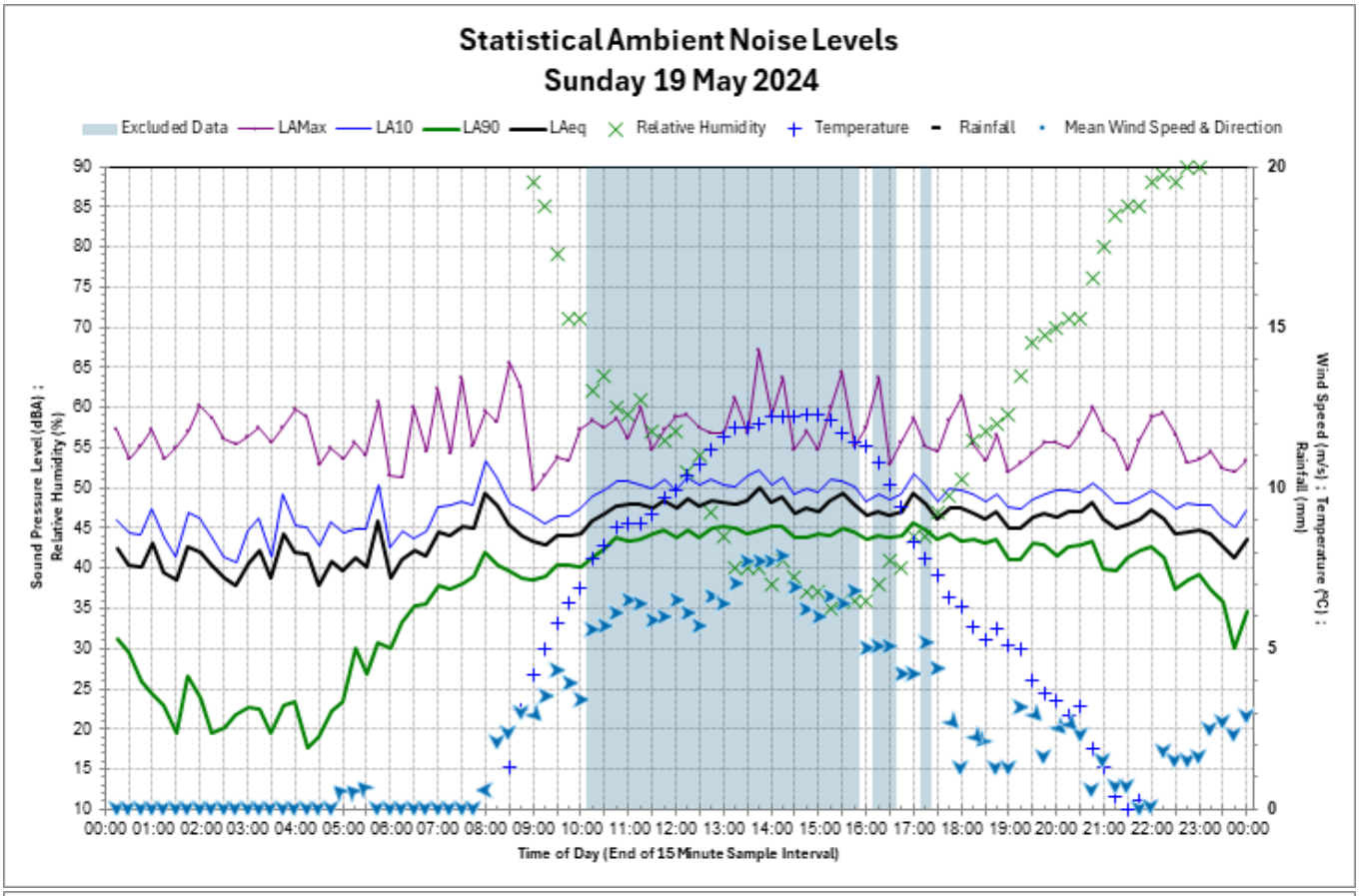
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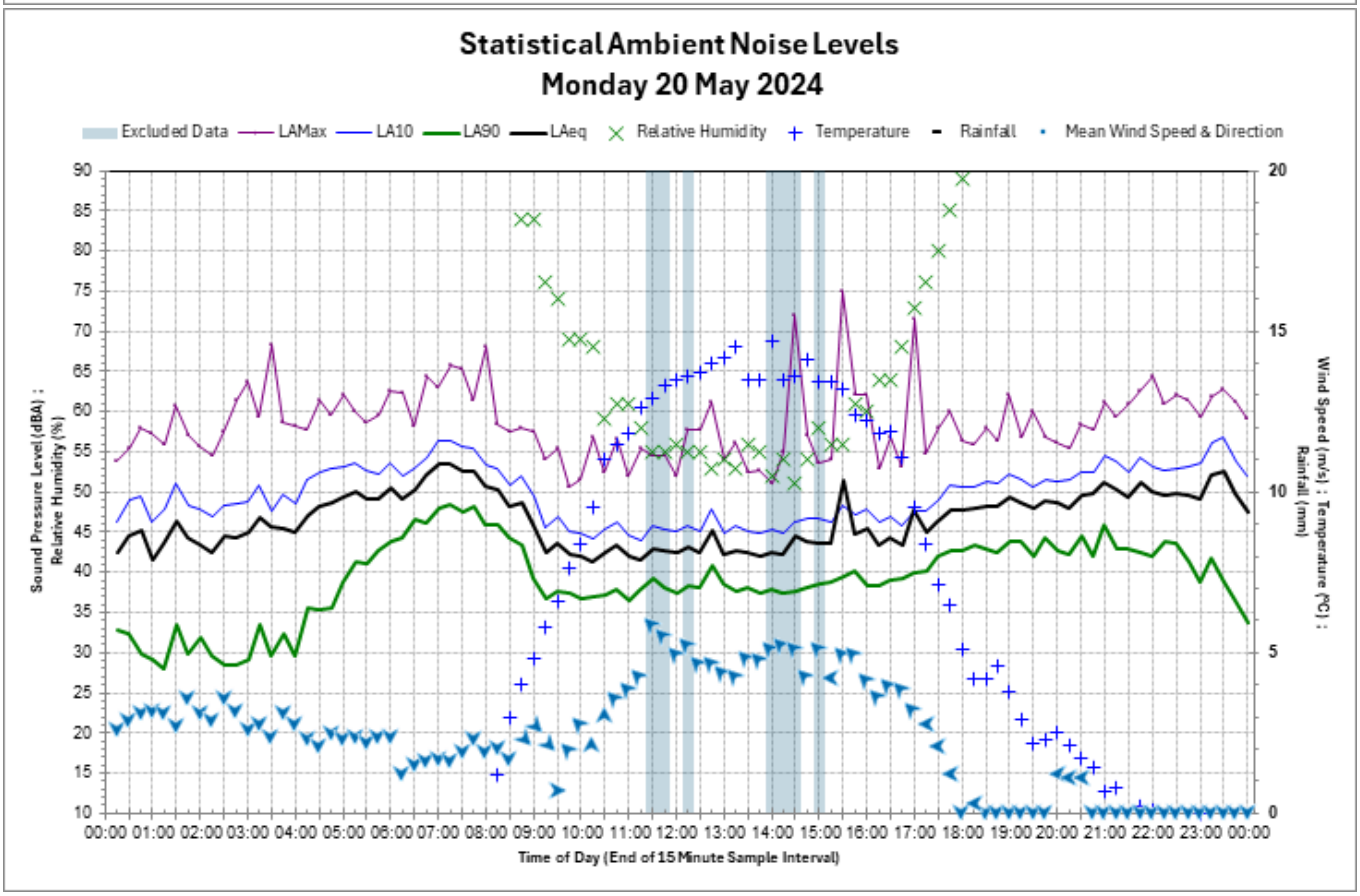
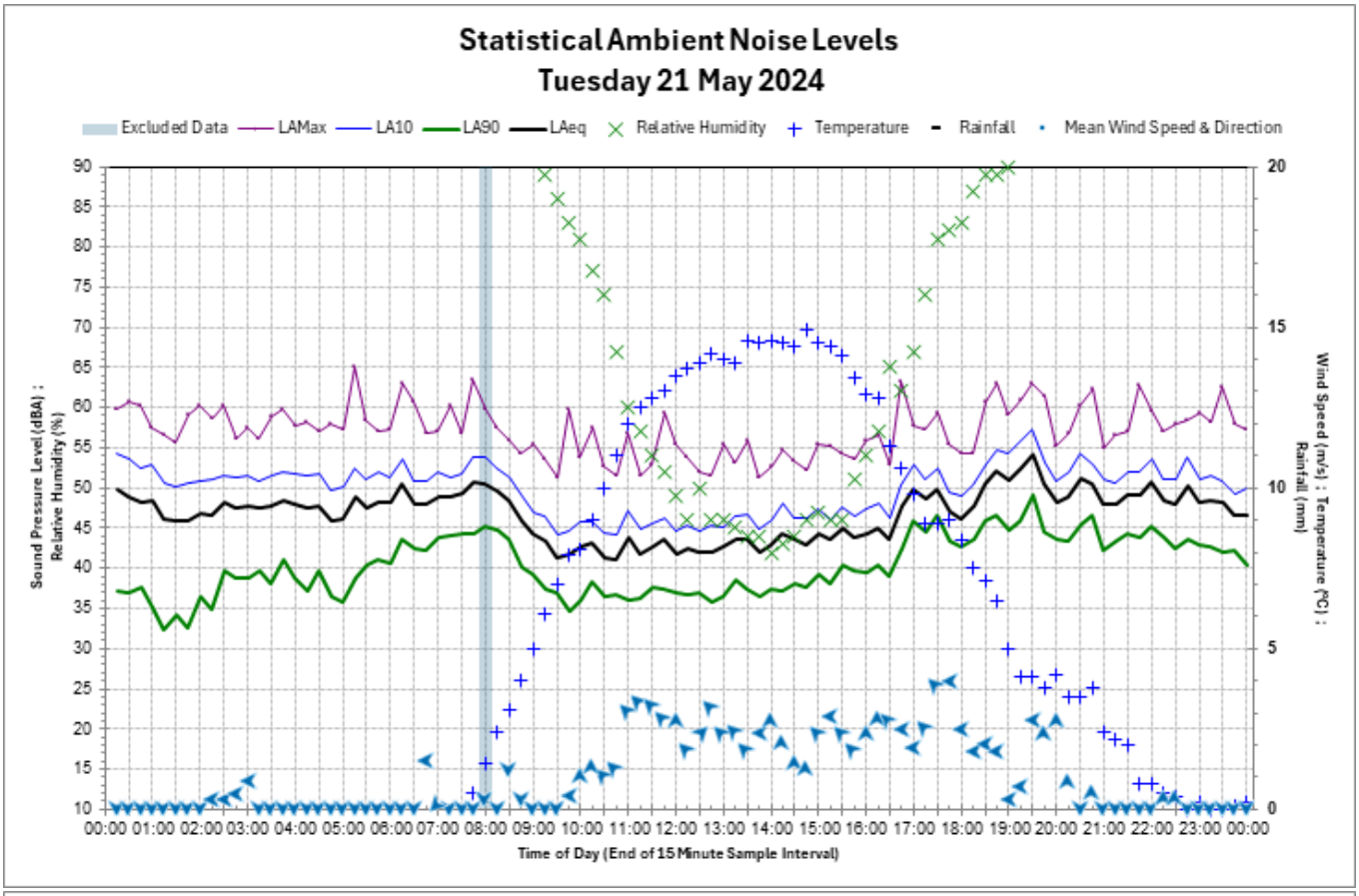
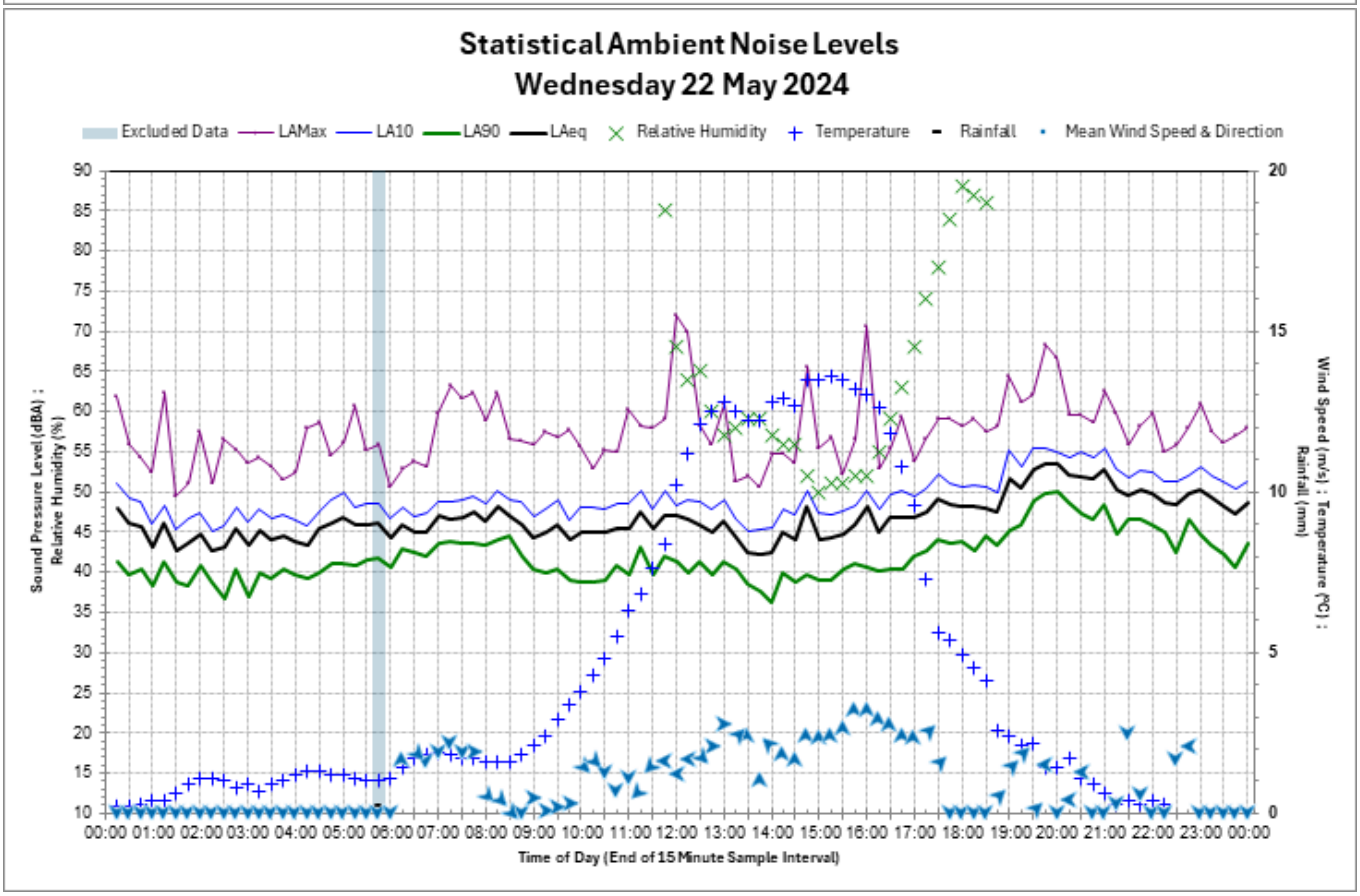
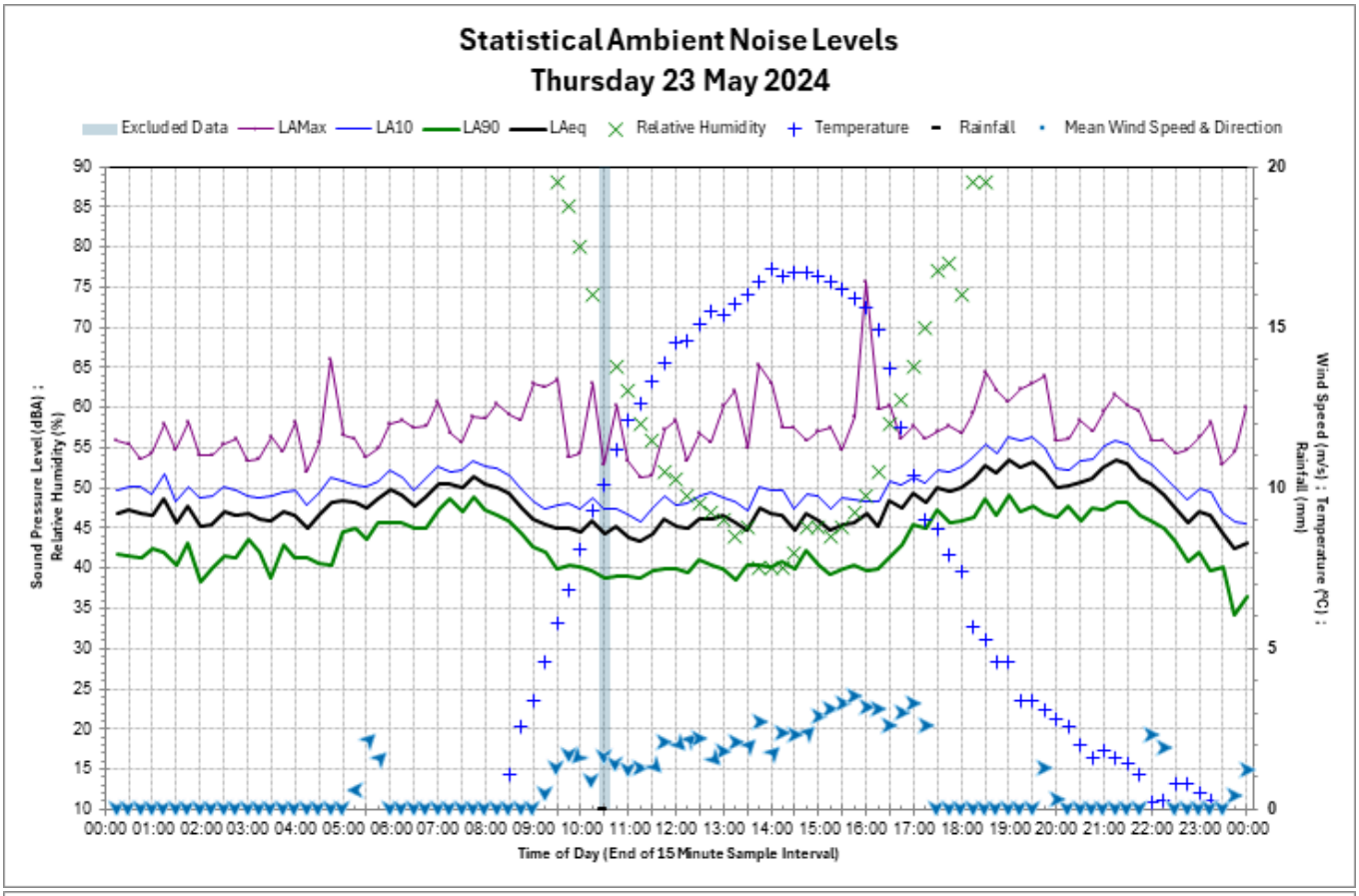
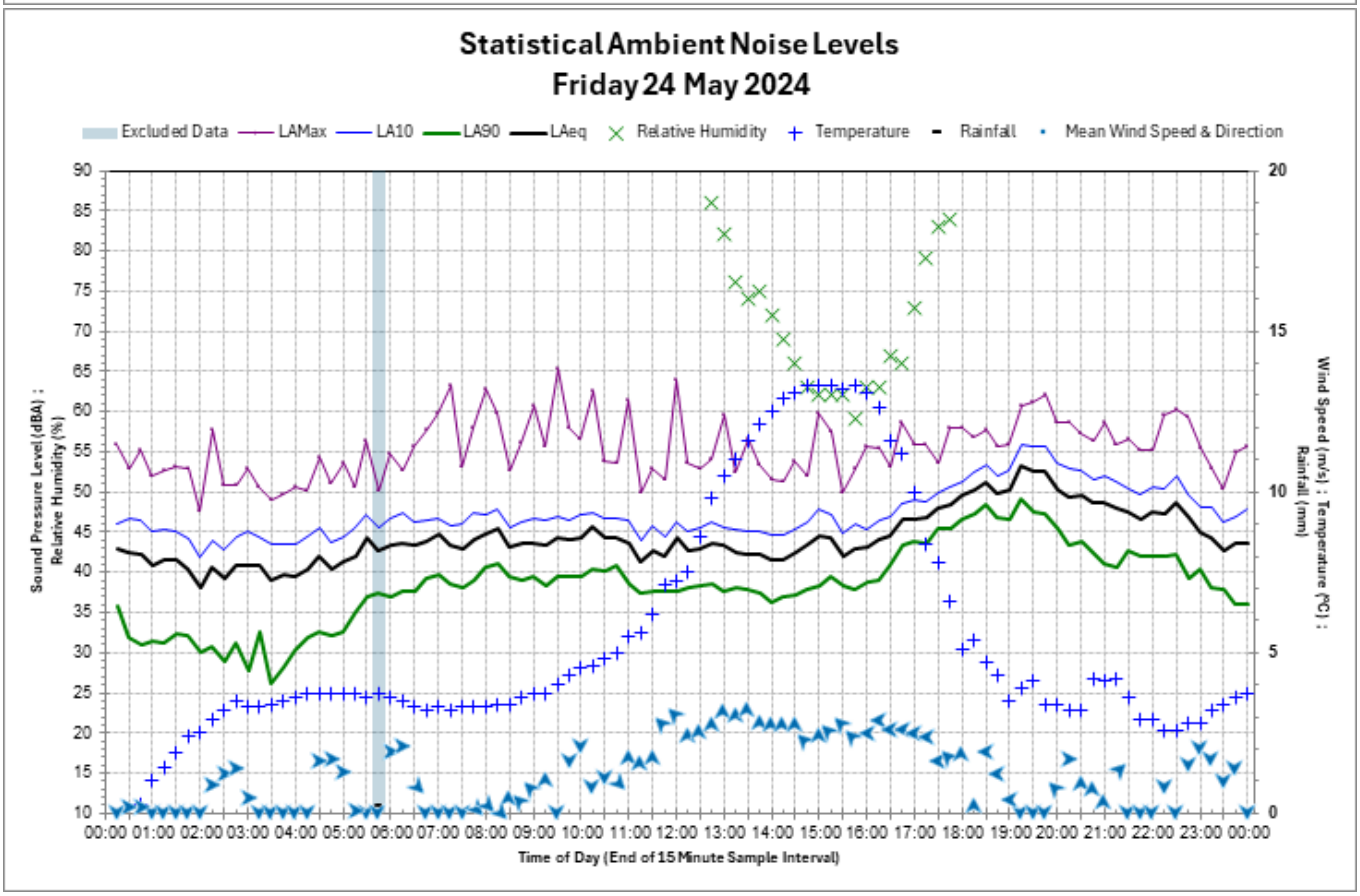
Time of Day (End of 15 Minute Sample Interval)

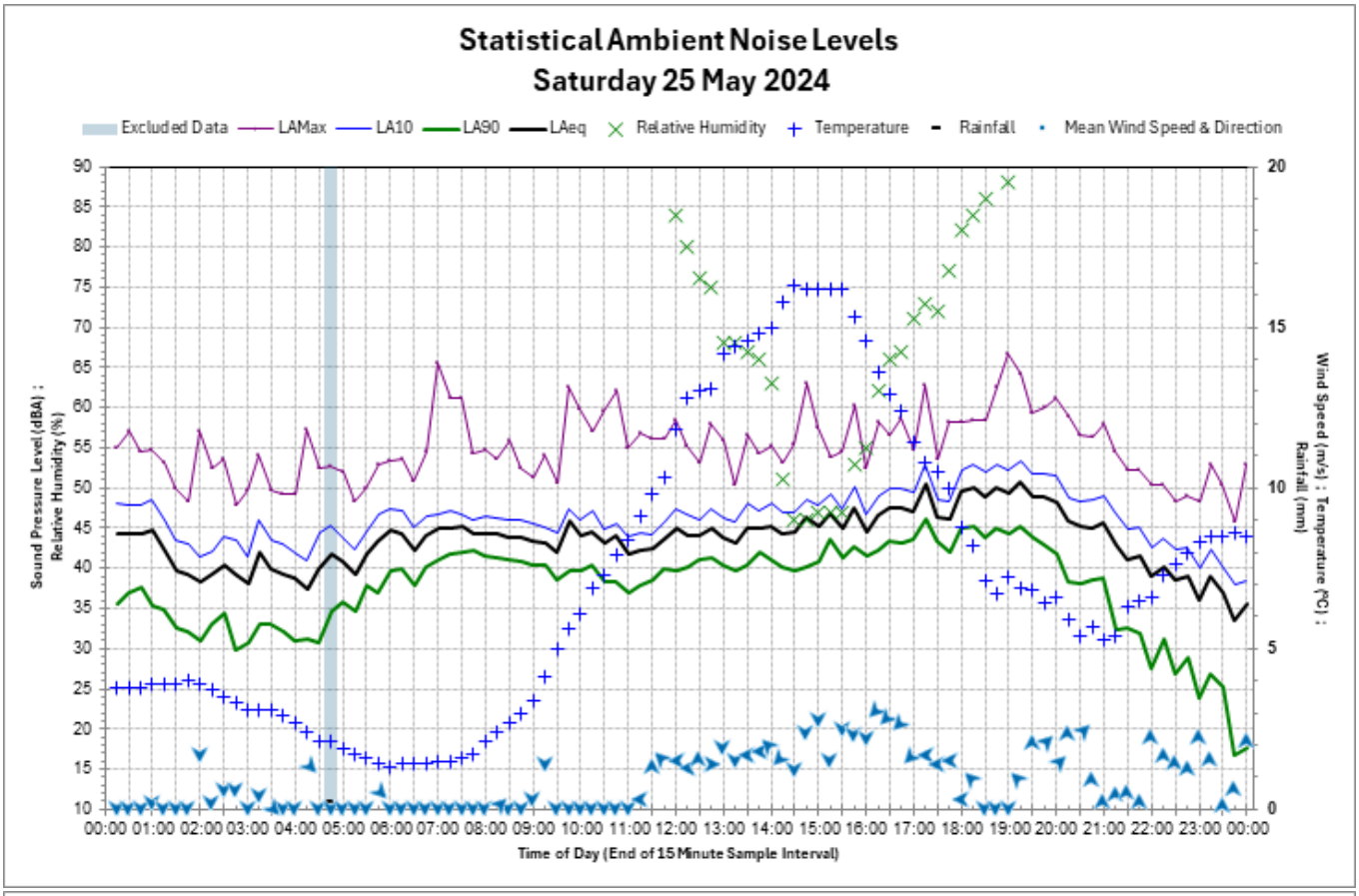

Statistical Ambient Noise Levels
Monday 20 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

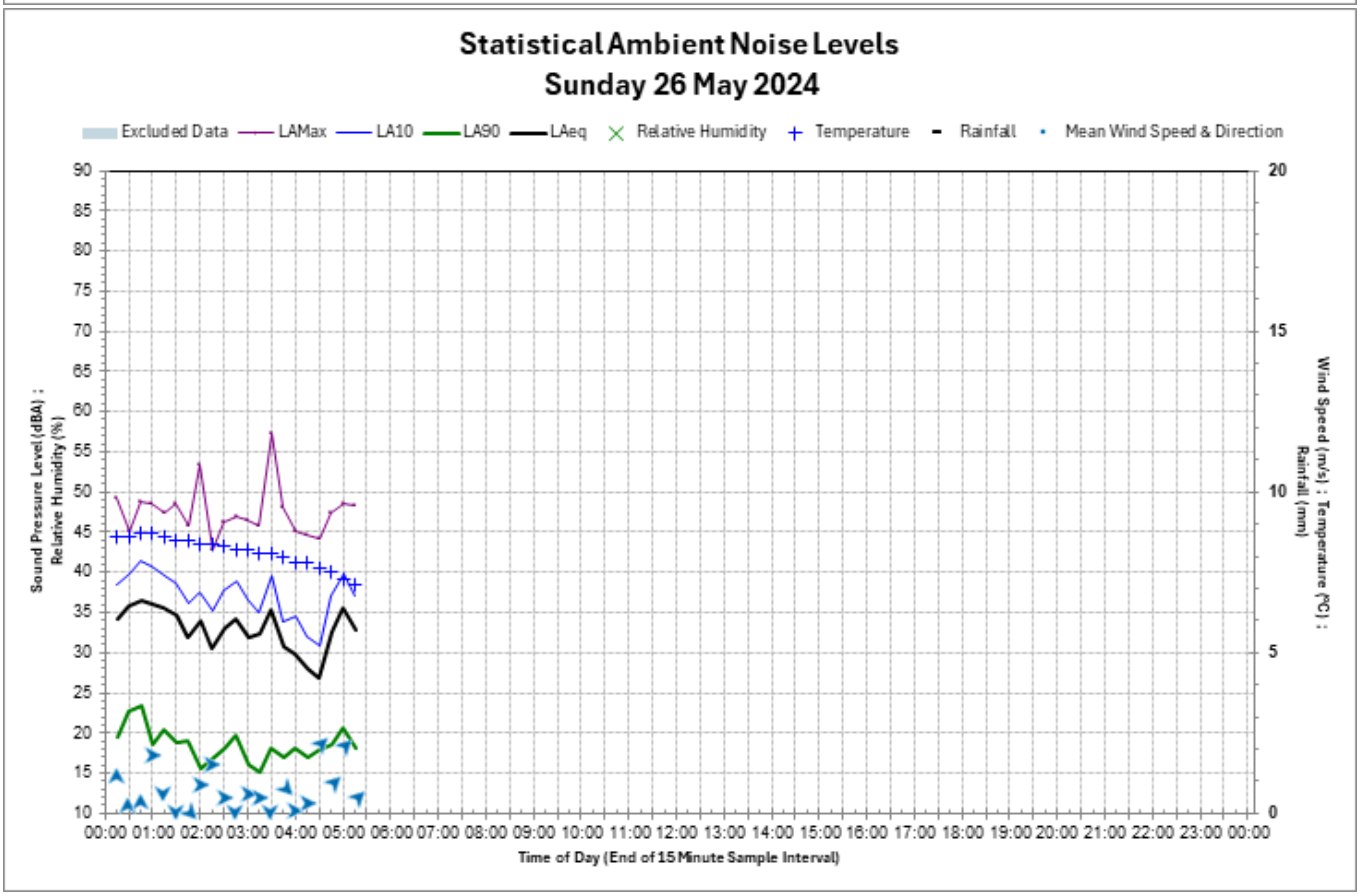

Statistical Ambient Noise Levels
Tuesday 21 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)


Statistical Ambient Noise Levels
Wednesday 22 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)


Statistical Ambient Noise Levels
Thursday 23 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

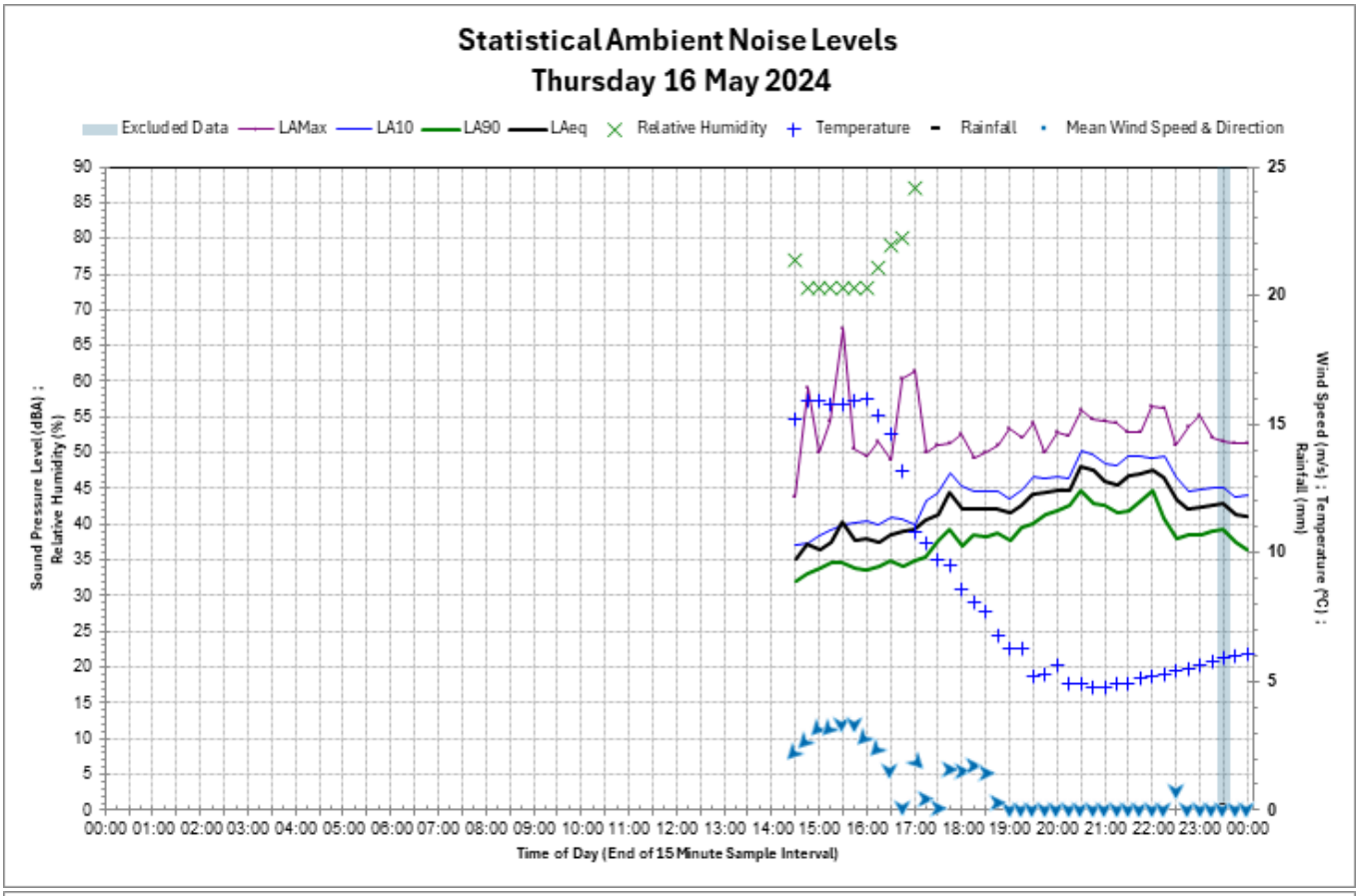

Statistical Ambient Noise Levels
Friday 24 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

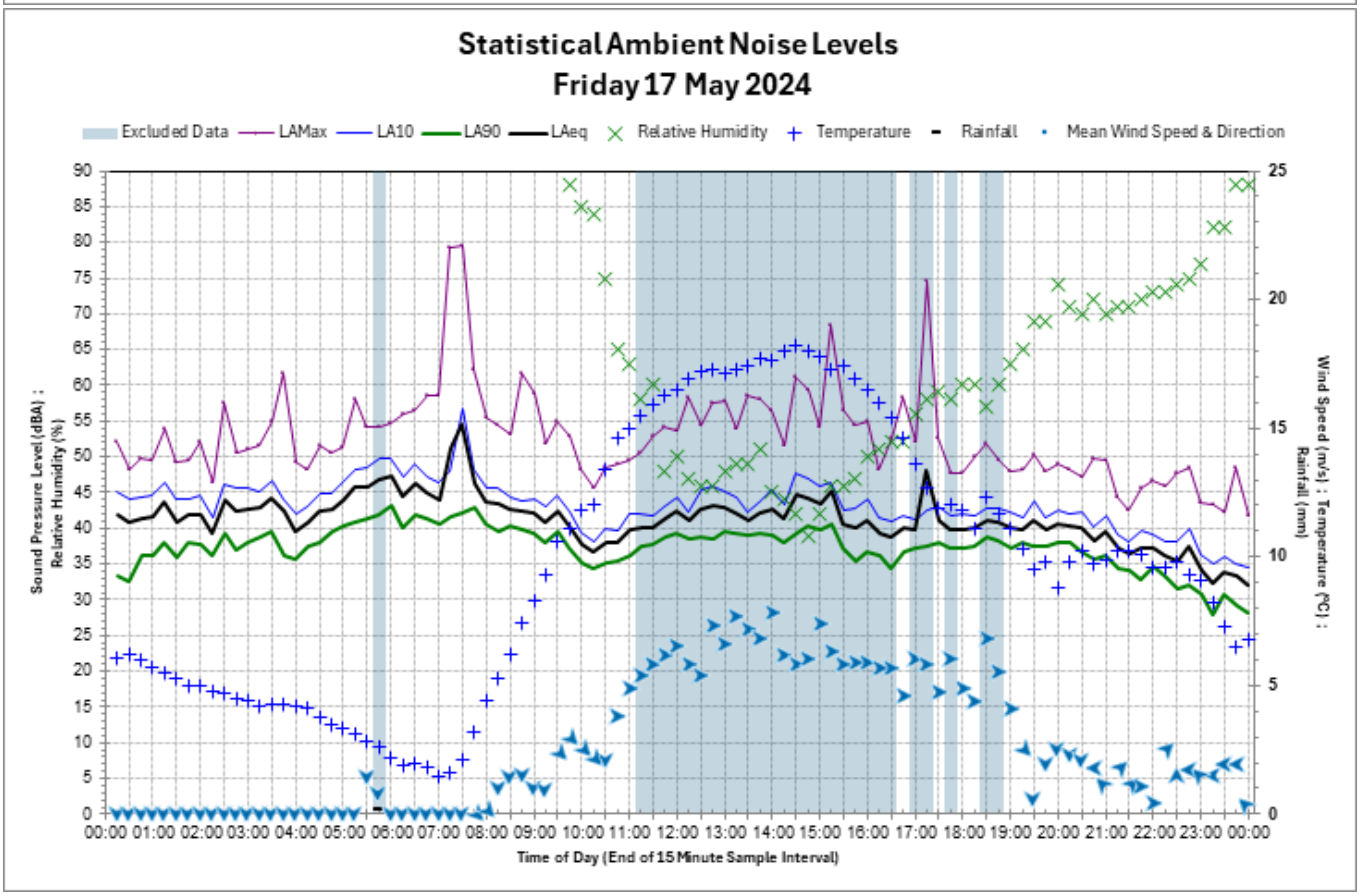

Statistical Ambient Noise Levels
Saturday 25 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

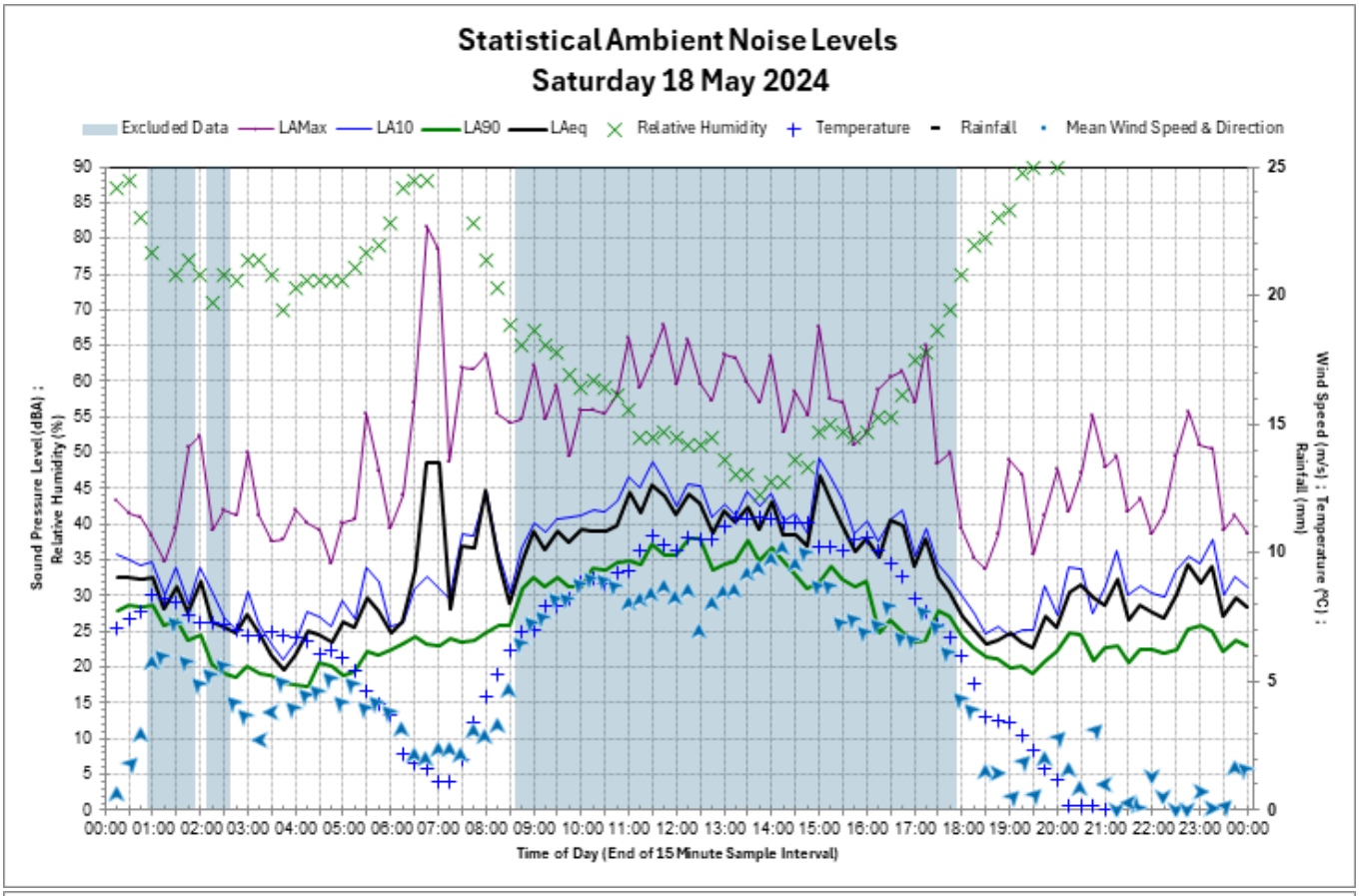

Statistical Ambient Noise Levels
Sunday 26 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

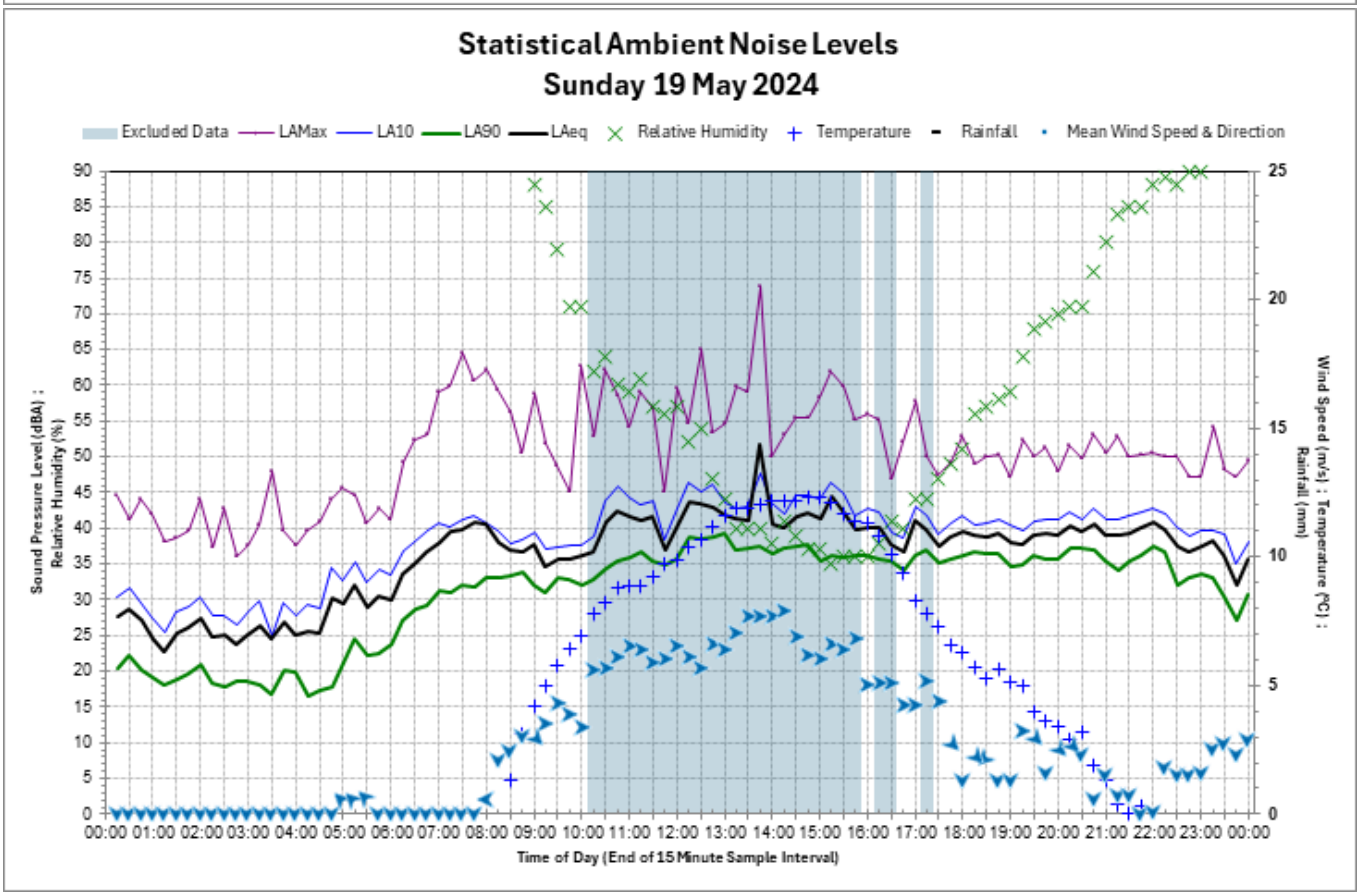
M2 – NCA2 – 1300 metres from Hume Highway

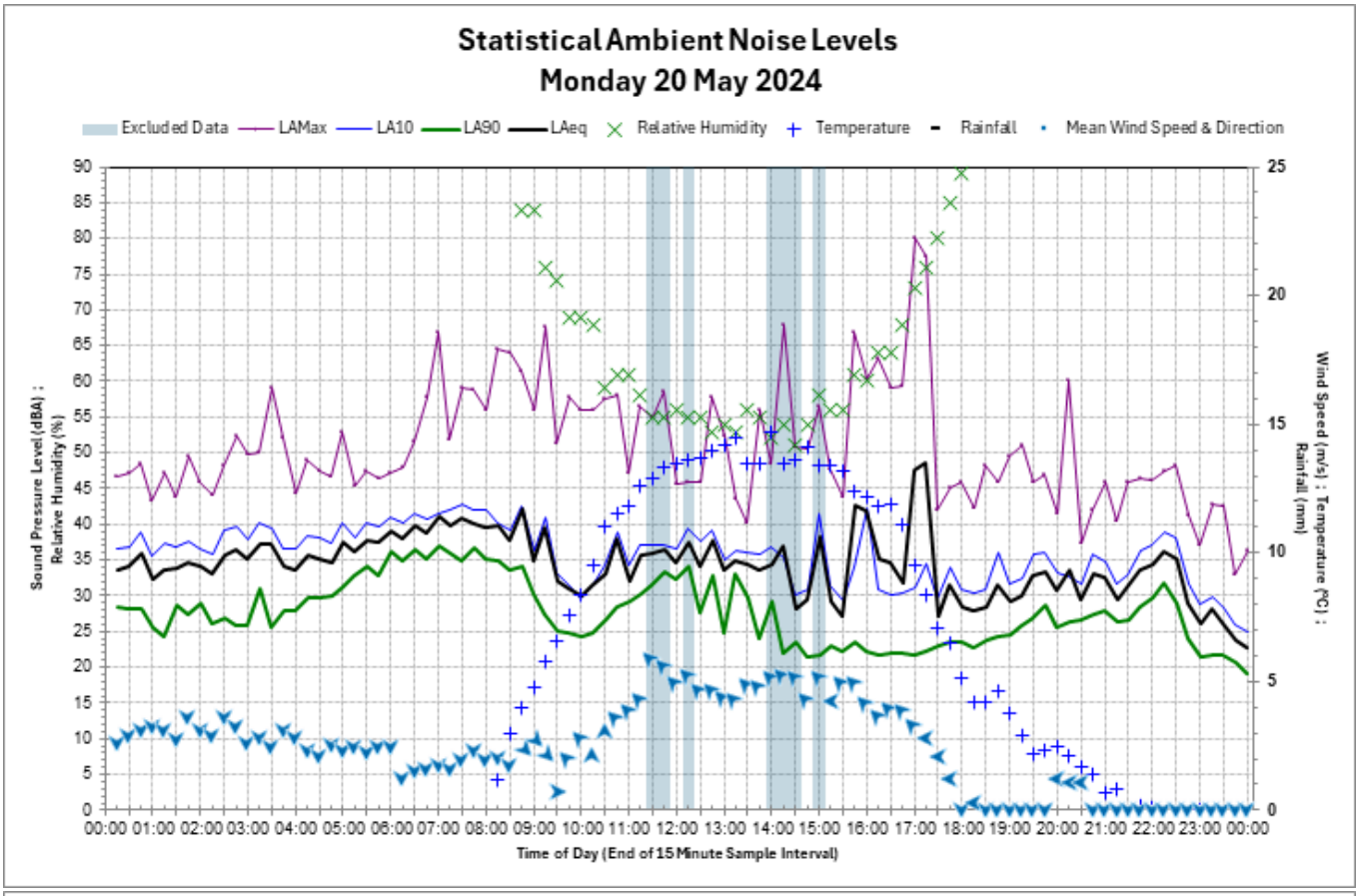
Date	Assessment Background Level, L_{A90}, dBA			Ambient noise level, L_{Aeq}, dBA			Number of excluded samples		
	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night
Thursday-16-May-24	33	38	36	40	45	43	0	0	2
Friday-17-May-24	35	34	18	45	39	38	25	2	6
Saturday-18-May-24	23	20	18	38	28	33	37	0	0
Sunday-19-May-24	32	35	26	38	39	37	26	0	0
Monday-20-May-24	22	24	19	39	32	30	7	0	0
Tuesday-21-May-24	22	28	33	36	40	40	1	0	1
Wednesday-22-May-24	24	34	34	40	44	42	0	0	0
Thursday-23-May-24	26	34	22	39	41	33	1	0	1
Friday-24-May-24	23	27	24	36	34	35	0	0	1
Saturday-25-May-24	24	19	14	37	29	25	0	0	0
Sunday-26-May-24	29	35	30	39	41	39	1	0	0
Monday-27-May-24	28	38	33	42	43	42	0	0	0
Tuesday-28-May-24	25	30	37	38	43	45	0	0	0
Wednesday-29-May-24	36	-	-	43	-	-	0	0	0
RBL and Leq Overall	**25**	**34**	**26**	**40**	**41**	**40**	**-**	**-**	**-**

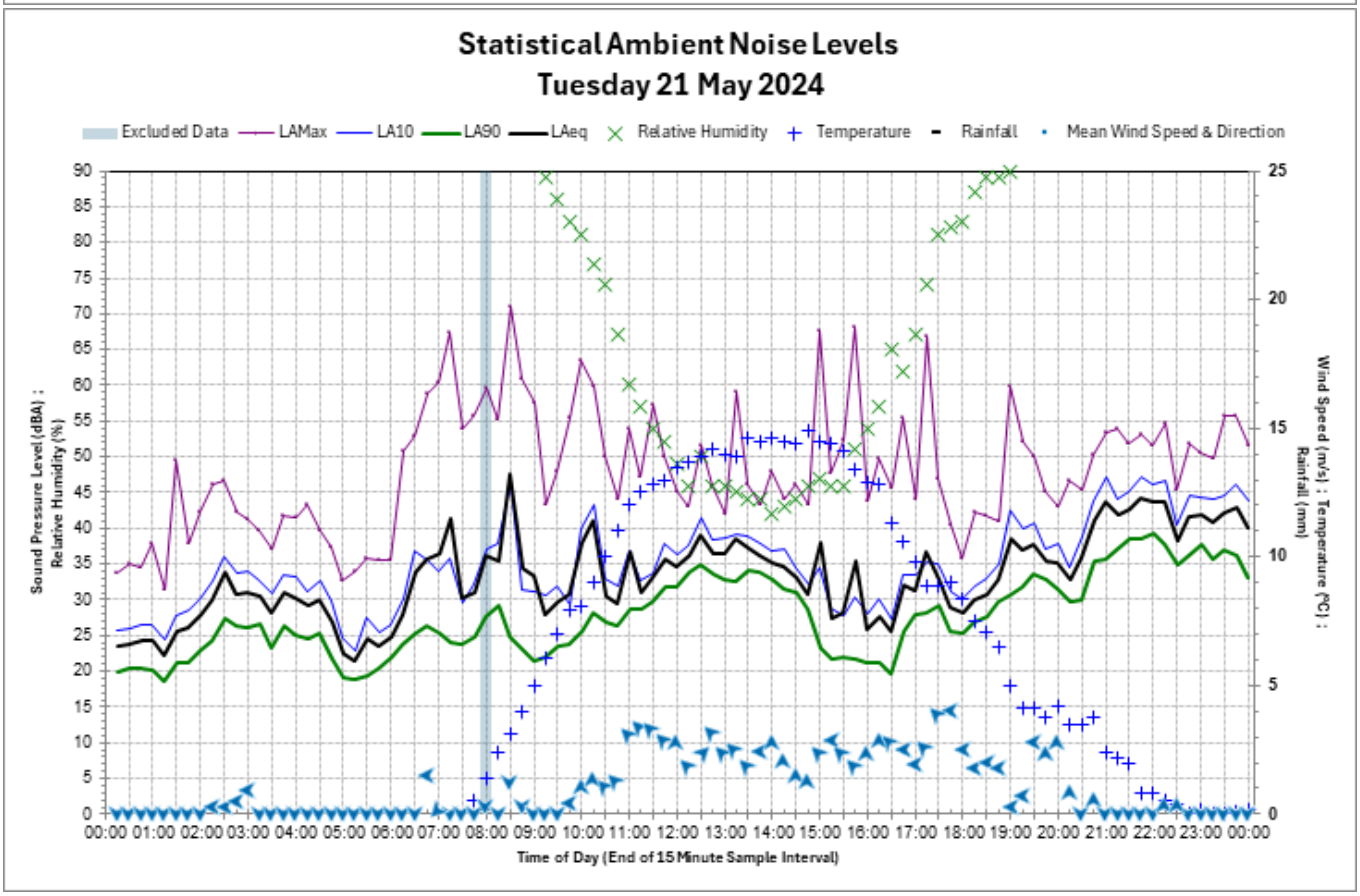

Statistical Ambient Noise Levels
Thursday 16 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

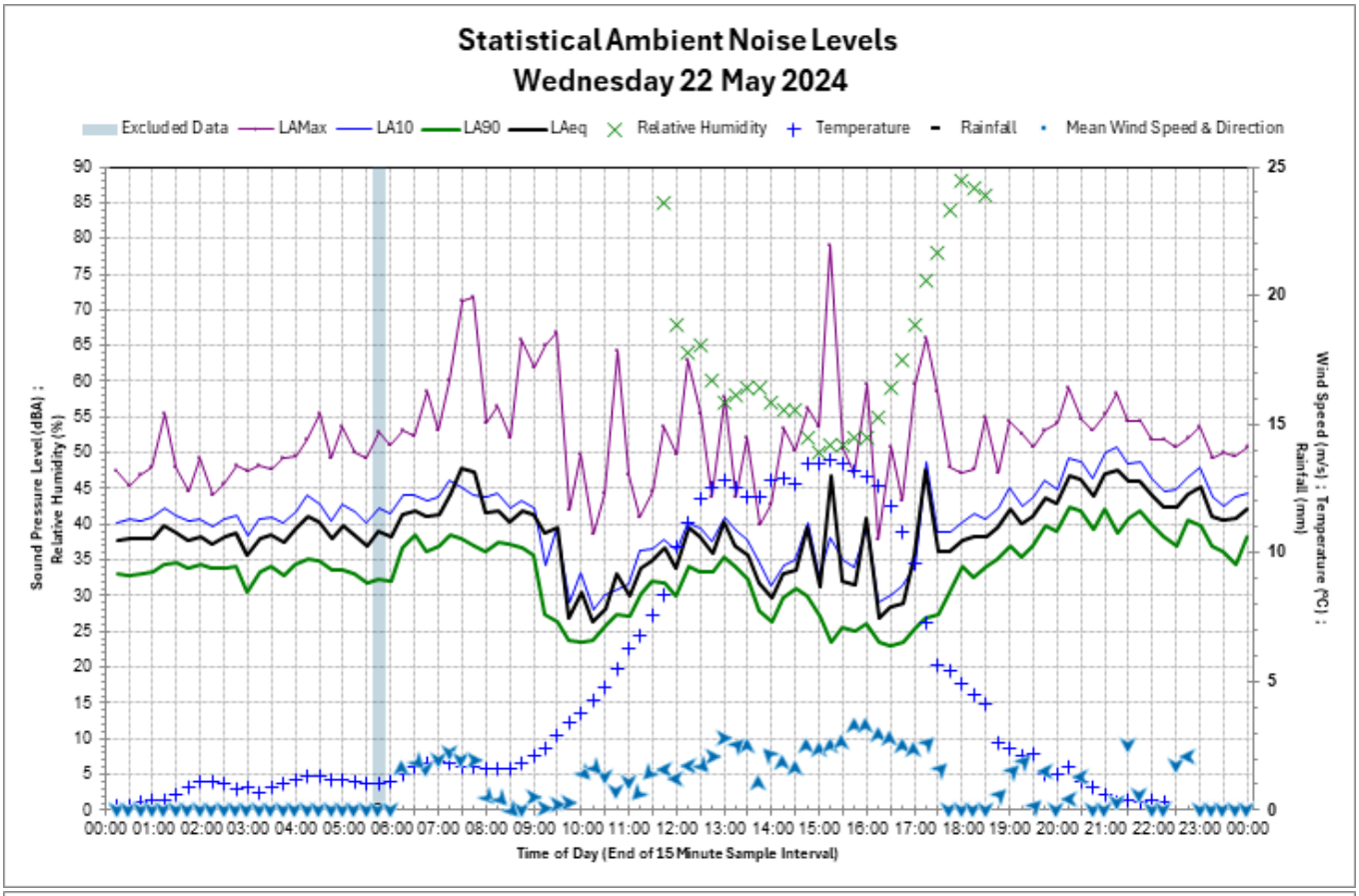

Statistical Ambient Noise Levels
Friday 17 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

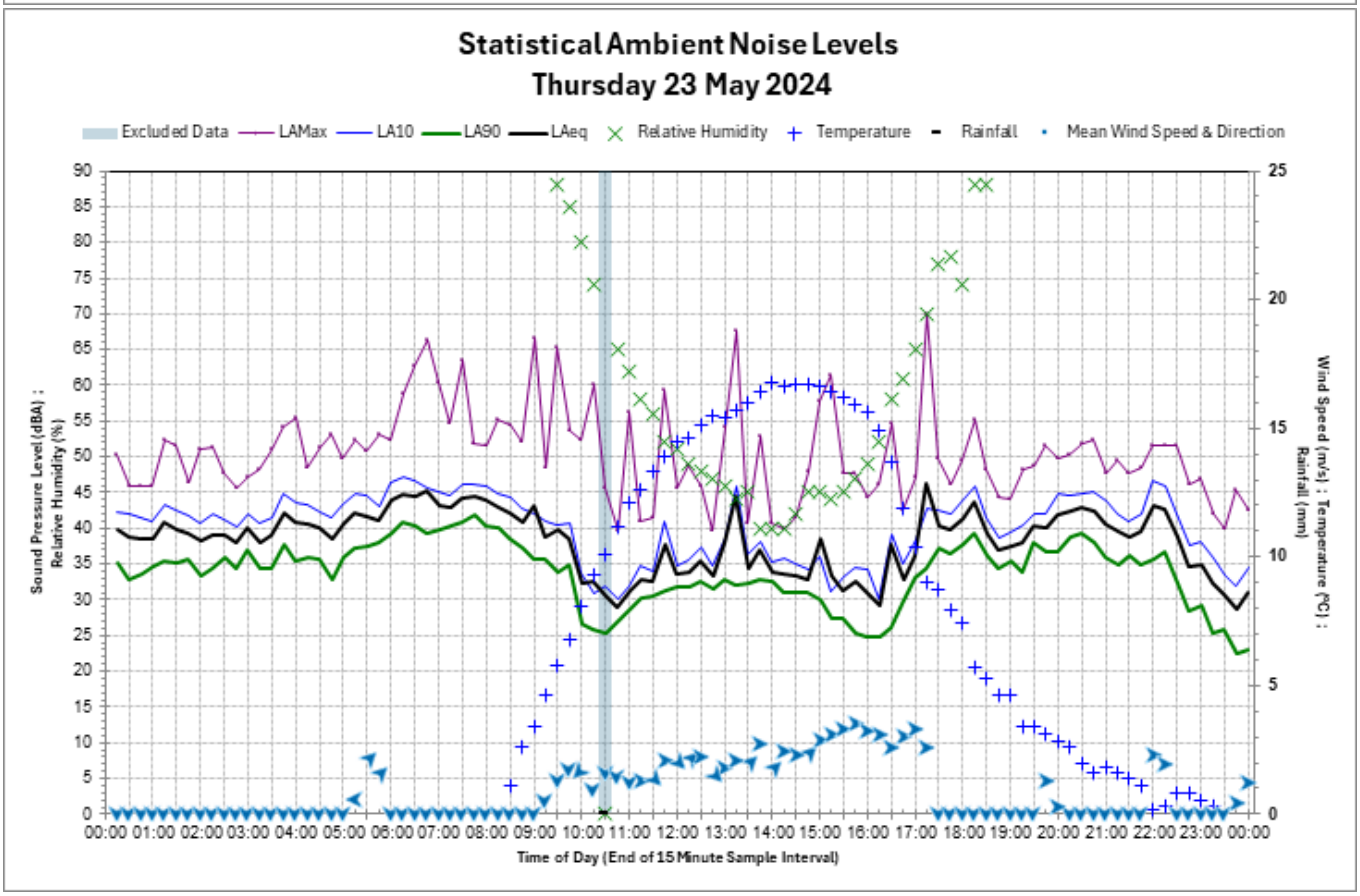

Statistical Ambient Noise Levels
Saturday 18 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

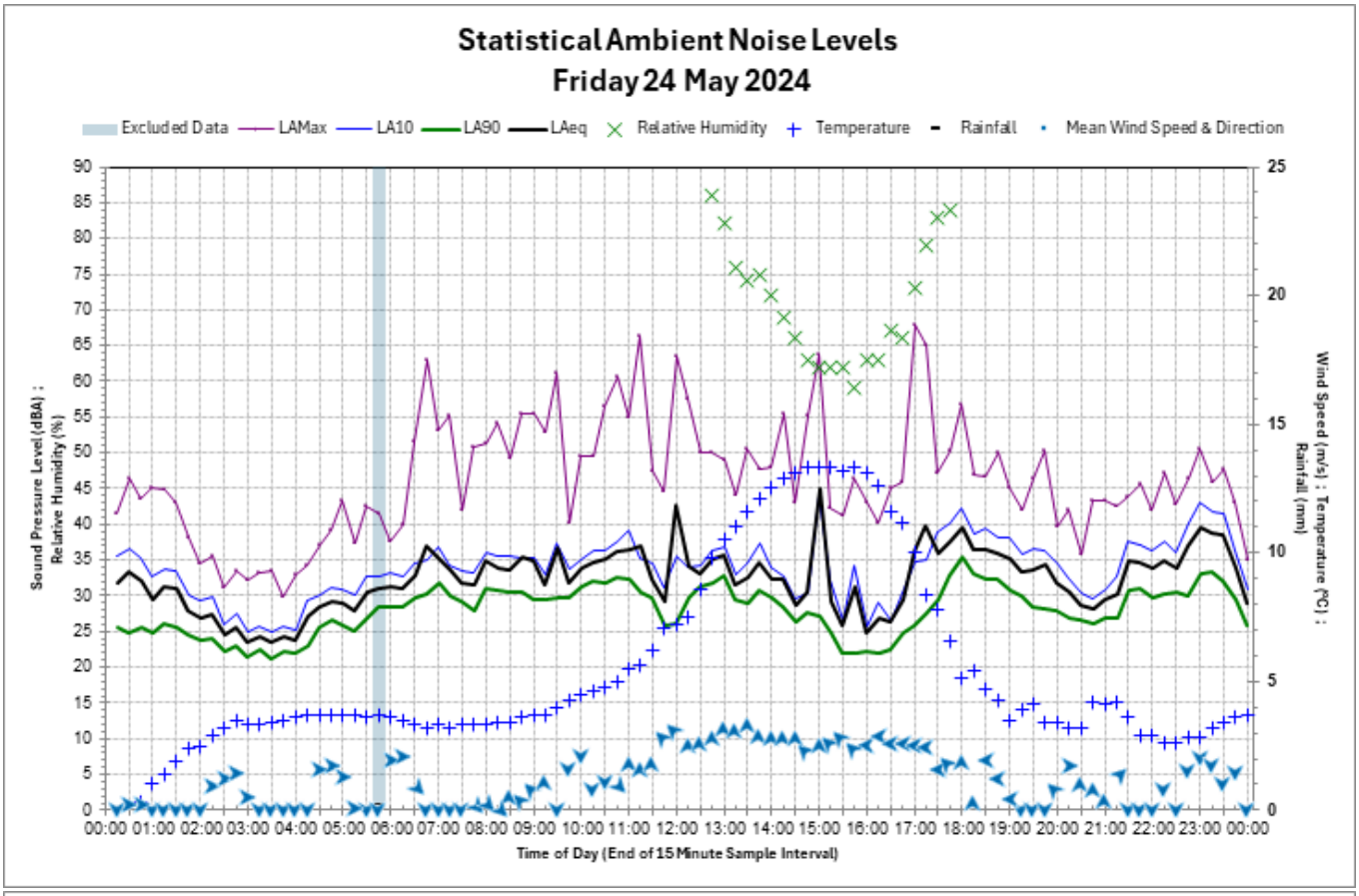

Statistical Ambient Noise Levels
Sunday 19 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

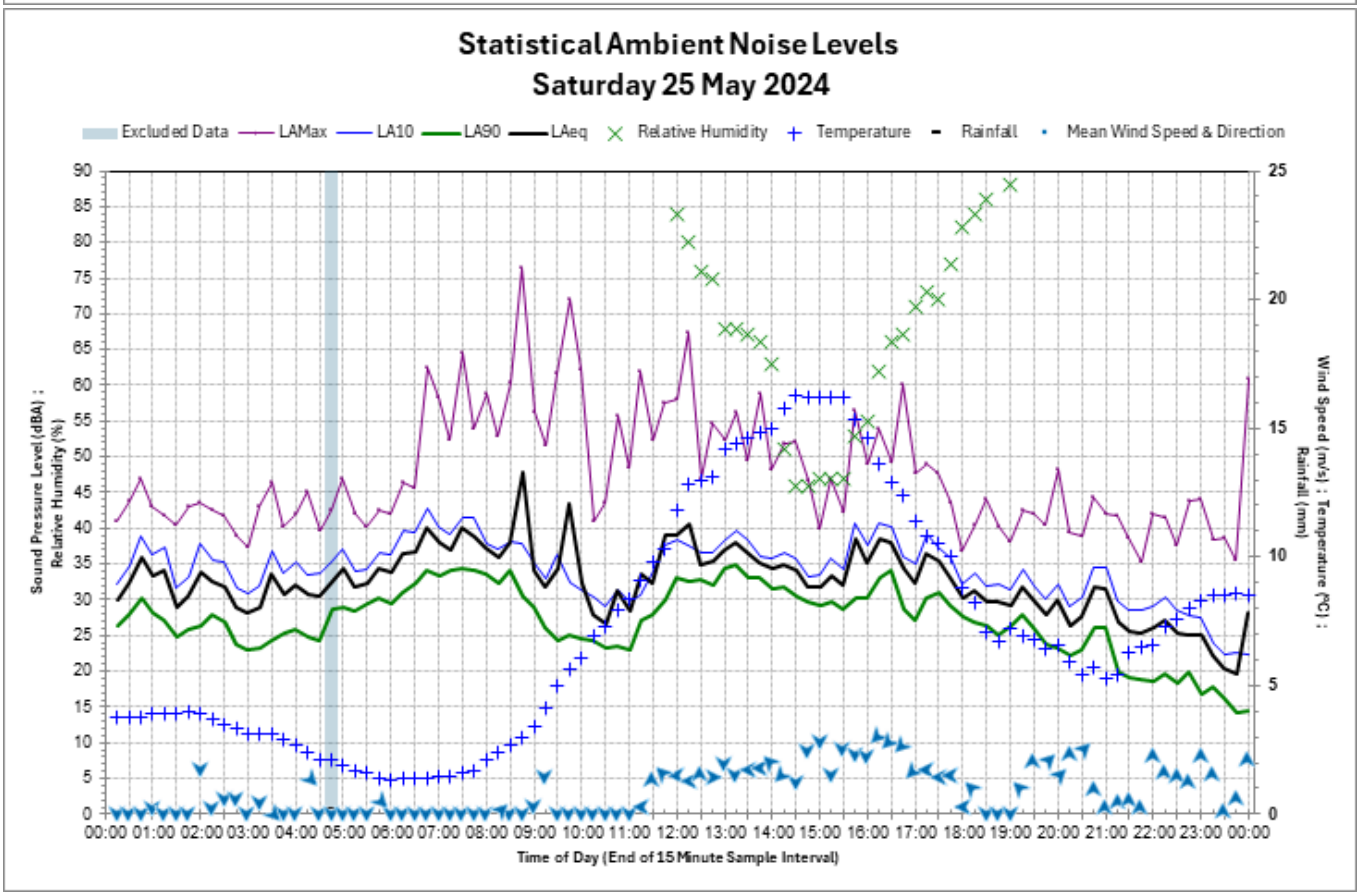

Statistical Ambient Noise Levels
Monday 20 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

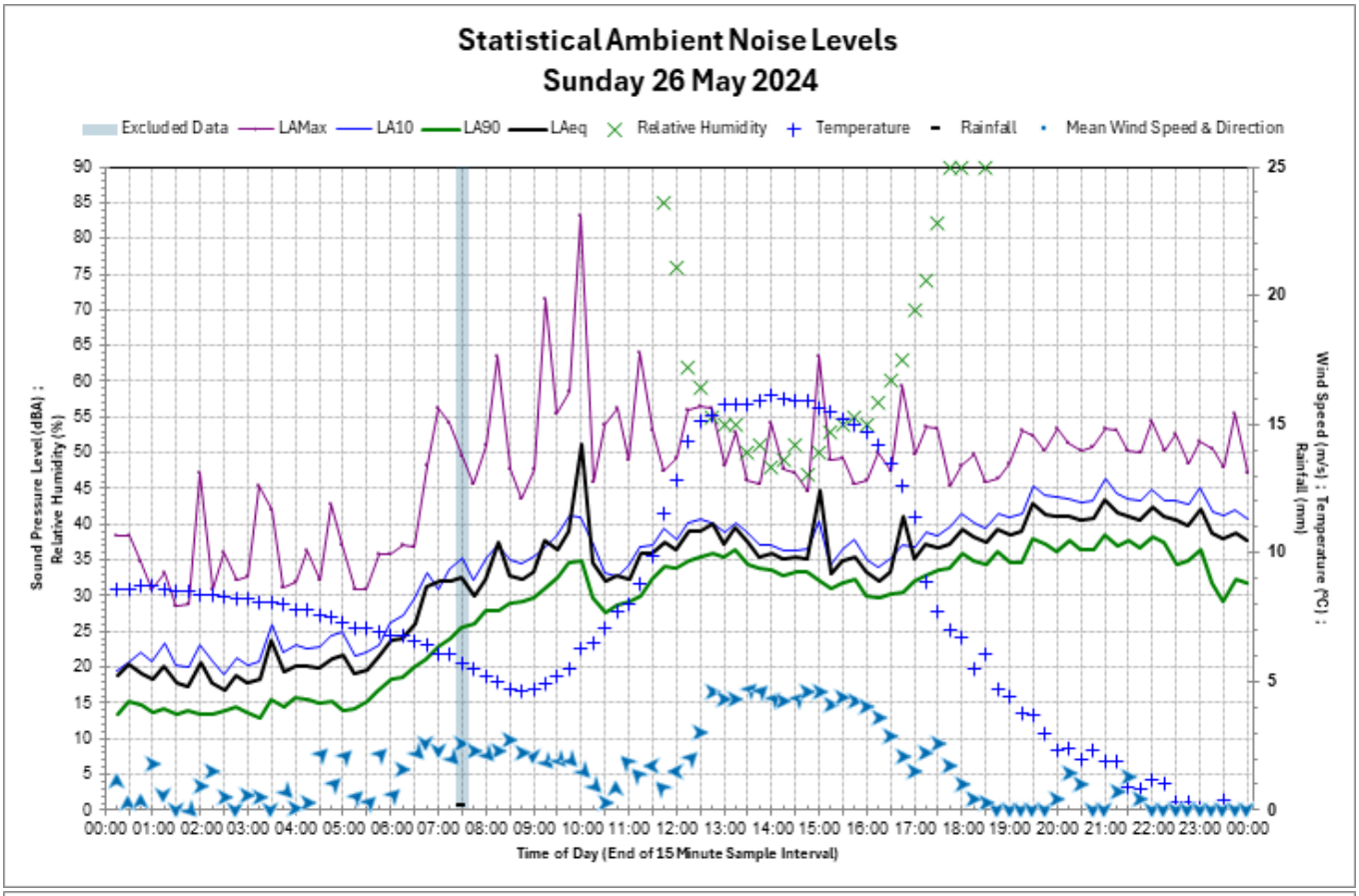

Statistical Ambient Noise Levels
Tuesday 21 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

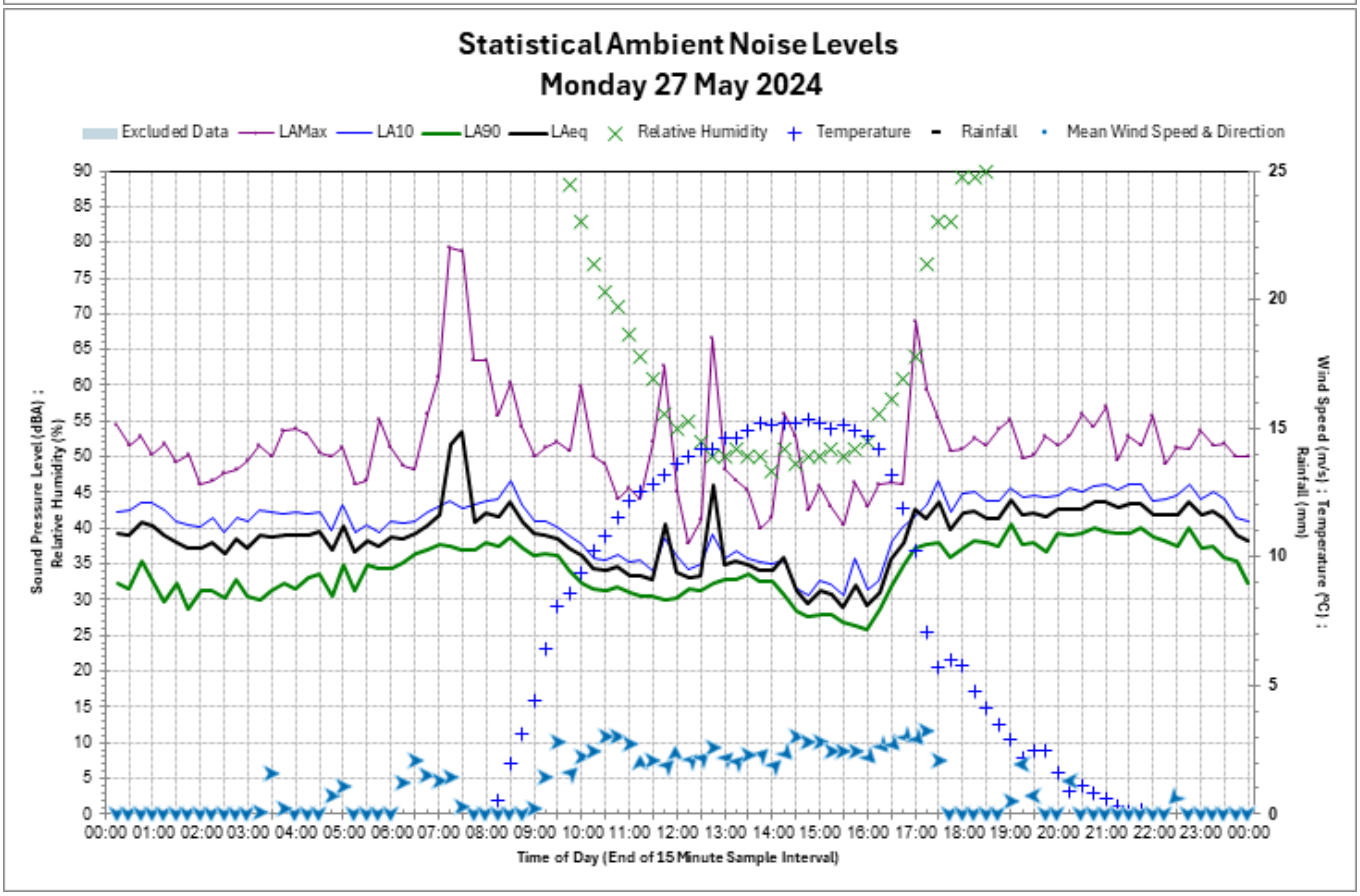

Statistical Ambient Noise Levels
Wednesday 22 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

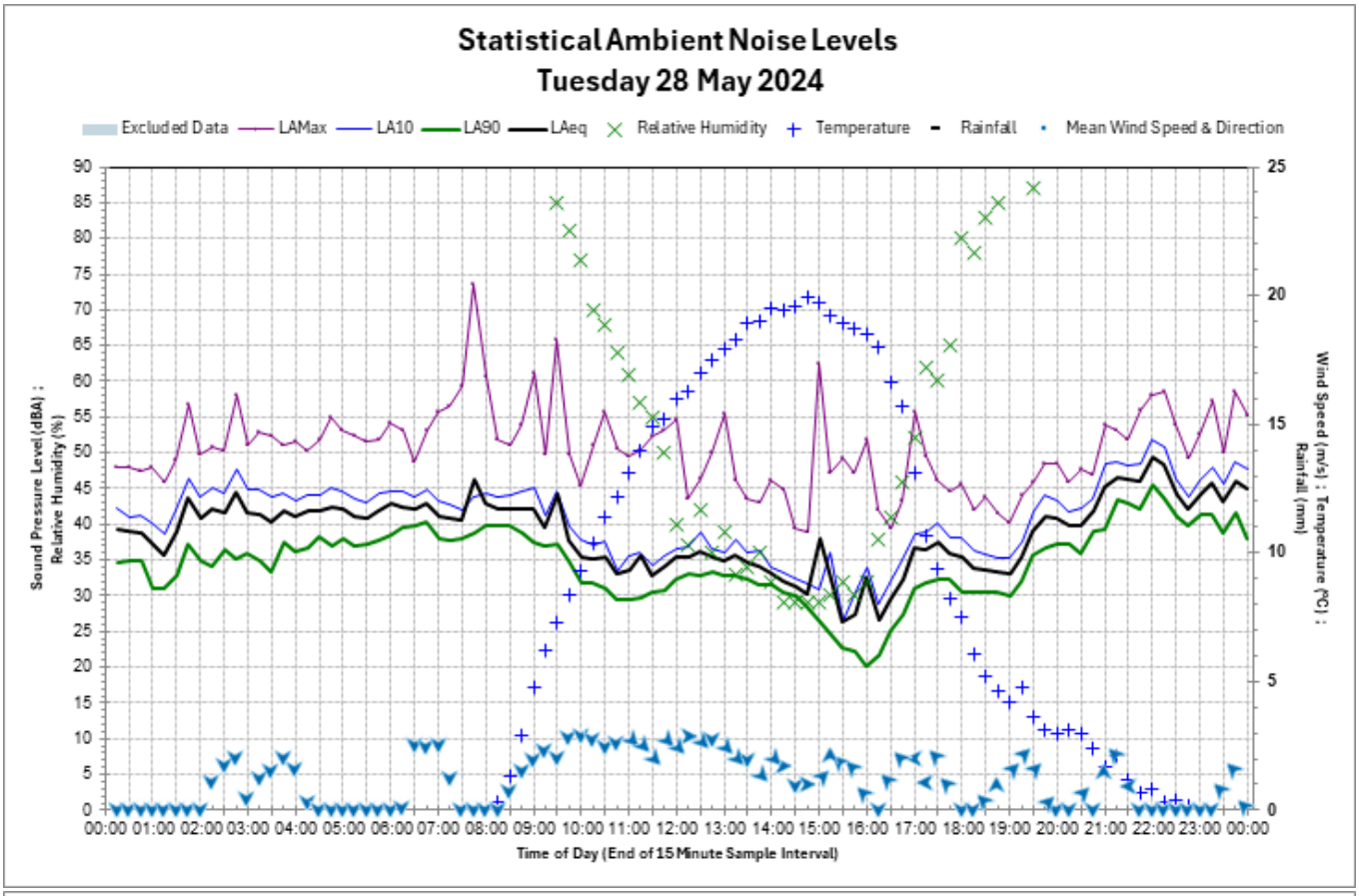

Statistical Ambient Noise Levels
Thursday 23 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

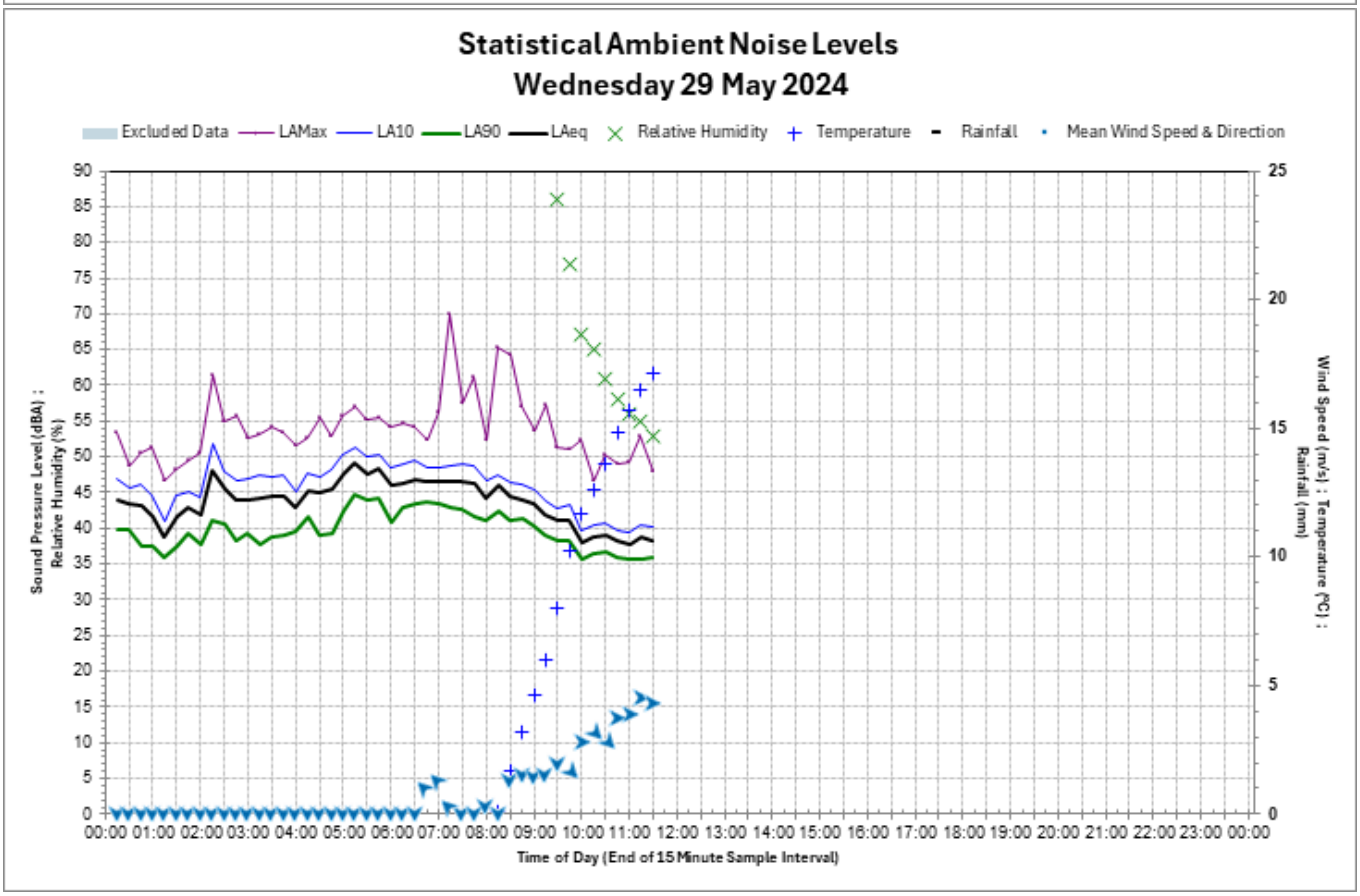

Statistical Ambient Noise Levels
Friday 24 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)


Statistical Ambient Noise Levels
Saturday 25 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)


Statistical Ambient Noise Levels
Sunday 26 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

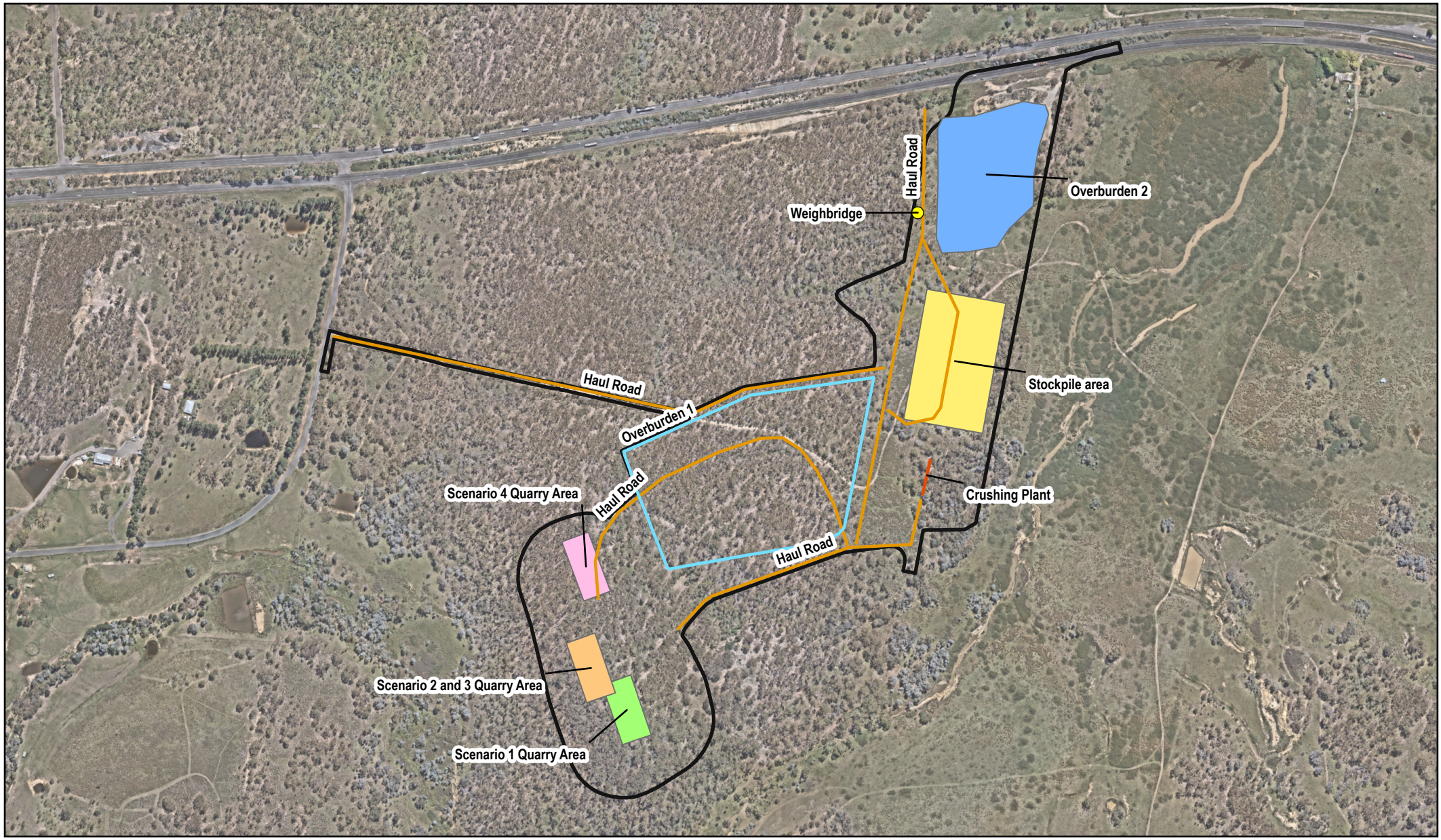

Statistical Ambient Noise Levels
Monday 27 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)


Statistical Ambient Noise Levels
Tuesday 28 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)


Statistical Ambient Noise Levels
Wednesday 29 May 2024
Excluded Data
LAMax
LA10
LA90
LAeq
Relative Humidity
Temperature
Rainfall
Mean Wind Speed & Direction
Sound Pressure Level (dBA) ; Relative Humidity (%)
Wind Speed (m/s) ; Temperature (°C) ; Rainfall (mm)
Time of Day (End of 15 Minute Sample Interval)

Appendix F

Operational Noise Scenarios



Legend

- Disturbance Area

Point sources

- Weighbridge

Lines sources

- Crushing Plant
- Haul Road
- Overburden 1

Area sources

- Overburden 2
- Scenario 1 Quarry Area
- Scenario 2 and 3 Quarry Area
- Scenario 4 Quarry Area
- Stockpile area

Paper Size ISO A4

0 50 100 150 200

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 55

N

GHD

Global Quarries
Marulan quarry EIS
Noise and Vibration Impact Assessment

Modelled operational noise sources for all scenarios

Project No. **2127708**
Revision No. **A**
Date **4/04/2025**

FIGURE 5.1

\\ghdnet\ghd\AU\Sydney\Projects\21\27708\GIS\Maps\Deliverables\2127708_NVIA_0.aprx
Print date: 04 Apr 2025 - 11:41

Data source:LPI:DCDB/DTDB, 2012, EPI: LandZoning, 2012. Nearmap – Imagery (Date extracted: 4/04/2025)Nearmap WMS Server: . Created by: eibbertson

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→ The Power of Commitment