

The Director,  
Department of Planning, Housing and Infrastructure,  
Sydney,  
NSW.

September 23, 2025

Dear Sir,

Your Ref: **MP05\_0103B-Mod-4**  
**Cudgen Lakes Quarry Modificataion.**

I wish to object to the proposal by Gales Kingscliff regarding modification of the Cudgen Lakes Quarry on the following grounds.

### **Traffic Movements**

The proposal anticipates 30 large truck movements per hour, 15 in and 15 out. The only road access to the site is via the M1 Motorway and/or the Coast Road.

The Land and Environment Court (LEC 2024/227570) only last month ruled Tweed Shire Council's refusal to grant Gales Kingscliff permission to amend an LEC ruling of 2009 allowing for the fill of either side of Turnock St, Kingscliff to allow filling with imposed "virgin fill" by way of 50 truck movements (25 in and 25 out).

In August, the LEC limited those truck movements to 30 per hour, 15 in and 15 out citing the impacts of extra traffic on the Coast Rd and Turnock St and the serious impact of the relay to emergency vehicles, particularly ambulances accessing the new Tweed Valley Hospital via the Coast Rd.

The Coast road is single lane only in each direction and there are only 3 places between the M1 exit and the Crescent St access to the Quarry site where an emergency vehicle can pass a large truck without other traffic coming to a standstill.

Should the requested truck movements in the Quarry Modification proposal be approved, it would make a complete mockery of the Land and Environment Court's August ruling and bring the number of daily truck movements on the Coast Rd to even more than those requested and subsequently dismissed by the LEC in the Gales Turnock St fill DA.

From 3PM on weekdays when the school finish and parent pickup coincides with a shift change at the Tweed Valley hospital, it is not unusual for traffic to be banked up from the pedestrian lights on Cudgen Rd in front of the hospital entrance, all the way to the traffic lights at Cudgen Rd and the Coast Rd, and then on to the M1 entrance/exit at Chinderah. To add an extra 60 truck movements per hour to this existing logjam is sheer insanity and a probable life-threatening experience for emergency vehicles.

### **Imported Fill Composition**

The proposal to import Virgin Extracted Fill makes no mention of where that fill will be accessed or what materials it might contain.

In Gales LEC-refused application to use identically describes material to fill in Turnock St that fill was to comprise anything from material from M1 road expansion sites ion Queensland to the same "virgin" described material also sources in SE Queensland.

Both local residents and the Tweed Shire Council objected to this (and the LEC agreed) on the basis that such fill presented a high risk of containing Red Fire Ants, and that even the most vigorous inspection methods were incapable of dealing with the proposed number of truck movements, either at the extraction sites or at the NSW Border crossing inspection sites.

The same objections apply to and should be endorsed in relation to the Quarry Modification proposal.

Any approval of the above objections would place the NSW Planning Department in a direct contradiction of the Land and Environment Court, resulting in a proponent being able to side-step a court decision in relation to one Development Application via an application to the Planning, Housing and Infrastructure on another.

While neither the Turnock St proposal nor the Cudgen Quarry Modification are directly linked, the two points of objection detailed above are identical and the LEC decision should set the precedent.

Kind regards

A handwritten signature in black ink, appearing to be 'JCS', written over a light grey rectangular background.

Jerry Cornford