

31 October 2025

The Hon Paul Scully
Minister for Planning and Public Spaces
By Email: office@scully.minister.nsw.gov.au

Dear Minister

Project Name:

Gerroa Quarry - Gerroa Sand Production Increase (MOD2)

Case ID:

MP05_0099-Mod-2

I refer to the Modification Report (Modification 2) for the Gerroa Sand Quarry, prepared by RWCorkery & Co and dated August 2025 (Report 1109/01). This report has been prepared on behalf of Cleary Bros (ABN 95 682 599 882) supporting application to permit an increase to the maximum rate of road transportation by 50%, from 80,000tpa to 120,000tpa.

I live in close proximity to the project site. I am also a current member of the Gerroa Environmental Protection Society. I am concerned that the report seeks approval on the basis that there are no additional significant adverse impacts. I believe there are false assumptions in making this executive summary statement.

1. The existence of an approval to carry out an activity is not evidence that there is no adverse impact from that activity; or, worse, may indicate that there are existing significant adverse impacts and that it is claimed the modification activity does not aggravate them.
2. The statement takes no account of cumulative impacts.
3. It is stated that the proposed modification would not increase the maximum or average heavy vehicle movements for the quarry. This is ambiguous. Is it the same number of movements, each 50% heavier? Or is it the average weight of vehicle, but a 50% increase of movements?

The consequences of not proceeding with the modification appear to be loss of financial income to the applicant. Surely there is no loss of income – this modification simply seeks to exploit the resource more quickly, leading to a more rapid arrival at the situation where the resource is fully exploited. In turn this will increase incentive to expand the quarry into environmentally sensitive areas.

I am also concerned that road damage is a community cost that will be aggravated, should this modification be approved. The approved transportation routes shown in Figure 3 of the report include sections of Crooked River Road and Beach Road that are suffering almost constant damage. The primary contributor to this damage appears to arise from adverse weather events, however increasing the structural impact from heavy vehicles by 50% will only increase this damage and consequent community cost. The report takes the approach that impact is localised to the site, however the cost borne by the community and the environment is far wider.


The magnitude of claimed financial loss, should the modification not proceed, should be considered in the context of these costs to the community, and of the risk of pressure on further environmental damage once this resource begins to decline.

I do not support this application.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Robert Fitzell', written in a cursive style.

Robert Fitzell B.Sc., M.Phil(arch), Ph.D


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