

19 October 2021

Director, Resource Assessments, Planning & Assessments  
Department of Planning, Industry & Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

Dear Sir/Madam

**Gunlake Quarry Expansion Project SSD-12469087**

Firstly I would like to state that I am not opposed to local quarries. I am clearly aware of the benefits they can bring to the local community and NSW. However, in the case of the Gunlake Quarry Expansion Project which is to increase production to 4.2mta of hard rock per annum as stated in the EIS, I have major concerns about the impacts this expansion will have directly on myself and the local community.

The concerns I would like to bring to your attention for serious consideration are as follows.

**INCREASED TRUCK MOVEMENTS ALONG CURRENT HAULAGE ROUTE- BRAYTON ROAD & AMBROSE ROAD**

The EIS states that truck movements will increase with large B Double trucks up to 750 movements (375 in each direction) 6 days a week. This is treble the current average daily truck movements. The trucks will travel on Brayton Road and Ambrose Road 24 hours per day.

I have been a Brayton Road user for the past 22 years. The road was upgraded but within a very short time deteriorated and is now in need of regular maintenance because of the potholes and breaking up of the road in parts as a result of the current heavy truck movements. This is going to get a lot worse with the planned increase.

It is an enormous safety issue and I would like you to consider the following:

1. Brayton Road is a school bus route.
2. The current speed limit is 100km. There are no overtaking or breakdown lanes.
3. Multiple crash risk.
4. Emergency vehicles (ambulance & fire) will have slow access to attend incidents.
5. Local travel time will be reduced (currently 400 road users/day being 60% locals & 40% trucks)
6. Potential property devaluation.
7. Heavy fog conditions often make for dangerous driving.
8. Increased wildlife roadkill.
9. Increased emissions.
10. Surface damage to Hume Hwy and increase of heavy traffic congestion to Sydney.

Ambrose Road, part of the local haulage route with its steep gradient is also a huge concern. On several occasions loaded B-Double Trucks have lost gear while climbing the steep gradient, stalled and had to reverse, actually zig zagged down the steep hill and succeeded in blocking the road completely. I have been behind one of these trucks when it happened. It is only a matter of time before there is a serious accident with the planned increase of truck movements. A slow climbing/breakdown lane is required.

It is clearly obvious that Brayton Road and Ambrose Road cannot be the major haulage route for the Gunlake Quarry planned expansion.

**Both Holcim and Boral who also operate out of Marulan, transport virtually all of their product by rail. Gunlake Quarry should also use rail not more trucks. Why should they not be required to use rail when this expansion proposal will result in them being one of the largest quarries in Marulan – larger than Boral Peppertree and slightly smaller than Holcim Lynwood?**

I urge you to seriously consider this expansion proposal. An independent traffic review (not paid for by Gunlake Quarry) of the local haulage route and a rail proposal is crucial prior to this expansion being approved.

An independent traffic review will reveal the requirement for overtaking lanes, a breakdown lane and reduction of speed limit. It will also reveal the need for transport of product by rail.

The local roads cannot possibly cope and neither can the local community with 750 truck movements a day. Our safety is at risk and this should be of paramount concern to the DPIE.

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