

Kenneth Gorton
1895 The Bucketts Way
BOORAL NSW 2425

1 July 2025

RE: Objection to Proposed Hillview Quarry Development (SSID 70557215)

To Whom It May Concern,

I write as a resident of 1895 The Bucketts Way, Booral—part of the same household as Rebecca Gorton—to lodge my formal objection to the proposed Hillview Quarry (SSID 70557215). Our home sits 120 m off The Bucketts Way (western side) and 250 m south of Maytoms Lane, placing us squarely within the development’s zone of affectation.

Having reviewed the Environmental Impact Statement (EIS) and supporting documents, I remain convinced this project cannot proceed without causing irreversible environmental harm and severe social and infrastructure disruption.

1. Environmental and Ecological Impacts

- **Biodiversity Loss:** Clearing across the site and buffer zones will destroy remnant bushland, wildlife corridors and critical koala habitat. The Biodiversity Development Assessment Report identifies koalas and significant habitat, yet the EIS dismisses these areas as “not important to long-term survival.” This contradicts the NSW Koala Strategy and community expectations for protecting endangered species.
- **Water Resources:** Dewatering and surface-water diversion will alter groundwater flows, risking lower bores and downstream ecosystems. No rigorous hydrogeological study quantifies drawdown or contamination—especially from quarry dust containing silica, which can cause irreversible respiratory disease.

2. Air Quality and Noise

- **Dust Emissions:** Predicted PM10 and PM2.5 levels “at or above” guidelines threaten air quality for properties nearby. Our household relies on rainwater for drinking, washing and livestock irrigation; airborne pollutants place us at direct risk. The failure to acknowledge silica hazards demonstrates a disregard for Duty of Care and breaches health and safety regulations.
- **Noise Intrusion:** Continuous truck movements, blasting and crushing will generate noise well above residential amenity thresholds—especially early mornings and evenings. Appendix G’s noise survey ignores deceleration on approach to Maytoms Lane or acceleration out of it. At 136 inbound and 136 outbound truck events daily (11 hours/day, 6 days/week), noise levels could rise by 25%—far exceeding RNP criteria.

3. Traffic, Safety & Infrastructure

- **Road Wear and Safety:** An extra 136 heavy-vehicle round trips per day (272 total movements) will accelerate damage to The Bucketts Way, worsen accident risk and clog the A1 Pacific Highway intersection. That junction is already difficult to navigate, particularly during school and public holidays. No mitigation plan is presented.

- Lack of Alternatives: The proponent failed to consider alternative haul routes or use of the nearby rail line—an obvious omission given the regional rail infrastructure.
4. Community Amenity & Health
 - Amenity Degradation: Dust-soiled homes, constant noise and increased traffic will erode property values and community cohesion. The rural lifestyle we chose is under threat, yet no land-acquisition or relocation compensation is offered. The minimal community consultation further underscores the developer's focus on profit over wellbeing.
 - Health Risks: Chronic exposure to fine silica particulates and low-frequency noise is linked to respiratory illness, stress and sleep disturbance. The EIS's generic mitigation measures are insufficient to protect people, wildlife and the environment.
 5. Market Oversupply
 - Existing quarries within a 40-minute radius already meet regional demand. Hillview's application provides no independent evidence of additional need. Its decade-long timeline from exploration to submission suggests market demand is not as urgent as claimed.

In light of these unmitigated risks, I respectfully request the Commission to:

1. Refuse the Hillview Quarry application, or at minimum
2. Require a revised EIS that includes:
 - a. A comprehensive zone-of-affectation study for air, noise, water and traffic impacts.
 - b. An updated BDAR with stronger mitigation for native flora and fauna.
 - c. Detailed acoustic modelling covering heavy-vehicle acceleration and deceleration events.
 - d. A robust mitigation, monitoring and compensation package—complete with voluntary land-acquisition and relocation rights for affected neighbours.

Please consider my submission in conjunction with the submission written by my sister-in-law, Dayanna Finch, as her submission is reflective of my concerns and covers in greater depth the potential impacts and threats this development poses. Also, as I am still reviewing the supplementary material, I reserve the right to submit a supplementary document within the coming weeks.

Thank you for your consideration.

Yours faithfully,

Kenneth Gorton