

C. & H. Landow,
Meadowsleigh
Brayton Road,
Big Hill, 2579

**NSW Department of
Planning and Environment
23-33 Bridge Street,
Sydney,
NSW, 2000**

18th May 2016.

**Re: Gunlake Quarry Expansion Project
Environmental Impact Statement,
April 2016.**

Dear Sir,

We would like to register my objection to the Gunlake Quarry Expansion Proposal currently on Exhibition at the Department Website.

The Gunlake's **Environmental Impact Statement (E.I.S.)** proposes to increase the traffic levels along Brayton Road and the Bypass Road from the currently approved **164 trucks per day to an average of 440 trucks per day**. Gunlake says on some days that would increase to **690 trucks per day**, 24 hours a day. That is equal to one truck every 2 minutes.

We live on Brayton Road at Big Hill and have to drive along Brayton Road every day, to and from work, shopping in Marulan or even just visiting friends. It is difficult enough at present having to negotiate 164 large trucks using this road each day, but having to deal with 440 or even 690 trucks a day will be extremely dangerous. Our grandchildren also have to use this road and we are naturally worried for their safety as well.

This is a narrow country road and is completely unsuitable for this level of traffic, particularly heavy trucks carrying 35 to 40 tonnes of crushed rock product. This road was designed for local rural and residential traffic. It is also the route for the local school bus. Putting such a huge number of heavy trucks on such a small local road is a recipe for disaster.

We know that over recent years, the smaller amount of truck traffic has caused a lot of damage to Brayton Road and the Bypass and that they have needed constant repair. An increase of up to 690 trucks a day would create a massive acceleration in the deterioration of these roads, causing major disruption to locals, delays, congestion and bunching of these trucks. When added to the constant flow of wildlife across the road and the very frequent fog and poor weather visibility, this would pose a completely unacceptable level of risk. We think such a proposal is extremely dangerous and irresponsible.

These 690 Gunlake trucks would then travel up and down the 200 kilometres between Marulan and Sydney, adding to congestion, exhaust emissions, pavement damage and road safety issues.

As an ex Vehicle Regulations Inspector (Heavy Vehicle Inspector) for the Roads & Maritime Services I have an extensive knowledge of the operations of heavy vehicles and have not only witnessed but also seen evidence of the rocks falling from these truck/trailers as they travel along Brayton Road and the Bypass Road. If the number of vehicles increased I can foresee accidents occurring from these insecure load occurrences.

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We know that Holcim, who operate the Lynwood Quarry next to Gunlake, send their hard rock products to Sydney by rail. Gunlake is also very close to the main rail line and we believe Holcim have offered to provide access for Gunlake to the Holcim rail siding at Lynwood. we see from local maps that the Gunlake site is only 500 metres from the Holcim site. we believe the only viable way to ship the Gunlake product to Sydney is by rail. Until the option of Gunlake using the existing rail facilities at Lynwood have been fully, and independently, assessed then the current application by Gunlake should be rejected.

Gunlake's E.I.S. also seeks consent to expand rock crushing operations from the currently approved times of **7am to 6pm Monday to Saturday to 24 hours a day every day except Sundays**. This would completely shatter the normal peace and quiet of this rural community. We moved to area to enjoy the peace and quiet but, even now on some days when the wind is blowing in our direction we can hear Gunlake crushing.

If Gunlake is approved to increase crushing **from 750,000 to 2,000,000 tonnes** a year and if they are allowed to operate **24 hours a day**, the impact on local residents would be enormous. It would completely ruin the peace and quiet of this wonderful environment.

Holcim have built a sound proof enclosure for their crushing machines. we can't see why Gunlake is not required to meet the same standard set by Holcim. In fact, I saw Gunlake CEO, Ed O'Neil, at a public meeting early last year offer to build a sound proof shed over their crushers, but now Gunlake seem to be trying to get way without having to do anything to protect the local residents or the local environment. We are also concerned at the dust this quarry expansion will create across the valley. A properly designed shed over the crushers would also help solve this problem.

Until Gunlake agree to do the right thing and guarantee to take all the necessary steps, such as Holcim have, to protect the local community, we submit that their Quarry Expansion Project be rejected.

Yours faithfully,

Heather & Clinton Landow