

11th May 2016

Department of Planning & Environment
GPO BOX 39
SYDNEY NSW 2001

Attention: Director- Resource Assessment

RE: Application No SSD 7090

Please find this my official objection to the above application currently in your department for assessment.

I strongly object to the above proposal for the following reasons:

This proposal will have a negative impact on all residents in the area, wildlife and the environment along the haulage route being Brayton Road, Bypass Rd and Red Hills Rd.

COMPLYING WITH EXISTING CONDITIONS:

1. The applicant has not adhered to the strict conditions set out on their previous approval which was to use only the haulage route to transport their goods, this past week alone I have personally seen two trucks with trailers using the northern end of Red Hills Road which is not part of the haulage route.
2. The applicant has not adhered to the speed limit they themselves have set at 80 klm per hour after the residents requested slower speeds for safety reasons. I have on numerous occasions seen the trucks doing more than 100 klms per on these roads. This company has proven that they do not abide by the conditions listed on their previous development applications or even their self-imposed conditions, why should they be allowed to put in further development application in for assessment when it's clear they cannot manage the development approvals they already have.

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ROAD SAFETY

1. The applicant does not adhere to the RMS or road laws, yesterday I saw one of their trucks doing 100 klm going up the Bypass Road Hill towards Red Hills Road cross over double lines over the crest of the blind hill into oncoming traffic. I have also had a truck overtake a smaller vehicle on the wrong side over double lines going in the other direction.
2. The RMS was so worried about the fact that they could not make the trucks comply with basic safety concerns that they had to close the medium strip access on the Hume highway to stop the trucks from turning right into Red Hills Road, the RMS would not even put a NO RIGHT hand turn to trucks at this intersection stating that there was no way they would be able to enforce the no right hand turn short of sitting a police car there 24hrs a day. This access to the Hume highway meant we had a shorter distance and time frame to access Marulan, Tallong, Goulburn, hospitals, ambulance and emergency services in case of fire.
3. The applicant has proven they had no regard for conditions or authorities which set them.

AIR POLLUTION (DUST AND SILICA)

The amount of dust and pollution that is currently being omitted is already a health concern, doors and windows cannot be opened as the pollutants can clearly be seen on furniture and fitting in a matter of minutes if they are. The effect of the pollutants on the landscape is also of great concern. These air pollutions affect everything not only us and our children but the crops and grasses which feed our live stock with which in turn go into the food chain when we sell them at market. This then affects a lot more people. I ask you to take this into serious consideration as only recently we are hearing of people in Queensland being affected by black lung a direct affect from coal dust and mining. We do not want to become another statistic in the future with the dust and silica pollution being omitted from this quarry. Our lungs were not created to breath in these pollutants. Profits should never come before people and the environment.

NOISE

The crushing and blasting noise we are already exposed to is not in keeping with the environment we live in. Should this proposed development be approved we would not only be affected by the noise during the day but also at night. The proposed 24 hr crushing and extra blasting would have a devastating effect causing sleep deprivation at best.

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Please consider the following when making a determination on the above proposed application

- 1 The conditions set out in approvals should be monitored and enforced by the department granting the approval, if this cannot be achieved then no approval should be granted.
- 2 When granting approvals your department should be held accountable along with the development applicant if and when the development causes harm in any way physical or financial to external parties.
- 3 The department should contract independent (it's own consultants) to report on the above objections (safety, pollution, noise, water etc) recouping these costs directly through the development application fees. You should never assume the applicants consultants reports (which they pay directly for) as anything but serving the acceleration of their development approval.
- 4 You should always consider that least impact on residents and the environment.

Many of the residents living in this area have lived here a long time some of us have moved to the country from the city for a particular life style, no traffic, peace and quiet and of course clean air. Overtime more and more residents moved to the area to plan and fund our own retirements. Our properties are our retirement plan should this development go ahead the values of all the properties in the area will be reduced, so too will the means for us to fund our retirements.

Please note that Bypass Road should never have been constructed to create the haulage route linking Brayton Road and Red Hills Road. The haulage of the quarry products should have always been via rail. The environment and landscape should never have been carved up when rail is already being used by others in the local area to transport similar products. The development applicant should wear the extra cost if any when taking up the rail option, the residents should wear no costs, (health or financial) as they are not privy to any benefit or profit. Should taking up the rail option mean a reduction in the profits then so be it. A reduction in profit to the applicant is certainly a better outcome than the alternative which is a reduction in the health and wellbeing of the residents and environment not to mention the reduction in the financial loss on residential properties.

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We understand that the developer has engaged reports that state the rail option is not feasible to which we say, you can commission anyone to produce a report in your favor if you're the one paying for it. It is not feasible that the proposed development impact residents in anyway at all.

It's time to take the lead and consider what the people of your state want by mowing away from a resource based economy to a more innovative diverse, green and safe economy. This area is growing into a specialized and gourmet food growing area. A lot of time and money and resources has been spent so that we can farm and produce quality olive oil, bees, cattle, alpacas and truffles. We are also working towards becoming a regional tourist town as well as opening up residential development which is affordable to young and first time home buyers. All this is at risk should this development be approved at the very least the haulage should be moved to rail immediately and no expansion of operating hrs should be considered now or into the future.

This proposed development has been noted as state significant, we the residents of Marulan are state significant too.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'J Field', with a large, stylized initial 'J'.

Janet Field
442 Red Hills
Marulan NSW 2579