

14th May 2016

The Director, Resource Assessment & Compliance
Department of Planning & Environment
Attention: Ms Margaret Kirton

Dear Margaret

Gunlake Quarry Expansion Project SSD 090 Environmental Impact Statement (EIS)

Firstly I would like to state that I am not opposed to quarries. I am clearly aware of the benefits they can bring to the local community. However, in the case of the Gunlake Quarry Expansion Project which is to increase production from 750,000 tonnes of hard rock per annum to 2 million tonnes of hard rock per annum as stated in the EIS, I have major concerns about the impacts this expansion will directly have 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 RD & BYPASS RD

The EIS states that truck movements will increase from 164 movements per day to an average of 440 movements per day and a maximum of 790 truck movements per day. The trucks will travel on Brayton Road and the Bypass Road 24 hours per day.

I have been a Brayton Road user for the past 12 years. During this time the road has constantly been in a poor state of repair. Two years ago I initiated a petition on behalf of the local community to have the road upgraded and repaired by Goulburn Mulwaree Council. 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.

The cost of the road upgrade is still a contentious issue. The Section 94 Levy set by Goulburn Mulwaree Council is inadequate and Council have not been able to answer questions as to how much money will be required in the future to maintain the road with the proposed Gunlake Quarry expansion.

In addition to the maintenance of Brayton Road, Gunlake have handed over the maintenance of the ByPass Rd built by Gunlake Quarry. I know the Section 94 Levy is a local government issue but I would like to make you aware of the concern that a number of us have about the future maintenance of the road if Gunlake are allowed to proceed with Transport Option 1 as stated in their EIS as being the preferred haulage route.

Brayton Road is a school bus route. The road cannot take 440 or 690 truck movements a day. It is an enormous safety issue. In addition the wildlife roadkill is horrendous enough as it is. With the increased truck traffic the locals will be swerving to avoid dead animal carcasses and body parts while also avoiding a head on collision with quarry trucks.

The Bypass Road with its steep gradient is also a huge concern. A few weeks ago, as witnessed by a local resident, a loaded B-Double Truck 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. It is only a matter of time before there is a serious accident. There is currently no merging lane for the trucks to merge onto the Hume Hwy either. A number of us are surprised that the merging lane was not a requirement of the original DA.

It is clearly obvious that Brayton Road and the Bypass Road cannot be the major haulage route for Gunlake Quarry's planned expansion. The only option is for Gunlake to transport their product by rail via an overland conveyor. Both Holcim and Boral who also operate out of Marulan, transport their product by rail.

NOISE - CRUSHER 24 HOURS PER DAY

Ed O'Neil said at a community information evening some time ago, that he would put the crusher into a sound proof shed. There is no mention of this in the EIS and the solution now offered by Ed O'Neil is to pay for double glazing of windows on the homes directly impacted by crusher noise. This is a ridiculous solution. The crusher, which will operate 24 hour a day, has to be enclosed in a sound proof shed. Holcim have done this successfully.

SURFACE WATER

The expanded quarry will require an enormous amount of water for suppression of dust on the unsealed haulage road and the processing plant as stated in the Economic Assessment. Gunlake expect to meet these water requirements primarily by the water management dams on the Gunlake site. I find this hard to believe when we have had well below average rainfall over the past eight months and we are currently in severe drought conditions. I can provide statistics of the rainfall we have received. Our dams are the lowest they have ever been and are only used for stock. The Wollondilly River is the major river in the region which borders our property and is one of the key tributaries to Warragamba Dam, which is 65 km north east of Gunlake Quarry. The Wollondilly River is currently very low and has dried up in parts. It is obvious to me that Gunlake will be applying for a Water Access Licence to the Wollondilly River for their operations.

I know this will be monitored but Gunlake will be pumping out a huge amount of water which will have a drastic effect on the local community who irrigate from the river and it will also impact on Sydney's water supply.

Holcim have access to a large number of dams on their site and in addition they have access to a huge water supply at Johnniefields on Brayton Road. Boral have access to a weir at Tallong. Gunlake should not be allowed to drain the Wollondilly River for future supply of water.

Yours sincerely

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