

Submission **opposing** SSD 6334

I write as resident and owner of LOT 15 DP255946; 13304 Hume Highway, Sutton Forest. We are the property on the southern boundary of this sand mine and our dwelling is the closest to the mine and will be catastrophically affected.

I have many issues relating to the proposed mine. I feel that referring to it as a quarry is completely misleading, this is a huge open cut mine and one of the biggest in Australia!

I wish to make clear that this is an interim submission only.

We have only had 28 days to respond to this EIS. Requests for an extension were declined by Planning and Environment. I will be consulting and seeking further advice from appropriate professionals in regard to this EIS.

Summary points of concern:

- Lack of consultation by Corkery & Co
- Inappropriate time of response by Planning and Environment
- The affect it will have on our lifestyle and safety here.
- This will destroy our commercial venture/ income ability.
- Health issues
- Road access consent
- Decreased Value of property of all surrounding this mine.
- Environmental concern.
- Water table concerns.
- Affect on access to our bore water allocation or dropping of bore level.
- Lack of rehabilitation
- Removal of the VC Kinsbury park
- Impact in conjunction with Green Valley Sand mine
- Impact on Penrose Park The Shrine of Our Lady of Mercy
- The morality of such a project

Lack Of consultation.

We, my partner Richard Fitzpatrick and I, were notified of this mine by a visit from Ron Bush (I was away at this time). Mr Bush stated that we couldn't live here any more! Even suggested he could re-house us somewhere else nearby! His arrogant and dismissive attitude shocked my partner, calling me immediately. We then had to wait until the EIS was on public display to receive further details of this proposal. I don't think you have any concept of

the levels of stress that we have had to deal with throughout this whole process. At no time have we had any further consultation re the impact this would have on our property, lifestyle, commercial impacts road access, nothing other than a profoma survey form which we had only 3-4 days to respond to. There was no intent on their behalf to consult with us. The aim was clearly to sweep this through as quickly and as quietly as possible. It also appears to be the intention of the Planning Dept with giving such an inappropriate time frame and process for the local residents to respond to. It is obvious that there is NO consideration to the affect this will have on the residents and the surrounding area, nor does it appear that you care.

The DGR relating to consultation with local, state and commonwealth Dept is not documented, and from conversations I have had with department managers from RMS, NSW Water Authority, the Australian Pipeline Authority, Wingecarribee Shire, or the 2nd 14th AIF Battalion who tend to the Kingsbury VC park, have had little or no consultation.

Inappropriate time frame to respond to the EIR

How is it **right**, that this company have 4 yrs or more to put together this EIS and everyone else, gets a mere 28 days! It is morally unjust of an Australian Government Dept to allow this kind of behaviour. Is the government not there to assist with protecting the environment, the rights of people, protecting heritage and threatened species? This process is clearly weighted against all of those things and doors flung open for big corporate interests!

Requests were made by individuals and by local Council for an extension, this was declined, Why? This feels completely unjust. Again pitched against those whose lives will be affected enormously. WHY, why is the planning Dept so concerned about allowing even the smallest amount of extra time to examine this document? The lack of transparency and desire to rush this though, begs us to ask what is in it for the Government? There is an equally large Sand mine just 4 km away, Green Valley Sand Quarry, approved June 2013 that is not even operational yet, so there is not a crippling state need as yet.

The statement in 7.2.3.3 page 7-13 on Social Equity is a complete contradiction to what is presented in this EIS. There is NO social equity in relation to this proposal or with the way it was carried out.

Affect on lifestyle

This property has been in the family for 45 yrs, it is a beautiful rural location. We live here full time as do most of the residents that live immediately on this mines boundary. I was offended to read in the EIS, 4-12 referring to

land holders as being present on weekends only! The majority of us live here full time and make an income from these “medium sized lifestyle blocks” as also referred on 4-12. This reflects the level of consultation they did, this is completely dismissive of our lives.

We are also here because it is zoned rural, not industrial. We often have extended family stay, enjoying a slice of rural life, interacting with the wildlife that are in the area. This mine will ruin all of that.

I work shift work, a nurse at the local hospital. How on earth am I going to be able to sleep with this mine only 60 m from my window? This EIS is outright misleading with the impact it states it will have on this property in relation to the noise, vibration, light, and dust pollution.

Further consultation is being sort re this.

I question the legal right this company has, to have such a considerable impact on a neighbouring property. This mine will reduce property values, destroy our primary view as seen below, as they plan on putting up a 3.8 m high sound mitigating fence. I question if such a dramatic change is legally allowable?

Again further consultation is being sort.



The planned destruction of our property

They will cripple the commercial viability of our Lilac and floral orchard. This EIS does not even acknowledge this commercial enterprise, in-fact they sighted our trees as 'exotics' in the flora survey. This was to be our major source of income as I step back from the health industry. Again, lack of consultation and insight into the local people and they're land uses.

Health Concerns

I have major concerns for my health if we remain here after this mine is given approval. This EIS again is extremely misleading and understates the health concerns around dust and the health related diseases associated with small particle silica pollution. This company appears to ignore the concepts fine sand, silica, as a "hazardous and dangerous" material, causing a real risk of developing a respiratory related illness.

Further data on Respiratory concerns to follow from Respiratory Physician.

The health concerns relating to constant noise, which I believe will be far greater than estimated by Corkery P/L. Again the data is poorly studied and misleading.

We will be consulting with industrial acoustic consultants.

No Road Access Consent

We have many serious concerns with the EIS relating to the road access.

- First, the current access to our property will be blocked. *No consultation.*
- The embankment of the support road at the interchange to the mine access road encroaches our property boundary, indicated on the map plan to be ••• acre (Figure Page 5-11 of EIS). This will remove our historical front entrance and many of our trees, several being memorials to past family. *No consultation approach was made by SFQ.* UNDER NO CIRCUMSTANCES WILL WE GIVE PERMISSION TO ACCESS OR ACQUIRE OUR PROPERTY.
- The proposed mine access road has a concrete barrier wall 3.8 metres high running along the length of our boundary (to appease us with sound mitigation). *No consultation.*
- They provide us road access through an opening in the barrier wall and then through our irrigated orchard. *No consultation.*
- The barrier wall will totally obstruct our primary view over the valley to the north. Scene modeling shows that our residual view will be the wall,

the tops of distant trees on the far side of the valley with sky above. At the same time, this barrier will provide no protection against nocturnal light pollution.

- The access roadway will destroy a large tract of native eucalypts used as a thoroughfare by native animals. Corkery P/L in the EIS describe it as in poor condition with mainly exotics. Note however that they also included our orchard, on our property and not the roadway, in the tree count to make it appear in poor condition and undesirable. There are also many *pinus radiata* that seed from the nearby Penrose Forests although we do our best to remove these weeds.
- The barrier wall of 3.8 metres in height is not high enough to exclude the view of trucks as our house (primary view lounge and kitchen) is elevated above the siting of the wall. Primary school geometry shows that trucks will be exposed by up to 1 metre directly in front of our house and 1.5 metres in the right of our view – only a vehicle less than 2.6 metres in height will pass unseen. The barrier wall would have to be 5 metres in height for large trucks to pass unseen.

The following is a statement from my partner in relation to the wall

The sound modeling in the EIS is not credible. I speak as Prof. of Medicine UNSW and specialist in human neurology and sensory physiology (BSc, MBBS, PhD, MD). My work is internationally renowned, highly cited and I have served as Senior Editor on the premier international journal in this field. My research laboratory measures and has published on auditory perception. I have the equipment to make these measurements. Empirically (*i.e.* measured not modeled) I found that a 83.8dB sound source (my tractor) sited on this roadway adjacent my house was recorded at our kitchen window at 61.6dB (and 91.1 at 68.2) that declines with distance exactly as predicted by sound transmission theory. Maximum allowable noise from these trucks is 100dB. (Trucks will be climbing a 1:17 gradient outside our house.) A wall of 3.8 metres height will at best provide an attenuation of 5-8dB to the elevated house site. With visible sound sources (*i.e.* the trucks) sound is perceived 5dB higher (not a wishy-washy feeling thing, this is hard perceptual neuroscience). The sound heard from this roadway will be well above maximum allowable levels and they will be 24 hours a day, seven days a week for up to 45 years.

□ These barriers will not protect us from air pollution in any way. As a clinical doctor and medical researcher I could write tomes on this but will spare you. Much of this epidemiology you will know from the medical literature. Key issues are silica dust and truck emissions (hundreds a day) 60m from our house and immediately adjacent to our work and recreation areas. (Industrial Particulate Matter (PM) emission will be the next big claims round following on from smoking and asbestos injury. The pathological links of the reactive element aetiology is being uncovered. Evidence is building and a first judgement against them is foreseeable. Well before this project is completed we will be closing down polluting mines and trucking operations.) We live here 24/7 with exposure over years – this development is for 45 years and cumulative exposure immense.

□ *National Environment Protection (Ambient Air Quality)* standards allow maximum annual average PM10 of 25 $\mu\text{g}/\text{m}^3$ and PM2.5 is 8 $\mu\text{g}/\text{m}^3$ (to be lowered to 7 by 2025). The

predicted annual averages in the EIS (Sec 5 pages 130-131) are PM10 up to 32 $\mu\text{g}/\text{m}^3$ and PM2.5 up to 15 $\mu\text{g}/\text{m}^3$. Those values, like everything else in the EIS, are estimates favourable to the proponent. Road access alongside property is up an incline. Heavy trucks (40 tonnes) climbing up this 1:17 gradient alone will make diesel emissions significantly greater than the EIS estimate. Noise & light pollution, effects on sleep of a 24/7 operation, anxiety & stress all have cumulative adverse health impacts not addressed in this EIS. We work frequently night shifts and daytime operations will be equally disturbing.

- Through direct shadowing, water and air entrapment, the barrier wall will make approximately a hectare of our land unusable for its farming purpose.
- There is no plan described for water effluent from the access road. The lowest point of the road is adjacent the residence on Lot 1. A drain would need to be taken across the property to the distant dam to manage that volume of water.
- The barrier wall will lock us in with no other exit off our property. Our gates to the property to the north are our escape route. In the event of bush fire or other emergency, made more likely by this mine, we have no exit. This area is deemed Bush fire prone land on Shire Council maps, 4-16, 4-17.
- This new road access will separate and block our current direct easy access between neighbours that rural communities enjoy and use to visit one another and move our animals. This proposal will damage these community links.
- An overhead sign recently installed at the access road junction cost taxpayers more than \$400,000. What plan is there to recoup this money from the developers?
- The access road prevents us (and our neighbours to the north) travelling south on the highway (family, neighbours, work) and leaves us with a route that is 5 km longer in each direction. Simply going to church at Penrose Park now becomes a 7.5 km drive. Motorists inadvertently taking the southbound slip exit will now have to drive the length of the access road, make a U-turn to return back down the access road then return to the Sally's Corner interchange, cross over and head south again – an unnecessary and frustrating loop of more than 5 km! The residents of Lots 1 & 2 face the same problem. Vanessa in Lot 2 works full-time in Goulburn and her children attend school in Goulburn. They are being asked to drive more than 3,000 km a year because of this absurd road plan.
- This private access road will destroy a much loved and very popular road stop, the *Bruce Kingsbury* VC memorial park where hundreds each

month use this park to rest and camp. *Kingsbury's 2nd 14th Battalion Association* still care and maintain this park, as do we. They describe this proposal as “*sacrilege.*” *They have had no consultation with anyone.*

Between this proposed new junction at the mine access road and the Sally's Corner road exit is already a treacherous stretch of road as cars coming from the south do not get a view of the service centre until they reach the hilltop at this point. They then start to move left and slow. This new access road junction will take the distance between the two slip roads down to 500 metres (16 seconds drive time), making it the closest pair of slip roads on the Highway from Sydney to Albury. With this volume of trucks attempting to gain speed and move right merging with vehicles slowing and merging right, there will be serious vehicle crashes. Note the large increase in trucks that will also come from the new Green Valley mine just 5 km beyond. Note also the deception in the EIS about reducing truck numbers by bringing in fill in trucks then delivering sand on the return trip. The industry does not work this way. Sand trucks are clean and with any clay or other contamination, loads are rejected. There is no truck washing facility in the EIS and they could not manage 200+ a day. The times and locations for the sand operation and the backfill operation are inconsistent and cannot be realised. This means many more truck movements than the misleading figure they quote in the EIS.

Again DGRs not adequately broached.

Property Valuation

This mine will have a devastating affect on property values. Already we have seen auctions passed in down Hanging Rock Rd and on Canyonleigh Rd as this project looms over. Our property value will plummet as the once rural aspect, peace and quiet are replaced by constant grinding of bulldozers, blasting and crushing plants. NO sound mitigation will cover that. So I ask, is it fair, or even legal that a neighbour is able to have such an affect on other property prices and lifestyle?

Environmental Concerns

The clearing of 63 hectares of bushland and total area disturbed will be 70hectars, **173 acres!** This will be catastrophic to the Great Western Wildlife Corridor. NO amount of bio-diversity offsetting can make up for this loss. It merely soothes political conscience!

Not only is the clearing of major concern to the wildlife, but the added disturbance from blasting and light of a 24 hour operational industry will

disconnect the corridor for kilometres. If you look at Google maps, it is clear that the Wingecarribee Shire is already a weak link in the corridor from previous clearing.

Long Swamp area, which borders this proposal, is listed in NSW as Montane Peatlands and swamps. This is recognised as an endangered ecological community. It provides habitat to the endangered Giant Dragonfly and many other threatened and vulnerable species. This mine combined with the already approved Green Valley Sand Mine will have devastating consequences to the swamplands in this area.

Why do other sections of Government waste money protecting environmentally significant places, if the Planning Dept is allowed to completely ignore any sound science relating to the environment and allow completely environmentally inappropriate developments in fragile locations?

It was clearly identified in this EIS there are 9 endangered/ vulnerable species that will be affected by this sand mine.

Affects on Water table and water Quality

This I will leave to the special consultants that will be providing expert opinion, but any 4th grader can understand if you dig a huge hole next to a creek and fill it with foreign matter, the result will be pollution of the waterways! This creek feeds into the Sydney water catchment area. Enough said.

Affect on Bores and water access to those with current water licenses

This EIS admits it will have a draw down effect on local bores and the water table. Again I will leave this to the experts.

But what legal right does one property have in affecting all local water supplies?

Lack of Rehabilitation planning

I am lead to believe by this EIS that they spend 30 yrs digging a big hole, with minimal rehabilitation of the base and then apply for another DA for 20 yrs, digging some more with view to progressively fill it in. How is this even allowed? This has to be seen as completely Environmentally irresponsible, and if the Government Dept of Planning allows this kind of poor EIS God help us. The future generations have no hope. They can use smoke and mirrors but I would like to think our Government bodies read through this. No extensive commitment to rehabilitation on this EIS plan.

Again experts will explore this further.

The destruction of the Kingsbury VC Park on the Hume Hwy

What right does an individual company have in destroying with the swipe of a planning pen, the much loved Kingsbury VC park? This park see hundreds of visitors a month, camp, rest, and picnic there. I find it so disrespectful to a brave veteran, honoured by this memorial park. His family and 2nd 14th Battalion continue to look after this place. This is a peaceful and useful rest place for travellers heading south.

Green Valley Sand Quarry already approved.

As briefly mentioned earlier, this sand mine is equally, if not larger than the SFQ. If approval is given to this one, then combined projects will have a devastating effect on the whole area. Environmental, social and pollution effects will be doubled. It is completely environmentally irresponsible to intentionally create such devastation to such an environmentally sensitive area. **These mines are only 4 km apart.** Further consultation will be sort.

Impact on Penrose Park.

It is socially unconscionable to think, this company / EIS, can think that the effect on a place of worship of this size will be unaffected is acceptable.

This is an extremely special place, attracting some 30,000 visitors a years. To pray, rest, reflect, escape the busy city, and spend time with friends and family and have retreats. I feel privileged that such a sacred place is in such close proximity. It is where I go to worship. Surely even the Planning Department can see this noise, blasting, dust pollution and lighting 24/7 will ruin the peace and serenity of this place. It's bad enough to affect individual residence, but to affect so many peoples place of worship has to be seen as sacrilege. This place has been evolving since 1984, their shines of which there are 50 will be ruined, covered constantly with dust and the security of the Grotto cant be guaranteed. This is only 75 m from the mines boundary.

Many of these people, come from ethnically diverse countries and have language barriers, making it extremely difficult to have their voice heard, they are not fluent in English, do not have computers or access to email. They feel shut out from having they're say, unable to defend they're holy place.

Summary

In summary, I implore the Planning and Environment Department to carefully consider this approval. The impact it will have on, not only the 17 residences which equates to 50-60 people living within 2 km of this mine,

the many thousands that visit the area but the environmental consequences to the other inhabitants that use the bush, the sky and the nearby waters. To the impact of the Southern Highlands, tourism, agriculture, viticulture, the appropriate industries that work harmoniously with the area. This sand mine is completely out of context with its surround. We have a duty to this land and to future generations that will rely on this environment. Please consider ethically and morally on what is the right thing for all our futures and generations to come.

Bernadette Lawlor

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Richard Fitzpatrick & Bernadette Lawlor
13304 Hume Highway
Sutton Forest NSW 2577
r.fitzpatrick@unsw.edu.au

Directors: Birdram Pty Ltd
Property owner of LOT 15 DP255946:
13304 Hume Hwy Sutton Forest
held in trust.

Mr Chris Millet
Land Use Development Impacts Manager
Transport Roads and Maritime Service
RMS Southern Region
Development.southern@rms.nsw.gov.au

19 June 2018

Dear Mr Millet,

We write in relation to the proposed **Sutton Forest Sand Quarry SSD 6334** that is currently on public exhibition.

Before starting, we want to say that this is not a “quarry.” This is a massive sandstone mine and industrial crushing plant two-thirds the size of the Sydney CBD that is being misrepresented as a quarry.

We have several concerns about the road planning for this proposal.

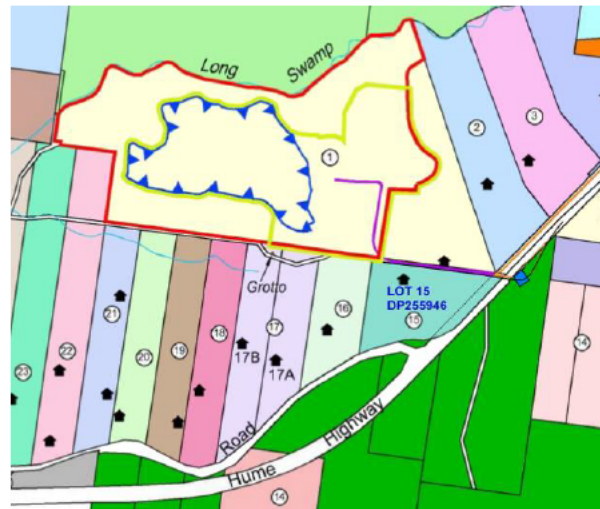
We live at 13304 Hume Hwy Sutton Forest (LOT 15 DP255946), immediately adjacent the southern boundary of this proposed sand mine and the closest residence to the proposed mine. We have been here since 1972, when we developed our orchards (on the border of the proposed access roadway). We have been managing the property and farm responsibly and sustainably for 45 years and our family plans to continue this for generations to come.

In February this year (16/02/2018) we were advised by a representative of the mine proponent (Mr Ron Bush: door-knock & 5 minute discussion) that they were building a mine and roadway on our boundary. He offered us double glazing but then looking out our open kitchen windows, agreed that we would not be able to reside here anymore. Surprisingly, he produced a map of other nearby properties the proponents owned (notably Lot 3: Tulla Resources Group P/L) and suggested that we could live there instead. We were speechless - he left.

No consultation on the details of this proposal was provided other than a simple conceptual sketch map emailed to me on 20/02/2018. We then waited until 24/05/2018 to see some details of the application on the *Planning & Environment* website. We finally received our requested hardcopy of the EIS on 14/06/2018 – 7 days before this submission is due. In addition, in the previous 2013 application for this mine, we were not consulted at all, as seen in that EIS.

Last year (16/08/2017) we (and other land holders along Hanging Rock Road) received an offer from Crown Lands to purchase the section of the Crown road along the length of our boundary(s) as they wanted to close the road along its entire length. The process of Title transfer was underway with our

last communication from Crown lands on 29/03/2018, which also noted that Sutton Forest Quarries P/L (SFQ) had just put in an expression of interest to purchase the Crown road but were not in a position as they were not an adjoining land owner. Sometime later we heard that they had put in an application to keep the road open – we have a Freedom of Information submission at present to find out more about this and whether a decision has been made one way or the other.



Mine site and adjacent properties. Our property is Lot 15.

We have many serious concerns with the EIS relating to the RMS submission on the road access.

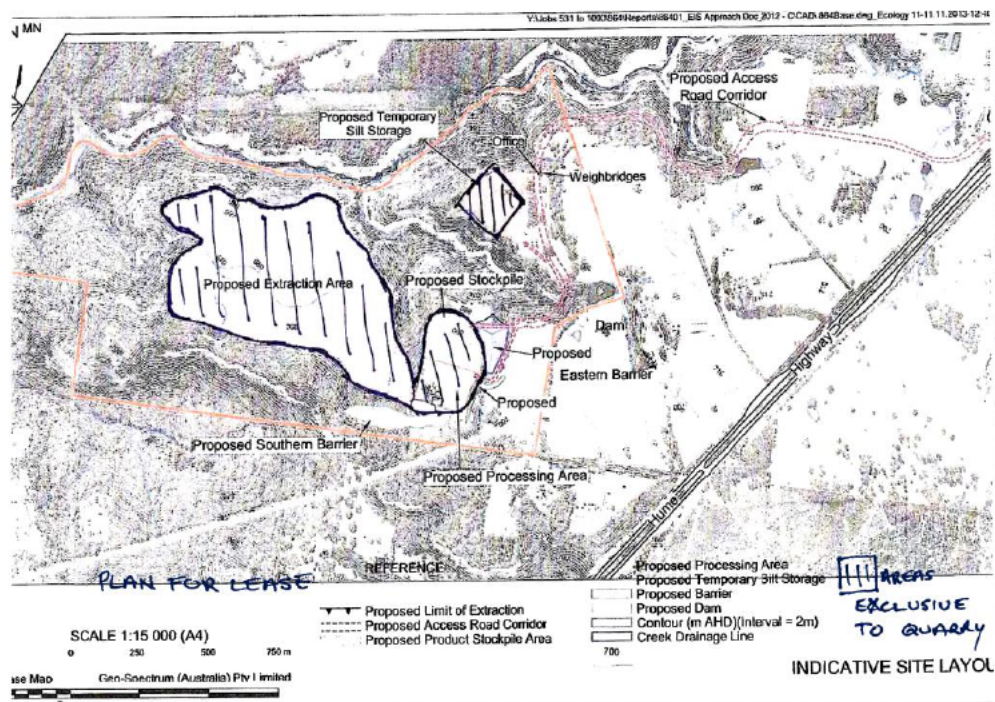
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- The embankment of the support road at the interchange to the mine access road encroaches our property boundary, indicated on the map plan to be $\frac{1}{4}$ acre (Figure Page 5-11 of EIS). This will remove our historical front entrance and many of our trees, several being memorials to past family. *No consultation approach was made by SFQ.* We tried to get details from Transport & Urban Planning Pty Ltd who prepared the road design. We did not get a response. UNDER NO CIRCUMSTANCES WILL WE GIVE PERMISSION TO ACCESS OR ACQUIRE OUR PROPERTY.
- The proposed mine access road has a concrete barrier wall 3.8 metres high running along the length of our boundary (to appease us with sound mitigation). *No consultation.*
- They provide us road access through an opening in the barrier wall and then through our irrigated orchard. *No consultation.*
- The barrier wall will totally obstruct our primary view over the valley to the north. Scene modelling shows that our residual view will be the wall, the tops of distant trees on the far side of the valley with sky above. At the same time, this barrier will provide no protection against nocturnal light pollution.
- The access roadway will destroy a large tract of native eucalypts used as a thoroughfare by native animals. Corkery P/L in the EIS describe it as in poor condition with mainly exotics. Note however that they also included our orchard, on our property and not the roadway, in the tree count to make it appear in poor condition and undesirable. There are also many *pinus radiata* that seed from the nearby Penrose Forests although we do our best to remove these weeds.

- The barrier wall of 3.8 metres in height is not high enough to exclude the view of trucks as our house (primary view lounge and kitchen) is elevated above the siting of the wall. Primary school geometry shows that trucks will be exposed by up to 1 metre directly in front of our house and 1.5 metres in the right of our view – only a vehicle less than 2.6 metres in height will pass unseen. The barrier wall would have to be 5 metres in height for large trucks to pass unseen.
- The sound modelling in the EIS is not credible. I speak as Prof. of Medicine UNSW and specialist in human neurology and sensory physiology (BSc, MBBS, PhD, MD). My work is internationally renowned, highly cited and I have served as Senior Editor on the premier international journal in this field. My research laboratory measures and has published on auditory perception. I have the equipment to make these measurements. Empirically (*i.e.* measured not modelled) I found that a 83.8dB sound source (my tractor) sited on this roadway adjacent my house was recorded at our kitchen window at 61.6dB (and 91.1 at 68.2) that declines with distance exactly as predicted by sound transmission theory. Maximum allowable noise from these trucks is 100dB. (Trucks will be climbing a 1:17 gradient outside our house.) A wall of 3.8 metres height will at best provide an attenuation of 5-8dB to the elevated house site. With visible sound sources (*i.e.* the trucks) sound is perceived 5dB higher (not a wishy-washy feeling thing, this is hard perceptual neuroscience). The sound heard from this roadway will be well above maximum allowable levels and they will be 24 hours a day, seven days a week for up to 45 years.
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- This private access road will destroy a much loved and very popular road stop, the *Bruce Kingsbury VC* memorial park where hundreds each month use this park to rest and camp. *Kingsbury's 2nd 14th Battalion Association* still care and maintain this park, as do we. They describe this proposal as “*sacrilege.*” *They have had no consultation with anyone.*
- As a medical doctor (ED) who has worked locally for nearly 30 years, I am called on when there are motor vehicle crashes on the highway nearby. I have attended many crashes, some minor, some with injury and some with fatalities, and I have treated them in hospital. Many have involved trucks in their causality.
Between this proposed new junction at the mine access road and the Sally's Corner road exit is already a treacherous stretch of road as cars coming from the south do not get a view of the service centre until they reach the hilltop at this point. They then start to move left and slow. This new access road junction will take the distance between the two slip roads down to 500 metres (16 seconds drive time), making it the closest pair of slip roads on the Highway from Sydney to Albury. With this volume of trucks attempting to gain speed and move right merging with vehicles slowing and merging right, there will be serious vehicle crashes. Note the large increase in trucks that will also come from the new Green Valley mine just 5 km beyond.
Note also the deception in the EIS about reducing truck numbers by bringing in fill in trucks then delivering sand on the return trip. The industry does not work this way. Sand trucks are clean and with any clay or other contamination, loads are rejected. There is no truck washing facility in the EIS and they could not manage 200+ a day. The times and locations for the sand operation and the backfill operation are inconsistent and cannot be realised. This means many more truck movements than the misleading figure they quote in the EIS.

In these matters we speak also on behalf of my neighbours (Lot 1 on map above) whose house is much closer to the roadway – just 20 metres – making them more exposed to these hazards. They are not in a position to object to the proposal themselves having signed an unfavourable lease agreement but they have the same inalienable right to state protection of their health, privacy and amenity as any other citizen.

This Application in no way represents the use and access that the land owner envisaged when signing the lease for a smaller quarry operation. Shown below is page 19 of the registered lease agreement (AI476380B) signed 30/01/2014. Notably it shows road access from the north at Sally's Corner junction. At the time in their earlier submission, Corkery stated that this was the only feasible access route. The proponent, Tulla Resources, purchased Lot 3 to secure this road access and negotiated access with Lots 2 and 4. These arrangements ended when these owners learnt of the size of the operation and that the actual intent was to create a massive pit for later tipping. (Note that at the end of this 30 year application, the endpoint is a massive hole and a 30 year-old promise to apply to backfill the pit and repatriate the area.) Denied access from the north, the proponents rushed through this ham-fisted, unprofessional application that proposes a reckless and untenable road access.



Development proposal described in lease between Sutton Forest Quarries Pty Ltd (lessee) and R. Henderson (owner).

At NO time has R.W.Corkery & Co. P/L communicated with us about this mine and industrial development other than an email with the conceptual map on 20/02/2018 and a cynically worded *pro forma* questionnaire on 26/02/2018 from Corkery P/L to be submitted no later than 02/03/2018 – just 4 days! We responded but got an out-of-office email – back on 7 March). Corkery P/L have not come close to fulfilling the DGRs for making this application and its lodgement should never have been allowed by Planning and Environment.

There is nothing in this road access proposal that is beneficial to the general road user. There is nothing beneficial to local residents trapped by this mining access road. There are only significant adverse consequences for our property with not one benefit. We strongly oppose this new road access and under no circumstances will we provide the consent necessary for changes that require access to our property.

Yours sincerely,

Richard Fitzpatrick and Bernadette Lawlor