

**From:** [REDACTED]  
**Sent:** Thursday, 29 December 2022 7:45 AM  
**To:** IPCN Submissions Mailbox  
**Subject:** Martins Creek Quarry (SSD-6612)

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## RE: **Martins Creek Quarry (SSD-6612) Submissions on Additional Material**

Please consider my additional comments concerning this proposed development.

Further objection to two specific responses noted in 'MARTINS CREEK QUARRY PROJECT Independent Planning Commission – Additional Information: Martins Creek Quarry Project (SSD-6612) – Independent Planning Commission's Request for Information'.

Section '23 As stated above, the Martins Creek Quarry is a well-established quarry and we understand, having regard to the assessment undertaken to date by experts engaged by Buttai Gravel and the Department's own assessment, that the Project will not result in unacceptable impacts because of the additional traffic volumes that it will generate.'

**Objection: Increased heavy traffic volume WILL be unacceptable to residents from the perspective of local vehicle traffic, heavy vehicle noise and associated air pollution and pedestrian and cyclist safety.**

Section '29 Specifically, these quarries utilise local road networks, rather than Regional Roads, to access State Roads or Highways. For example: ... (b) Brandy Hill Quarry has two primary haul routes that traverse the rural residential areas, using a number of local roads, including Brandy Hill Road and Clarencetown Road, in addition to sharing a portion of haul route with Martins Creek Quarry. Brandy Hill Quarry travels between 11 km (Clarencetown Road) and 15 km (Brandy Hill Road) on local roads before reaching a State Road or Highway. The Brandy Hill Road route passes through rural residential precincts of Brandy Hill and Nelsons Plains, which would be more akin to Bungonia than Paterson Village.'

**Objection: To raise Brandy Hill Quarry as a comparative study is erroneous as that residential development was made in association with the creation of the quarry. Brandy Hill village comprises low-density rural-residential properties. Subdivision conducted during the development of that quarry provided very large properties. Almost no part of the transport corridor through Paterson, Bolwarra Heights, Bolwarra or East Maitland comprises residential acreages.**

Regards,  
Peter Harold