

**From:** [Morgan Cardiff](#)  
**To:** [IPCN Submissions Mailbox](#)  
**Subject:** Deep Creek Quarry  
**Date:** Wednesday, 20 December 2023 4:22:01 PM

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Please accept this submission with respect to the Deep Creek Quarry project (SSD-11591659).

I objecting to the approval of the project on the following basis:

**Traffic Assessment:** Traffic impacts of the project, based the ability of the Bucketts Way, and the intersection with the Pacific highway to deal with haulage truck movements.

The Bucketts way is consistently in poor condition, and has been for 40+ years. Even with upgrades it isn't long before the surface is damaged and requires repair. In addition, the intersection with the Pacific Highway is severely constrained, especially during holiday periods (which the traffic assessment acknowledges (rightly or wrongly within the guidelines) is outside the monitoring requirements). Traffic frequently builds up as vehicles have trouble exiting the Bucketts Way. This results in safety issues, as frustrated motorists take risks to enter the highway. Two 'serious injury' accidents have occurred at this intersection since 2018. These risks would be exacerbated by the additional haulage truck movements, as well as cumulative impacts of other proposed quarries in the area. While the proponent is right in saying 'major upgrades such as a grade separated interchange cannot reasonably fall to a single development' (Response to Submissions), this by no means removes the intersection as a constraint to the project, which should be considered as such. Constraints are constraints for a reason. Before this, or any other quarries are approved which would require haulage on the Bucketts way, this intersection needs to be replaced with an overpass, regardless of who pays for it.

Finally, the DPE recommendations falsely state the proposed capacity of the Hillview quarry (SSD8239) at 750,000 TPA over 20 years, when in fact their proposal is for double this volume (1.5MTPA). Without doing a through review of the cumulative impacts of the project, I assume the current traffic assessment is based on the 750,000 TPA rather than the correct 1.5 MTPA. The updated Hillview SEARS has been publicly available information since April 2022, more than enough time to be considered in updated technical reports which fed into the response to submissions, finalised in December 2022.

**Community impacts / Social impacts:** Impacts on the rural community and damage to the regions tourism reputation.

The Booral / Stroud / Gloucester valley has so far managed to avoid the significant extractive industry development pressures which are seen in the neighboring Hunter Valley. The community have voiced their opinions over the years with respect to further extractive and gas development, which has seen projects rejected on this basis. The approval of this project would open the door to further extractive development in the

valley, and damage the long-standing reputation the region has for its environment and tourism opportunities.

Kind Regards

Morgan Cardiff