

18 August 2025

Modification of Designated and Nominated Integrated Development – Bentley Quarry, 1465 Bentley Road Bentley

Modification Application number MA2025/0032

Applicant's Name – Rob McKenzie on behalf of R & S Contracting.

Amendment of Condition 60 (b)(ii)

I wish to make a submission which restricts trucks entering and exiting Bentley Quarry for one hour in the morning and afternoon at peak school pick up and drop off times. These two (2) hours a day is a 25% lost productivity for each of the owners' trucks and the trucks waiting. There could be any number of other company trucks plying their trade along Bentley Road at that time. This is a trade restraint to Bentley Quarry and should be lifted.

I live at 860 Naughtons Gap Road, we have possibly one of the worst driveways to exit and enter in the area, with a possible 3 second reaction time. Almost every truck carting Quarry Products past our property loaded or empty are very respectful.

I also agree to the deletion of Condition 107. This is a restraint of trade and should be lifted.

Yours faithfully

Frank Hathaway



Council ref
MA2025/0032-CS;DC

27th August 2025

Andy Edwards.
Manager Development and Certification.
Richmond Valley Council.

Dear Andy,

We write in support of Bentley Quarries application to modify the time restrictions placed on them. We would be happy to see no time restrictions placed on them at all. The works they have done to their entrance provides more than adequate safety to anyone travelling along Bentley road.

We would point out there are quite a few more dangerous situations along this section of road that are in need of investigation.

1. The crossing of the rail trail. In the 1970's there were 7 deaths from 3 separate accidents at this section of the road. If driver's couldn't see a train then what has changed that they will see a cyclist now?
2. Cattle crossing at Hartley Bridge road. Always at bus time. There have been quite a few accidents and near misses at this intersection around bus time.
3. Access to Bentley Community Preschool. Some days there are up to 20 preschoolers being picked up or dropped off. There are no speed restrictions on this section of the road despite numerous attempts by the community to have restrictions place there.
4. One of the most hazardous intersections along this section of the road is the intersection at Bucklands Bridge road. Traffic travelling from Lismore wishing to turn right are frequently overtaken at speed at this intersection. The flashing 40 Klm lights on the busses also don't seem to make any difference here.

Thank you for your time,
we are;

Janelle Claydon

Gordon Serone.

Email; seronegordon@gmail.com
Ph; 0419 623 450

From: "Aaliyah Wade" <Aaliyah.Wade@richmondvalley.nsw.gov.au>
Sent: Mon, 1 Sep 2025 09:56:04 +1000
To: "rvc@connect.t1cloud.com" <rvc@connect.t1cloud.com>
Subject: Council Submissions Form - objecting to Bentley Quarry DA modifications

#ECMBODY
#QAP RECORDS DEFAULT
#NOREG

From: WebAdmin <webadmin@richmondvalley.nsw.gov.au>
Sent: Friday, 29 August 2025 16:41
To: Richmond Valley Council <council@richmondvalley.nsw.gov.au>
Subject: Council Submissions Form - objecting to Bentley Quarry DA modifications

Submission Details:

Subject: objecting to Bentley Quarry DA modifications

Reference: MA2025/0032

Support or Oppose: Oppose

Submission:

I have lived and worked in Benley for around 40 years. I live within meters of this road and have a good idea of its safety issues. I have helped take family friends children to the preschool and bus stop for around 7 years. I move cattle and machinery across the road too. The peak school time condition is still essential and shouldn't be revoked. The community consultation committee is even more essential than during the first DA. We deserve this still. It seems the quarry is sadly only concerned with themselves.

Contact Details:

Name: Barry Clutterbuck

Email: disputedplain01@gmail.com

Phone: 0421931958

Address: Mill house 1, Bentley rd, Bentley, NSW, 2470

Attachments

Submitted: 29/08/2025

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Cherie Smith

From: Samantha Synott <Samantha.Synott@richmondvalley.nsw.gov.au>
Sent: Friday, 29 August 2025 11:11 AM
To: rvc@connect.t1cloud.com
Subject: Council Submissions Form - Objection to MA2025/0032 S4.55(2) Modification to modify the truck restrictions subject to Condition 60(b)(iii) and removing the Community Consultative Committee subject to Condition 107

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From: WebAdmin <webadmin@richmondvalley.nsw.gov.au>
Sent: Thursday, 28 August 2025 6:36 PM
To: Richmond Valley Council <council@richmondvalley.nsw.gov.au>
Subject: Council Submissions Form - Objection to MA2025/0032 S4.55(2) Modification to modify the truck restrictions subject to Condition 60(b)(iii) and removing the Community Consultative Committee subject to Condition 107

Submission Details:

Subject: Objection to MA2025/0032 S4.55(2) Modification to modify the truck restrictions subject to Condition 60(b)(iii) and removing the Community Consultative Committee subject to Condition 107

Reference: MA2025/0032

Support or Oppose: Oppose

Submission:

23/08/2025

Brenda Christine Pitman
7270 Summerland Way
Myrtle Creek, NSW 2469

The General Manager
Richmond Valley Council
10 Graham Place Casino,
NSW 2470

RE: DA2025/0032 Bentley Quarry 1465 Bentley Road BENTLEY NSW

I am 66 years old and have lived at Myrtle Creek for nearly 20 years. My daughter, son-in-law, and their young family live on part of the historic "Disputed Plain" farm. My grandchildren are the 6th generation to live on this property. As a long-term resident of Richmond Valley Council and ratepayer, I care deeply about this community and its safety.

For many years, I have regularly travelled the local roads, Kyogle Road, Bentley Road, Manifold Road, and Naughtons Gap Road to help drop off and pick up my grandchildren from school and preschool. I see every day how many children wait along the roadside for buses. Most bus stops are on narrow driveways or at the side of the road with very little room to pull over safely, there is heavy traffic on

these roads during peak times, which makes it dangerous while trucks are on the road at the same time.

I oppose the Modification to amend the current Condition 60(b)(ii) to restrict trucks from entering or exiting the quarry for 15 minutes at peak school pick up and 15 minutes at peak school drop off times. And the Deletion of Condition 107. This condition sets out requirements for the establishment, purpose, and operation of a Community Consultative Advisory Committee. Amendment: Rather than having the community consultative advisory committee, it is proposed Bentley Quarry provides regular updates about its operations on the website, including monitoring data, complaints, compliance documents and Annual Reports, as per Condition 106 for the following reasons:

I am very concerned about the proposed change to reduce truck restrictions during school bus pick-up and drop-off times. The suggested 15 minute restriction is not enough. It only looks at the area right near the quarry entrance and does not consider the whole bus route where children wait along the road.

I am particularly concerned about preschool children in the area. The Bentley Community Preschool located on Bentley Road has no speed limit restrictions during school hours, and children are often dropped off mere meters from Bentley Road where the entry gates are. Similarly, Manifold Public School is located very close to the road. The proposed modification completely ignores the real risks to these young children.

Traffic is further complicated by other users such as, cattle crossing like Fairbrae Dairy, whose cattle regularly cross Bentley Road for milking during peak times. An increase in trucks moving during these periods would increase the risk of accidents for both children and animals.

I am also very worried about the proposal to remove Condition 107, which requires a Community Consultative Committee. The community has no proof that past meetings have even happened with nowhere to view these records. Removing the committee would take away an important way for residents to raise concerns, and make sure safety rules are being followed. The quarry's repeated breaches of rules and lack of engagement with the community make this committee more important than ever.

The safety of children, road users, and livestock, as well as proper community consultation, must come before convenience or profit. Reducing truck restrictions and removing the committee would put our children and community at risk. These changes are unnecessary and unsafe, and I strongly oppose them.

Yours sincerely,
Brenda Pitman

Contact Details:

Name: Brenda Pitman

Email: wendypitman1936@gmail.com

Phone: 0423354795

Address: 7270 Summerland Way, Myrtle Creek

Attachments

Submitted: 28/08/2025

OBJECTIONS TO THE MODIFICATION OF CONDITIOND FOR DA2022/0107

From C & L Wilkinson

1022 Naughtons Gap Road

BENTLEY NSW 2480

1. I object to the proposed change to Condition 60(b)(ii), which limits truck movements for one hour at school pickup and drop off times.

My objections are:

- After having 4 children use the school buses, for approx. 20 years, to both Casino and Lismore schools, I know for a fact that the timings of school pickups and drop offs vary much more than 15 minutes. We had to use 3 different locations to meet buses and the times would vary up to 30 minutes due to the complex manoeuvring of various bus lines. This story is repeated up the whole valley. It is not as stated in the EIS documents and it is outrageous when the consultant brushes over and ignores these complexities. The corner of Bentley and Naughtons Gap Roads is of particular concern. One afternoon whilst waiting for the Lismore bus to come a parent collided with the Casino bus due to traffic. This particular intersection has always been dangerous with many accidents over the years. As part of the local fire brigade, I have attended many of the incidents.
- The EIS contains short letters from two of the effected bus companies, but these letters don't actually support changing the restriction times. They only say that they do not object to a 15 minute restriction which is very different to what the consultant is saying in his discussion. The letters say nothing about reducing the time to 15 minutes from 60 minutes. Sohdi's actually only identify the period of time when buses would likely pass the quarry property. As the restrictions are about addressing public safety in the valley this so-called evidence is worth nothing. Once again, the consultant is not interested in the real story, just another couldn't care less statement.
- Typically, the consultant is forcing his own biased conclusions which do not reflect the reality of the situation. We, and our decent neighbours, live here and witness the appalling number of truck movements and negative impacts on our amenity every working day. We have witnessed so many breaches of DA conditions from this operator and have had so many complaints completely ignored that we have little faith in the system to bring this operator into line.
- The original DA application received more than 220 objections from community and public safety was a major concern. Nothing has changed except that we now know the disgusting impact of so many quarry trucks travelling around our area. The community wants some assurance about safety for our children when they are travelling to and from school. We do not trust this operator to do the right thing as he has continually flaunted his obligations and disregard for locals. Just reading the EIS highlights this attitude.
- This condition in the DA to restrict truck movements has been addressed twice by the panel. Once as part of the original approval and once in a recent attempt to remove the condition. It is not in the public's interest to modify this condition. Nothing has changed to warrant a change.
- The inefficiencies in his operation can only be blamed on his poor management of the business, not a small restriction in truck movements.

2. I object to removing Condition 107 – Community consultative advisory committee

- This condition was supposed to be a safeguard for the local community, but due to the operator having the job of choosing committee members, this committee hasn't done anything. Committee structure, members and meeting minutes have been requested many times by community members and totally ignored many times. The consultant, Luffman, openly denigrates local community members in the EIS by saying they are "not considered suitable representatives". So, people who stand up for the locals and call out the abysmal behaviour of this operator are considered not suitable. In fact, I consider the operator to exhibit abusive and threatening behaviour to locals. Both he and his crew openly abused people in cars who dared say something after they had sat for over 45 minutes in their cars waiting for the road to be opened due to inadequate

traffic control. I think the comments by the consultant actually strengthen the case to retain an improved committee which would contain locals who are actually impacted by this operation and/or the president of the local community group, Beyond Bentley, Craig Armstrong. You must remember that this panel approved this quarry under the guise of PUBLIC INTEREST. It is in the interest of the public to lessen ALL negative impacts and this is not happening at present. Complaints are ignored, the noise is disgusting, the trucks run backwards and forwards all day and all that matters is money going in his pocket. How is this in the public interest? The locals deserve a voice at the table, and deserve to be heard and not ignored as they are now!

Thank you

From: "Lisa Caban" <lisa.caban@richmondvalley.nsw.gov.au>
Sent: Fri, 15 Aug 2025 11:23:34 +1000
To: "rvc@connect.t1cloud.com" <rvc@connect.t1cloud.com>
Subject: Submission Objecting to Proposed Modification Application Bentley Quarry - MA2025/0032 - 1465 Bentley Road Bentley - Charmaine Kerle

#ECMBODY
#QAP RECORDS DEFAULT
#NOREG

Lisa Caban
Records and Information Coordinator
Richmond Valley Council | Locked Bag 10, CASINO NSW 2470
T: 02 6660 0321
E: lisa.caban@richmondvalley.nsw.gov.au | <https://richmondvalley.nsw.gov.au>



From: C K <mijournie@gmail.com>
Sent: Thursday, 14 August 2025 4:40 PM
To: Richmond Valley Council <council@richmondvalley.nsw.gov.au>
Subject: Submission Objecting to Proposed Modification Application Bentley Quarry - MA2025/0032 - 1465 Bentley Road Bentley - Charmaine Kerle

[You don't often get email from mijournie@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Mr Edward's,

Regarding Modification Application Number MA2025/0032 for Bentley Quarry.
As to the amendment of condition 60(b)(ii)
I advise again that I object with a resounding NO! I have not nor ever will be complicit in any amendment to the restriction of trucks entering or exiting the quarry at peak school pickup and drop off times. This is the decision of the Northern Regional Planning Panel, dated 21 November 2024 and should be upheld and not constantly challenged, wasting ratepayers time and finances. In fact, it should be monitored for noncompliance, which it is not, as the attached photograph clearly demonstrates. This photograph, taken at 8:10 on February 11, this year has previously been forwarded to council by community members without any follow up whatsoever.

The blatant disregard shown by the quarry owner for the conditions imposed by the Planning Panel continues to endanger children at roadside pickup and drop off points along Bentley Road and Naughtons Gap Road. Furthermore, the livestock crossing at the 2 dairies (of which I know) on Bentley Road and most importantly, the pre- schoolers arriving and departing from Bentley Public Hall at a similar time are all at great risk as a result of the applicant's total disregard for this community. A 15 minute restriction is hugely inappropriate now and into the future.

As to the Deletion of Condition 107

I refuse to accept such a deletion and insist on the imposition of fines upon the applicant for noncompliance with the Condition imposed by the Planning Panel . The applicant has not at any time provided anything more than a flimsy excuse for a ' report' - lacking any substantial details regarding the true operations of this inappropriate industry . Again, this non compliance in advising the community in an honest and transparent manner is not addressed by council. Any reports of non compliance made to council is met with the standard response " council does not have the time or resources to monitor the operations of what the quarry is doing " .

For the reasons outlined above, I wish my objections for any changes to the Conditions imposed by the Northern Regional Planning Panel to be noted and addressed.

Faithfully,
Charmaine Kerle
1765 Bentley Road
BENTLEY NSW 2480



Response by Colin Thomas to Modification Application number MA2025/0032 for Bentley Quarry.

I thank Richmond Valley Council and the Northern Regional Planning Panel for the opportunity view and comment on the modification application. My property is located on Bungabbee Road and my house is located just two kilometres from the quarry.

I am opposed to changing Condition 60(b)(ii)

I am opposed to changing Condition 107

Condition 60(b)(ii) Restrictions to the hours of trucks entering and exiting the quarry

My reasons are:

School buses that pass Bentley Quarry service several schools in Lismore, Casino, Kyogle and Bentley, travelling in both directions. Their operations are not synchronised.

There are many pickup and drop off points along each route. Many of these pick and drop off points do not have an adequate pull over area to allow safe pick up and set down. Just stopping quarry trucks from entering or leaving the quarry for a fifteen minute period will not mitigate the danger for the full bus routes. The various individual bus routes passing Bentley Quarry can easily run to a duration of an hour, end to end. Therefore reducing the time window in which quarry trucks cannot enter or leave the quarry is to make a mockery of the condition imposed by the planning panel.

By the way, do the owners of Bentley Quarry avail themselves of the school bus service? If not, why not?

By the way, the “not for profit” preschool on Bentley Road at Bentley is not mentioned anywhere in the conditions imposed on the operation of the quarry. The speed limit on Bentley Road at the preschool is 100kph. There isn't even enough space on the west bound shoulder for parents to pull off the road. Gravel tucks at 100kph.

I strongly entreat Richmond Valley Council and the Northern Regional Planning Panel to refuse this request.

Condition 107 Community Engagement

The condition lays out requirements for the establishment of a “Community Consultative Advisory Committee”

I oppose amendment described as “delete Condition 107” which seeks to eliminate the community consultative advisory committee. My reasons are:

- No mechanism to process complaints is specified.
- There is no mechanism for dialogue.

Condition 107 was never implemented. The community is still waiting. It can't be that hard. The community has been waiting for over two and a half years.

Bentley Quarry proposes in the modification application that regular updates about its operations including facts as listed in the application be provided on it's website as per condition 106. However, a recent check of the Bentley Quarry website showed no evidence of the implementation of Condition 106. A telling proviso of Condition 106 is that updates need only be published to the website **if required by council**.

Thus, my conclusion:

Condition 106 - **never implemented.**

Condition 107 - **never implemented.**

I am opposed to the conditions being relaxed.

8/25/2025

Craig John Armstrong
“Disputed Plain”
939 & 962 Kyogle Road
Fernside

The General Manager
Richmond Valley Council
10 Graham Place
Casino, NSW 2470

RE: Most recent “Bentley Quarry” attempt at Modification to NRPP Development consent (DA2022/0107)

I Strongly oppose both the above-mentioned modifications to an extractive industry for the following, serious reasons of community importance:

My family have been mixed farming registered primary producers on this land for around 180 years and my children of age ten and eight are the sixth generation. Our family donated the land for the Bentley RFS where I am a volunteer and donor. I also volunteer and donate to the community run Bentley art prize at the Bentley community hall. Both my children and I attended Bentley community preschool. Where their mother, my partner, was community preschool president. She now holds positions on both the community hall trust and hall committee along with running the 40 year old Bentley art prize. My children use the door-to-door bus service on the Bentley/Kyogle road as I did. I additionally have a rental residence on my property. Along with my neighbor, I have recently further subdivided my property – as has been the trend here for some time. The Kyogle to Lismore school run alone has almost tripled since just my time at school. This ever-increasing population density means condition 60(b)(ii) will only become more important to be in place as the inevitable, organic, productive growth happens. There has never been a quarry here in my lifetime – let alone at this scale.

This business family has a long history of distrust in the community and with noncompliance issues here at Bentley. To take these essential conditions away from the community, after so many submissions on the unprecedented expansion DA calling for them, would be a further erosion of community trust in this business along with the council’s commitment to community safety and interest. Over 200 submissions were against this massive expansion with only around a dozen for. These conditions were implemented under due consideration by the Northern Regional Planning Panel (NRPP) for informed reasons and were agreed to by this business in the DA process. The large regionally significant Mt Zion Hard Rock Quarry in a surrounding council has very similar conditions which it operates productively under. Other quarries in the surrounding area do not have the same number of critical, unique child safety issues that have come with the unprecedented expansion of this small, very, contentious “continued use” (from 2 trucks per week to 140/ day) quarry on “Disputed Plain” land at Bentley. Many of these issues are listed in past submissions related to the “quarry”.

The Bentley Community Preschool, at the Bentley Community Hall, is especially vulnerable being very close to the road in a normally unrestricted speed area. Manifold public School being on a hill

crest and at a T section is also in a position vulnerable to heavy vehicle movement at these exclusion times. This time also prevents safety issues at farms, like my own on both sides of the road within close proximity, that have to move large numbers of cattle and machinery (e.g. Fairbrae Bentley Dairy crossing and Weir's Dairy Tuncester, Blue Fattoria etc). All young children and families will be unacceptably vulnerable on the immediate roadside, much of it in disrepair, at pick up and drop off times along Bentley/Kyogle Road, Naughton's Gap Road and Manifold Road. These are long roads that require the time appropriately allocated and reviewed by the NRPP already. The Lismore side (where the quarry contributes \$0 to road funding whilst being on the council boundary) is worse than ever. A further dangerous intersection, on a hill crest, is Naughtons gap turn off. The new rail trail crossings are also a constant danger point, but especially in peak traffic times. To suggest the quarry cannot regulate truck times by notification, or otherwise, is simply another misleading statement from this business. The correspondence with bus operators only asking what time they are "in the vicinity" of the quarry is most unethical as well as misleading. This one question or statement does not give rise to the full circumstances or wishes of the people involved. We have also spoken with the bus companies. No doubt the NRPP has considered all these factors.

After the granting of this quarry's, unprecedented, contentious expansion the business agreed to DA conditions put in place under the careful consideration of the NRPP. They have failed continually to meet these conditions (see some more recent council correspondence attached). This has been a further erosion of trust with local residents and land holders along with being an insult to the community and the capacity of the NRPP. The unsubstantiated claim in GHD's application of that "the general community don't appear interested in the quarry or don't have time" is a strange claim after so many submissions against (over 200) and so few for (around 10) during the initial DA – along with legal challenges from an incorporated Bentley community group. The initial 'continued use' quarry justification was well known to have been long made legally redundant by people of the area.

No one is aware of any public request for community members to come forward to be part of the community consultation committee, ever. This committee will only become more important with the substantial, ongoing, local residential, subdivisions (that RVC, Kyogle Council and LCC would be aware of). The further, unsubstantiated, claim that "members of the community who may be interested in attending meetings have demonstrated abusive or threatening behavior to the people associated with Bentley Quarry, so are not considered suitable representatives" is simply another convenient concocted narrative - degrading to good community people. Especially after up to 100 properties where trespassed on, vandalized, and had their "NO MEGA QUARRY" signs stolen during the original unprecedented expansion DA period. Just recently the subdivided property to the Casino side of the quarry had its for-sale signs stolen after a complaint. The large, already approved, agri-tourism business, opposite the quarry, and rail trail only makes this community consultation committee even more relevant/essential. This sustainable business, that goes hand in hand with the rail trail, is due to employ more people than the contentious quarry business.

To have to again respond to an attempt to remove the NRPP's important DA consent conditions is worrying for child safety and the mental health and welfare of this long-established community. I ask that my submission is seriously and appropriately considered by council and the NRPP for the good of this community's future and the paramount safety of its increasing number of children.

Yours Sincerely

Craig John Armstrong

27 August 2025

NRPP

Richmond Valley Council

Locked bag 10

Casino NSW 2470

To whom it may concern;

***RE: Objections to modification of designated and nominated integral development
– Bentley “Quarry”, 1465 Bentley Road, Bentley (MA2025/0032)***

My name is Geoffrey Armstrong I have been a mixed farming registered primary producer on my family farm, "Disputed Plain", for most of my life. I am now mostly retired and live on the Gold Coast as an active service war pensioner from my time in 3RAR in the Vietnam war. I have been a rate payer in this area for around 45 years. I still have beef cattle and land interests at 910 Kyogle road, Fernside, which is currently part of an ongoing subdivision. I also have primary school aged grandchildren that live on my son's part of the “Disputed Plain” farm that catch a road side school bus to Lismore. The road to the quarry's immediate Lismore City Council side is in worse repair than ever currently after this business not being required to contribute anything to the detriment caused by the, never before seen, number of heavy vehicle movements on it. Myself and the Wilkinson family, who have previously been involved in the ownership of this “quarry” property, have written affidavits regarding it's history and legality previously. My family's history here is recorded in several local history account.

My Biggest concern with this surprising attempt to remove the school children's safety condition, like most people in the area, including a resident bus driver, is that there will inevitably be a fatality during these peak school commute times. The Bentley/Kyogle, along with Naughtons Gap and Manifold roads will never, in the foreseeable future, be at a standard appropriate enough to safely accommodate the number of trucks this quarry wishes to run at the considered school pick up and drop off times. Another very large, regionally significant, quarry at Nymboida has a safety condition the same as the one here and the Mt Zion Hard Rock Quarry management manages truck movements to suit whilst still remaining in a very economically viable position.

As our family farm covers both sides on the Bentley/Kyogle road the times in this condition allows for a safe period for crossing of livestock and machinery. This case for many farms on the road including two generational dairy farms. With the time it takes to run several door to door Buses from Kyogle to Lismore and a loop back to casino the time allowed for in this condition is currently appropriate, as determined under due scrutiny by the NRPP.

It's not too much to ask that this important condition, implemented by the Northern Regional Planning Panel, is kept as it was intended, for the reason it was intended for. Especially with there being well over 200 submissions against the unprecedented, expansion DA of this contentious, continued use (2 trucks per week) quarry – with only a few for it. I believe the removal of this essential child/family safety condition would cause a significant deficit of trust in council along with its commitment to community interest and safety. With further dismay in this business - with a history of non-compliance and community distrust.

It has further undermined the community's trust that no community consultation committee meeting minutes have ever been forthcoming from the quarry to myself or the several residents that I have spoken to. My son had to repeatedly write to Richmond Valley Council to get minutes, that were only sent to him, that he had to forward on to people that have still received nothing. Nathan Harris, who I am involved with my subdivision, has asked the quarry and council in the past few weeks for the most recent minutes and still received none of them. This business has never openly reached out to the community for members on consultation committee and have made misleading statements in their justification to end it. With more residential subdivisions going through along manifold road, the Lismore side of Kyogle and approved agri-tourism in the immediate area; this committee now, more than ever, is an important DA consent condition put in place by the NRPP under due scrutiny (not to mention the numerous farms, like mine and the one immediately to the Casino side of the quarry, being subdivided into smaller blocks with an exponential number of building entitlements/families to come).

The audacity of this contentious family quarry business to again request deletion of essential, ethically applied NRPP DA consent conditions is hard to fathom here. They have appeared to simply refuse to follow laws and regulations since establishment a few years ago (council will have a history of this). The wider community wonders why such lawlessness is tolerated on the RVC side of the local council area line. There is a very, obvious, unprecedented heavy Transport depot (with shed, fork lift, hundreds of pallets, 4 prime movers plus body trucks etc.) next to the quarry that is not permitted in an RU1 area, however, is somehow, freely tolerated by council as part of a small 60 acre hobby farm. Both the Bentley quarry and this heavy transport depot contribute nothing to Lismore city council infrastructure. The Lismore side road is in the worst sate of

disrepair ever whilst these businesses put more stress on this section of road than anyone, ever before. The Rugendyke family trucking business ("Rugendyke/Bashforth") on the Lismore side of the quarry/council line were made follow proper regulations and made purchase appropriately zoned land at Tuncester.

I ask that my submission be taken into account when considering this business' attempt to remove this critical NRPP school children/family safety DA consent condition and community interest condition that are more a necessity now and into the future with the area's growth.

Yours faithfully

Geoffrey D Armstrong

Cherie Smith

From: Elisa Viel <Elisa.Viel@richmondvalley.nsw.gov.au>
Sent: Wednesday, 13 August 2025 10:48 AM
To: rvc@connect.t1cloud.com
Subject: Modification application MA2025/0032 Bentley Quarry

#ECMBODY
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#NOREG

Elisa Viel
Records Support Officer
Richmond Valley Council | Locked Bag 10, CASINO NSW 2470
T: 02 6660 0381
E: elisa.viel@richmondvalley.nsw.gov.au | <https://richmondvalley.nsw.gov.au>

-----Original Message-----

From: Joan Thomas <jathomas182@gmail.com>
Sent: Tuesday, 12 August 2025 1:11 PM
To: Richmond Valley Council <council@richmondvalley.nsw.gov.au>
Subject: Modification application MA2025/0032 Bentley Quarry

[You don't often get email from jathomas182@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

In Reference to
Modification Application No.-MA2025/0032 R & S Contracting pty Ltd Lot 2 DP 1196757, 1465 Bentley Road, Bentley

Amendment of Condition 60(b)(I).

I object to this condition being changed.

I don't understand how this could be changed as there is no guarantee of exact timing of buses. Buses run to a timetable but they can differ on the day due to circumstances that are out of their control. .

I do not understand how they could work out which 15 minutes as there is more than one bus company involved.

This condition was reviewed last year and NRPP refused to allow any changes. How can another similar request be made on the same condition when a previous request was refused.

Delete Condition 107

I object to this condition being deleted.

Setting up a community consulting Committee was part of the original approval.

I am unable to see where this has been set up.

If a complaint was to be made now, I currently have no idea where to go.

The website gives me no direction. RVC would be the next place for me to go.

It would be unlikely I would go directly to the owners if I had a complaint. Most people do not like direct confrontation.

I feel community minded people would already have something in place.

There needs to be an independent authority set up.

Directions clearly made on the webpage as to how and where to access this information.

Please confirm this submission has been received by the appropriate area.

Regards
Joan Thomas
Bungabbee Rd
Bungabbee 2480
0439464975

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Cherie Smith

From: Samantha Synott <Samantha.Synott@richmondvalley.nsw.gov.au>
Sent: Monday, 25 August 2025 11:03 AM
To: rvc@connect.t1cloud.com
Subject: Application Tracker - Submission Received for MA2025/0032 PAN-548636

#ECMBODY
#QAP RECORDS DEFAULT
#NOREG

From: No Reply <noreply@richmondvalley.nsw.gov.au>
Sent: Friday, 22 August 2025 5:17 PM
To: Richmond Valley Council <council@richmondvalley.nsw.gov.au>
Subject: Application Tracker - Submission Received for MA2025/0032 PAN-548636

A new submission has been created within the Application Tracker.

- Application: MA2025/0032 PAN-548636
- Submission Type: I object the development
- Comment: Dear Mr Andy Edwards I once again wish to strongly oppose the aforementioned D.A conditions. In regards to the school bus times it seems the quarry is of the opinion it is only their trucks entering and exiting Bentley Rd that is the concern. This is not the case. While that is of concern the primary concern is the extra trucks that the quarry introduced to an already busy and extremely poorly maintained road interacting with the school buses at pick up and drop off points. Whilst I have no kids of my own my young Cousins utilise one of these buses to attend school. I have been tasked with dropping them off on occasion and while their stop is one of the safer ones on that route even it leaves a lot to be desired. As for some of the others. They are accidents waiting to happen. The current conditions as they stand are not adhered to as I have been witness to on multiple occasions. If it is reduced to 15 minutes I doubt they will adhere to that also. Please take the safety concerns of the children that use these buses and the parents that drop their kids to these drop off pick up points seriously. Safety over profits As for the condition regarding a community consultation committee I strongly oppose the removal of this condition also. As a nearby land holder (910 Kyogle Rd) I would like to be kept informed of the community's concerns and the quarry's responses to these concerns. I have asked for the minutes of the previous committee meetings to no avail. No answer at all in-fact. I also emailed council in regards to this and received a reply that suggested that council would ask the quarry to reply to me. At this point no communications have come through. I was of the understanding that these minutes were to be made available to community members. I myself have a D.A in progress to subdivide my property and I would like to be informed of anything quarry related that may affect the progress of said D.A and worth of my assets. I also find it of concern that Bentley quarry would use up so much of Councils time to try and change these conditions that have already been strongly opposed previously. Hopefully we don't have to go through this year after year. Thank you for your time
Nathan Harris
- Full Name: Nathan Harris
- Email address: nippa.j@hotmail.com

[View this application in Application Tracker](#)

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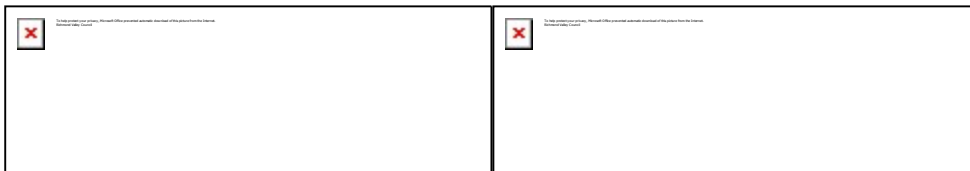
Cherie Smith

From: Lisa Caban <lisa.caban@richmondvalley.nsw.gov.au>
Sent: Friday, 15 August 2025 11:21 AM
To: rvc@connect.t1cloud.com
Subject: Submission Objecting to Proposed Modification Application Bentley Quarry - MA2025/0032 - 1465 Bentley Road Bentley - Peter Kerle

#ECMBODY
#QAP RECORDS DEFAULT
#NOREG

Lisa Caban

Records and Information Coordinator
Richmond Valley Council | Locked Bag 10, CASINO NSW 2470
T: 02 6660 0321
E: lisa.caban@richmondvalley.nsw.gov.au | <https://richmondvalley.nsw.gov.au>



From: Peter Kerle <kerpete@gmail.com>
Sent: Thursday, 14 August 2025 5:07 PM
To: Richmond Valley Council <council@richmondvalley.nsw.gov.au>; Charmaine Kerle <mijournie@gmail.com>
Subject: Submission Objecting to Proposed Modification Application Bentley Quarry - MA2025/0032 - 1465 Bentley Road Bentley - Peter Kerle

In response to an application for Modification of Designated and Nominated Integrated Development for Bentley Quarry, 1465 Bentley Road, Bentley

Modification Application No. - MA2025/0032

I object to any changes to the restriction on trucks entering or exiting the quarry for one hour at peak school pick up or drop off times.

In my view the requirement for a community consultative Advisory Committee does need to be improved rather than relaxed. At present the quarry operator has given less than lip service to that requirement and it is evident that they need clear instructions as to what is needed to make such a committee meaningful and consistent with the intent of the original conditions of consent.

On the matter of bus times.

It is clear the applicant thinks that their trucks might only be a problem for traffic while they are entering or leaving their front gate. That would be their only reason for thinking a 15 minute time frame is adequate. Their trucks will mostly be traveling at least 20 minutes in any direction from the quarry. At those 20 minute extremities children and school buses will be on the roads at various pick up points. Those children have to arrive before the bus does or wait to be collected after the bus leaves. The suggestion that a 15 minute restriction might be adequate is utter nonsense. The suggestion that the bus companies are happy with a 15 minute restriction is also an inadequate argument. It is clearly the parents of the children whose opinion matters.

In the original application for this quarry there were over 200 objections from the community. Safety on the roads was a significant concern. This company has been witnessed to breach the 1 hour rule already. How much easier would it be for them to breach the 15 minute rule. I have video of one of their trucks that left the quarry at 8:00 am on 11/2/25 and passed the Fernleigh bus pick up point at 8:02 am. The driver saw me taking the video and had the hyde to honk his horn (highlighting his deliberate defiant behavior).

I note that there is zero monitoring or enforcement of restrictions on this quarry. It is now evident that the only consequence for non adherence will be when a tragedy happens as a result of traffic conflicts and the quarry owner is found to be culpable for breaching the conditions of consent. Any relaxation on consent conditions would clearly shift responsibility for such a tragedy to the consent authority. Please do not consent to this part of the application.

In regards to the Community Consultative Committee.

The proprietor of the quarry has clearly been defiant and evasive on this matter. They have not solicited representatives from the community apart from passive participants who have not sought input from any of the community that may have objections about the impact of this industry that interrupts the quality and amenity of the neighbourhood. I believe the operator was also required to establish a complaints register and publish that register on the business website on a regular basis with responses to any complaints. They were required to put a sign up with a telephone number for those complaints. The only sign at the front of this business would require a reader to stop on the road (in a 100 kph zone), exit their vehicle and walk close enough to study the sign.

Clearly, consents or otherwise need to spell out expectations in minute detail and articulate sanctions for failures to follow conditions.

Please do not give this quarry any room to evade expectations.

Peter Kerle

1765 Bentley Rd, Bentley NSW 2480

kerpete@gmail.com

R D HANBY.

BUILDING DESIGNERS PROPERTY DEVELOPMENT PROJECT MANAGEMENT
ASSOCIATE PLANNERS, ENGINEERS & ENVIRONMENTAL SCIENTISTS



19 August 2025

Richmond Valley Council
Locked Bag 10
CASINO NSW 2470

Attention: Mr Andy Edwards

Dear Sir,

Re: Objection to Modification of Designated and Nominated Integrated Development
– Bentley Quarry, 1465 Bentley Road, Bentley (MA2025/0032)

I refer to Council correspondence dated 29 July 2025 concerning Modification Application MA2025/0032 for Bentley Quarry and thank Council for giving me the opportunity to voice my concerns for the variations sought.

As a local consulting firm I have had a commercial interest in the locality and been an active participant in the Bentley and Fernside community for over than 30 years.

I wish to table my objection to the amendment of Condition 60(b)(ii) and the deletion of Condition 107 for the following reasons:

Condition 60(b)(ii)

Amendment to Condition 60(b)(ii). This Condition restricts the hours of trucks entering or exiting the quarry (for one hour at peak school pickup and one hour at peak school drop off times). It is proposed to amend the condition to restrict trucks entering or exiting the quarry for 15 minutes at peak school pick up and 15 minutes at peak school drop off times.

The full content of Condition 107 is provided below for reference.

- 60 *At all times during construction and operation of the quarry, the operator must implement a Traffic Management Plan prepared to the satisfaction of Council. The Traffic Management Plan must:*
- b) Include by a Driver Code of Conduct, including but not limited to:*
 - ii The restricted hours of trucks entering or exiting the quarry (for one hour at peak school pick up and one hour at peak school drop off times), as determined in consultation with the school bus service providers consistent with the Deferred Commencement Condition.*

From the time the applicant submitted the original application and the issue of the original consent (16/12/2022) the safety of school children along the length of the

haul route has been a concern. Children waiting on the side of country roads with limited bus pull over areas and then being dropped off on the opposite side in the afternoon in addition to the drop off and collection times at schools has been overlooked in the application to modify the conditions of consent.

The application again does not in any way maintain appropriate road safety measures nor achieve acceptable outcomes for road users, particularly school children.

The applicant continues to provide assumptions in supporting any approval / variations without any supporting data of actual movements, timelines or operational records.

The period of operation from approval in 2022 to the present has provided ample time to accurately measure the impact of truck movements on the road network and safety for all road users.

To table a peak, drop off time of 15 minutes from 8:00am to 8:15am and 3:45pm to 4:00pm based upon a single location and single bus movement demonstrates the applicant has little understanding of broader safety concerns or any insight into school commencing at 9.00am and finishing at 3:00pm.

The basis of two emails to bus companies asking if more trucks on the road would impact their operation is naïve and implies that bus movements are the only consideration to traffic impact.

The detail does not take into consideration pick up and drop off by private motor vehicle or the spread of the am drop off and the concentration of the pm pick up.

Indeed, Transport for NSW mandates peak periods from 8:00am to 9:30am and again from 2:30pm to 4:00pm.

The Traffic Statement provided by ttp states a previous application to modify the consent was based solely on truck movements through Bentley with Figure 1 of the Traffic Statement states approved truck distribution of 2vph in this locality.

This is misleading as previous concerns for safety were along the length of the haul routes in each direction.

Figure 3 demonstrates bus travel times for pick up and drop off along the route an average of 1hr 20mins in the am and 1hour 25 mins in the pm

The assumption of only 2vph to the northwest, 4vph to the southwest and 8vph to the east is unrealistic and cannot be enforced.

The reality is demand will direct movements including the spread and frequency.

There are no controls to stipulate the assumption of 7 trucks per hour (14 movements) must travel at 4.5 minute intervals ($60/14=4.5$) nor any limitation that all truck movements cannot be along the same haul route during a one hour period.

Within Section 4.4, the applicant references a Quarry Drivers Code of Conduct when summing up the impact of traffic and again referenced several times throughout the application.

However, within Section 2.1.2 Justification the applicant states:

“It is difficult to enforce because Bentley Quarry do not have control of all trucks that travel to the quarry, so trucks may be forced to line up on the road and wait, creating a greater hazard”.

With this comment in mind how can any community member have the confidence that the operator can fulfill any requirement of truck movement.

SEPP (Resources and Energy) 2021 Section 2.22 states

*(1) Before granting consent for development for the purposes of mining or extractive industry that involves the transport of materials, the consent authority must consider whether or not the consent should be issued subject to conditions that do any **or more** of the following.*

In this I have highlighted the words OR MORE to demonstrate the NRPP correctly provided conditions in regard to transport of materials.

The reference by the applicant within Section 2.1.2 – Justification:

“It is unreasonable because other quarries and trucks in the area use Bentley Road without any such limitations. The restriction therefore limits Bentley Quarry’s trade which is both unreasonable and unequitable”.

The role of the consent authority is not to consider the financial viability of the application, nor the provision of conditions imposed on other entities whom may have gained approvals prior to the introduction of the current SEPP or how they were approved on the merits of their particular operation.

Key points to consider:

- The applicant continues to provide assumptions with no supporting data being provided to demonstrate a change to the condition of consent is warranted.
- A period of more than 30 months from the time of approval is ample time to gain data.
- The variation is based upon a published timetable of a single bus company at a single location.
- The peak time period tabled by the applicant disputes the adopted Transport for NSW timeline.
- Figure 3 demonstrates bus travel times for pick up and drop off along the route an average of 1hr 20mins in the am and 1hour 25 mins in the pm
- There are no restriction on the direction of separation of truck movements any haul route other than no more than 7 trucks per hour (14 movements)
- The applicant states the Drivers Code of Conduct is difficult to enforce.
- SEPP (Resources and Energy) 2021 has been correctly considered by the consent authority.

I appeal to the NRPP to maintain the condition in its current form.

Condition 107

Delete condition 107. This condition sets out requirements for the establishment, purpose, and operation of a Community Consultative Advisory Committee. Rather than having the community consultative advisory committee, it is proposed Bentley Quarry provides regular updates about its operations on the website, including monitoring data, complaints, compliance documents and Annual Report, as per condition 106.

The full content of Condition 107 is provided below for reference. This condition also references Condition 106 and Condition 2. The full content of each have also been provided for reference.

Community Engagement

107 One month prior to commencing quarry operations, the Operator must establish a community consultative advisory committee for the Quarry. The Committee shall consist of:

- a) The operator (or representative)*
- b) A member of Richmond Valley Council (if available)*
- c) At least three community representatives*
- d) An independent chair approved by the Council.*

The Committee shall subsequently meet twice yearly while the Quarry remains in operation.

The purpose of the committee is to:

- a) Review the operator's performance with respect to environmental management and community relations, including complaints handling.*
- b) Undertake inspections of quarry operations as required.*

The operator at his own expense:

- a) Fund the independent chairs fees:*
- b) Make meeting facilities available.*
- c) Organise the twice-yearly meetings.*
- d) Take minutes and make the minutes available to the public and Council.*

106 The operator must keep up-to-date copies of the following information available on site, at all times.

- a) the documents listed in condition 2 of this consent*
- b) approved strategies, plans, or programs*
- c) complaints register, which is to be updated on a quarterly basis*
- d) annual reviews (over the last 5 years)*
- any independent environmental audit*

These documents must be made publicly available on a website maintained by the Applicant, if required by Council.

Condition 2 reference to the approved development application documents as:

2 The Operator shall carry out the development in accordance with the conations of this consent and generally in accordance with the:

- a) Environmental Impact Statement (EIS) titled Bentley Quarry Environmental Impact Statement (GHD, 11 November 2021) and*
- b) Supporting documents submitted with the EIS*
- c) Submission Report titled Proposed Bentley Quarry Submissions Report (GHD 24 May 2022)*
- d) Traffic Management Plan approved pursuant to the condition under Part 1 Deferred Commencement*
- e) Drivers Code of Conduct approved pursuant to the conditions under Part 1 – Deferred Commencement, and*
- f) Stamped Approved Plans listed in Table 1*

Table 1: Stamped Approved Plans

<i>Plan/Document Title</i>	<i>Drawing No.</i>	<i>Date</i>	<i>Prepared by</i>
<i>Proposed Quarry Plan</i>	<i>22-12547851-001</i>	<i>23/11/2021</i>	<i>GHD</i>
<i>Proposed Quarry Sections</i>	<i>22-12547851-002</i>	<i>23/11/2021</i>	<i>GHD</i>
<i>Proposed Quarry Concept Rehabilitation Plan</i>	<i>22-12547851-004</i>	<i>23/11/2021</i>	<i>GHD</i>
<i>Site Shed Typical Details</i>	<i>12547851-Site Shed</i>	<i>08/08/2022</i>	<i>GHD</i>
<i>20m Pitless Mounted weighbridge Structural Details</i>	<i>TX10281.00</i>	<i>02/11/2017</i>	<i>Triaxial Consulting</i>
<i>Proposed Noise Bunds</i>		<i>04/05/2022</i>	<i>GHD</i>
<i>Bentley Road Site Access Intersection Plan</i>	<i>12547851-SKT-002</i>	<i>17/11/2022</i>	<i>GHD</i>

In summary the applicant proposes Bentley Quarry provides regular updates about its operations on the website, including monitoring data, complaints, compliance documents and Annual Reports, as per Condition 106.

From the time of commencing operations, the operators web site has not provided any detail specified within Condition 106. The only concession to compliance is the wording at the end of the condition *“if required by Council”*.

It cannot be confirmed if Council has made any effort to require documents to be made publicly available on a website as specified within Condition 6.

To justify the amendment the applicant states the Community Consultative Committee has met three times since the quarry was established and only two community representatives attending the first two meetings and no one attending the most recent meeting.

It is not known whom the community representatives who attended were or how they were invited. Should this be correct I question whether they do represent the community as a whole as no records have been produced nor have, they imparted the outcomes to anyone within the community.

The community seeks transparency. To make the claim the community do not appear interested in the quarry and don't have the time to attend meetings is baseless.

No attendance is a result of the lack of consultation by the applicant, no advertising or formal invitation and no evidence of hosting meeting times and venues that suit all parties.

The applicant confirms the selective nature of committee participation in stating *“other members of the of the community who may be interested in attending meetings have demonstrated abusive and threatening behaviour to the people associated with Bentley Quarry, so are not considered suitable representatives”*.

Apart from being a clear insult to the community and consenting authority this demonstrates the operators desire to ensure the community does not have a voice.

The alternative measure is to rely on Condition 106 as discussed above and create a form of self-regulation. In response the applicant has demonstrated a lack of trust by the community exists by not making failed to adequately organising meetings and making minutes available to the public.

The Bentley Quarry web page advises *“Minutes are available from the Community Consultative Advisory Committee upon request”* followed by an email prompt and address of rob@bentleyquarry.com.au

Despite numerous requests by myself and other community members I know personally, none have been provided with the information sought.

Key points to consider:

- No genuine effort to engage with the community.
- No evidence of advertising in the media or electronic contact with community groups seeking community representation or meeting scheduling.
- A stated selective invitation process to attend meetings.

- Multiple requests by community members to access minutes have not been addressed.
- No transparency
- Request council to require all document be made public per Cond 106
- Lack of published detail on webpage (request to be clearly set out and not identified as upon request)

I appeal to the NRPP to maintain the condition in its current form and extend to Council a request the operator is to make documents publicly available via a link on a website maintained by the applicant as stated in condition 106.

We do not make mistakes when asking questions, we make mistakes by not questioning answers. Should Council seek any further detail please do not hesitate to contact the undersigned.

Yours faithfully

A handwritten signature in black ink, appearing to read 'R D Hanby', with a stylized flourish at the end.

R D Hanby

Robyn Chance
PO Box 6269
South Lismore
NSW 2480

25 August 2025

Attention: Andy Edwards
Manager Development and Certification
Richmond Valley Council
Locked Bag 10
Casino
NSW 2470

Dear Mr Edwards,

Re Modification of Designated and Nominated Integrated Development -
Bentley Quarry, 1465 Bentley Road, Bentley.

- Application number MA 2025/0032

Thank you very much for sending me a letter describing the proposed changes of conditions at the Bentley Quarry. It is appreciated that you acknowledge written submissions from the community.

I would like to express my very deep concerns about the Amendment of Condition 60(b)(ii) which has previously restricted the hours of trucks entering and exiting the quarry (for one hour at peak school pick up and one hour at peak school drop off times.) The proposal of only having restricted times for 15 minutes at peak school pick up and drop off times is totally unacceptable.

The safety of the public members of the community should never be put at risk in such a way. Cars and families with little children having to quickly unload or get reseated as well as having to negotiate around large trucks with trailers, is a recipe for disaster.

The needs of the community must come first. The Council is to be reminded that the Manifold School has been in existence for a lot longer than the Bentley quarry and its related business and the traffic problems were obvious to the investors from the very start. It was their choice to go ahead with the quarry and so it is their responsibility to cover those costs and conform to the agreed terms and into the future.

These days, schools have restricted speed times for one and a half hours the morning and afternoons, often with flashing lights, as a means for making pickups and drop offs sufficiently safe. Why on earth should this school have its safety standards reduced in a way that would put the community members at such a terrible risk?

The other issue that you mentioned is altering Condition 107 which sets out requirement for the establishment, purpose and operation of a Community Consultative Advisory Committee.

Your proposal that the Bentley Quarry will monitor and provide data about any complaints itself, is incredibly unrealistic and probably based in fairytale land. Why would that company be at all inclined to provide any information that would cause them a problem to deal with or any added expenses?

The NSW government found that self reporting systems used for building inspections codes are not reliable, fair, consistent and not at all cost effective. This idea is very likely to be as ineffective. It is not suitable for the expenditure of public money that Richmond Council is responsible for.

I cannot agree to this proposal in any way as it throws away any Council based controls for fair public communication standards and that is totally unacceptable.

Sincerely yours,

Robyn Chance

SUBMISSION ADDRESSING MODIFICATION APPLICATION MA2025/0032

Bentley Quarry 1465 Bentley Road, Bentley

Description of the Land – Lot 2 DP 1196757, 1465 Bentley Road, Bentley

Applicant's Name – Ben Luffman on behalf of R & S Contracting Pty Ltd

I was a resident of Bentley for over 23 years and have only recently moved to another location. I am very familiar with the Bentley area and therefore I feel that I am well qualified to object to the proposed modification of the Designated and Nominated Integrated Development.

In December 2022, in response to the overwhelming concerns regarding school bus safety, expressed by members of the community and general public in over 200 submissions, members of the Northern Regional Planning Panel very wisely imposed Condition 60 (b) (ii) to restrict truck movements exiting and entering the quarry in peak school hours *i.e.* between 8.00am-9.00am and 3.00pm- 4.00pm.

In June 2024, based on a number of arguments, the Bentley Quarry applied for the removal of Condition 60 (b) (ii) but in November 2024, the Planning Panel saw fit to refuse the application and Condition 60 (b) (ii) thus remained in force. Unfortunately, this did not control or stop the quarry trucks, which have regularly been observed operating within the current prohibited peak school bus hours and therefore blatantly infringing the current safety conditions (as set by the NRPP)! Photographic proof of these infringements were sent to Richmond Valley Council.

Using virtually the same arguments as they used in 2024, the quarry now seeks:

To amend the current Condition 60(b)(ii) to restrict trucks from entering or exiting the quarry for 15 minutes at peak school pick up and 15 minutes at peak school drop off times.

MY GENERAL OBJECTIONS:

- Since that time, nothing at all has changed that would make the road and traffic conditions any safer for school buses and quarry trucks using the road at the same times. In fact, it's undoubtedly even more dangerous as general traffic numbers have increased, Bulmer's haulage trucks are very active and Bentley Quarry appears to be ramping up the number of truck movements per day.
- Bentley Quarry is located right on a main and extremely busy regional thoroughfare *i.e.* Lismore to Kyogle Road with a speed limit of 100 km/h (unlike other quarries in the region).
- We have no reason to trust that the Bentley Quarry will observe a small 15-minute break in schedule given that they do not observe the current restrictions.
- The recent re-opening of Naughtons Gap Road has seen a significant increase in general road traffic but more importantly, a return of school buses along this route, having to negotiate the already dangerous intersection at Bentley Road and Naughtons Gap Road.
- Bentley (Lismore to Kyogle) Road is in a chronically dilapidated state with numerous, large, deep potholes and rough road edges, a situation constantly exacerbated by heavy vehicle movement. Vehicles often have to swerve to miss deep and wide potholes, creating a very dangerous situation when school buses and quarry trucks (especially if a truck and trailer combination) are negotiating the road at the same time.

- Users of the Lismore to Kyogle (Bentley) Road also have to contend with constant movement of heavy trucks from *Bulmer's Transport*, who advertise themselves as "*a heavy transport depot situated at 1365 Bentley Rd with **'Specialised services Chemical Freight, Fertilizer Cartage'***". (This heavy haulage business, situated right next door to the Bentley Quarry, is an activity that is prohibited in an RU1 Primary Production Zoning. How can this be lawful?)
- Given today's enlightened attitudes towards road safety, particularly with regards to the safety of our school children, it is somewhat appalling that the Bentley Quarry is clearly prioritising their financial profits above the safety considerations of the children.

The Bentley Quarry states that:

1. ***Condition 60(b)(ii) is unreasonable because other quarries and trucks in the area use Bentley Road without any such limitations. The restriction therefore limits Bentley Quarry's trade which is both unreasonable and unequitable.***

MY OBJECTION:

- Surely it is not the responsibility of the NRPP to take the financial viability of business operation into account?
- It is apparent that the Bentley Quarry is prioritising their profits above the safety considerations of the children.
- Bentley Quarry's location right on a main and extremely busy regional thoroughfare *i.e.* Lismore to Kyogle Road with a speed limit of 100 km/h renders it somewhat unique when compared to other quarries in the region.
- Other quarries in the area which use Bentley Road, namely Clovass Quarry and Graham's Quarry, are only very occasional users of this road and do not pose a safety hazard that is in any way comparable to the concentration of trucks originating from Bentley Quarry, directly onto a busy regional road that is a major section of the school bus runs.
- The argument that other quarries are not subjected to the same conditions *re* peak school bus hours is not only misleading but it is totally inaccurate as there is already precedence for such restrictions in the adjoining LGA of Clarence in regard to Mt Zion Hard Rock Quarry (south-west of Nymboida).

In this case, the Planning Panel imposed much harsher restrictions to the hours of operation than those applied at Bentley Quarry (which is one (1) hour morning and one (1) hour in the afternoon). In the case of Mt Zion Quarry, the restrictions in relation to truck movements on the Armidale Road during school bus peak hour times is two (2) hours in the morning and two (2) hours in the afternoon.

"Restricted haulage times: access to the intersections of Armidale Road – Ryan Street and Armidale Road – Viaduct Road will not be permitted between the hours of; • 7:30am and 9:30am • 2:30pm and 4:30pm On any school day, no truck movements shall occur during the period that any school bus travels along the haulage route and the quarry operator shall consult with the bus company to determine the period that the buses traverse the route"
<https://www.planningportal.nsw.gov.au/planningpanels/pps-results?combine=Nymboida>
 MOD2015/0008 of DA2014/0024)

2. The school bus operators have been consulted numerous times and have never raised any concerns about the trucks and have supported the reduced truck restrictions every time

MY OBJECTION:

- In preparation for writing a submission in 2024, a local Bentley resident personally contacted *Sohdi* bus line (Kyogle to Lismore school bus run) and the Casino bus company and was informed that they **had not** been consulted or contacted by Bentley Quarry Management. In fact, at that time, the school bus drivers were extremely concerned that the safety restrictions would be lifted and they were very worried that the safety of their young passengers will be put at risk.
- Replies by Casino Bus Service and *Sohdi* buses to the current proposed reduced restrictions simply state respectively that the reduced restrictions will (1) not affect their bus operations and (2) confirm that the reduced times are the times when they are in the vicinity of the Bentley Quarry. Neither company has actually stated that they support the removal of the current safety time restrictions.
- Whatever the case may be however, the suggestion that the bus companies are happy with a 15 minute restriction at the quarry entrance is irrelevant. There are no bus shelters along Bentley Road, so a 15-minute delay means that children will be waiting on the side of the road, or at a road intersection, to be picked up by the school bus in the morning while quarry trucks speed past at 100 km/h once and again in the afternoon to be picked up by parents - an incredibly dangerous and intimidating situation for anyone, especially young school children. It is the parents of the children whose concern should be taken into consideration, not the financial viability of the quarry's operations.
- A delay of only 15-minute at the quarry entrance will inevitably and obviously result in significant overlap of school bus and truck movements along various bus routes (not just at the entrance to the quarry on Bentley Road) as school buses are actually on the road for longer than one hour. The current designated hours of restrictions allow for variability in bus schedules and unavoidable delays along the bus route.
- It is not only school buses that should be considered but also parents who drop-off and pick-up their children attending *Manifold Primary School* and *Casino Christian School* in Manifold Road, and/or the *Bentley Pre-school*, situated in the Bentley Community Hall on Bentley (Lismore-Kyogle) Road.
- Mandatory reduced speed limits at school zones (*viz.* 40 km/h between 8am - 9.30am & 2.30pm – 4pm) do not apply to the Bentley Pre-school as these do not apply to pre-schools. The entry gate to the pre-school is only a few metres from Bentley Road.
- The current speed limit in front of Bentley Pre-school *i.e.* 80 km/h is only temporary due to the damaged road conditions and will revert to 100 km/h when the road repairs are completed.
- The Bentley Preschool on Bentley Road was previously of particular concern to the Panel. It is hard to imagine how, as the quarry's EIS states, that the chances of interaction between trucks and children would be reduced if the proposed reduced restrictions were to apply. Surely the chances of interaction between quarry trucks and private vehicles at the pre-school would, in fact, be greatly increased, given that the Pre-school operates between the hours of 8.30 am and 3.15 pm!

- It should also be noted that the times of the school bus runs are also the times of peak general road traffic.

3. *It interrupts the efficiency of the operation.*

MY OBJECTION:

- An efficiently organised operation would take these conditions in to consideration when planning their work schedule. Given today's enlightened attitudes towards road safety, particularly with regards to the safety of our school children, it is frankly appalling that the Bentley Quarry is prioritising their profits above the safety considerations of the children.

4. *It is difficult to enforce because Bentley Quarry do not have control of all trucks that travel to the quarry, so trucks may be forced to line up on the road and wait, creating a greater traffic hazard.*

MY OBJECTION:

- This is a very serious and worrying admission by the manager of Bentley Quarry. On the one hand, they state that *"Drivers of heavy vehicles will comply with any instructions given by quarry staff in relation to speed, position, entry and exiting of the quarry (Traffic Management Plan Bentley Quarry R&S Contracting 06 October 2022, page 2)* and yet, they admit that they do not have control of all trucks that transport material from the quarry!

5. *School buses do not operate on Bentley Road for the full hour in the morning and afternoon.*

MY OBJECTION:

- School buses are actually on the road for longer than one hour. The designated hours allow for variability in bus schedules and unavoidable delays along the bus route.
- It is not only school buses that should be considered but also parents who drop-off and pick-up their children attending Manifold Primary School and/or the Bentley Pre-school.
- Of great concern is the fact that Bentley Pre-school **does not** have the benefit of mandatory reduced speed zones (40 km/h between 8am -9.30am and 2.30pm – 4pm) as these do not apply to pre-schools. The entry gate to the pre-school is only meters from Bentley Road.
- The current speed limit in front of the pre-school *i.e.* 80 km/h, is only a temporary measure due to the nearby damaged road conditions on Bentley Road. The speed limit will revert to 100 km/h once the road repairs are completed.
- While it is acknowledged that Manifold School has the benefit of mandatory reduced school speed zones, however, there are no designated parking spaces on the verges of Manifold Road for school buses and parents at peak 'drop-off' and 'pick-up' times.
- As a former resident of Manifold Road, I am acutely aware that, during these times, buses and cars are regularly forced to encroach on to the road. It will be *extremely dangerous* if quarry trucks are also turning into Manifold Road during those busy peak school times, (especially if a truck and trailer combination).
- Additionally, Manifold Road is in very poor condition due to the huge increase in numbers of cars and heavy vehicles during the prolonged closure of Naughton's Gap Road. It is also very narrow in some sections. As a former long-time resident of Manifold Road, I can attest to the extremely dangerous situation that arises when school buses and Bentley Quarry trucks are on this road at the same time (especially hazardous if a truck and trailer combination).

6. ***It is potentially a greater hazard having seven trucks waiting for an hour and then all arriving or leaving the site at the one time.***

MY OBJECTION:

- This 'reason' does not deserve any consideration whatsoever as seven (7) trucks all leaving the site at the one time would be a breach of the conditions of operation *i.e. no conveying of trucks* (Traffic Management Plan Bentley Quarry R&S Contracting 06 October 2022, page 2).

Efficient management of the movement of trucks would alleviate this situation!

7. ***At peak production the quarry would only generate a maximum of 3% of the peak daily traffic on Bentley Road.***

MY OBJECTION:

- The percentage of overall traffic comprised of quarry trucks is irrelevant (how was this percentage measured?). The exact times (*i.e.* peak school bus hours) when the trucks are operating is the relevant issue here. Additionally, it is the size and frequency of the vehicles that causes the danger, especially when there are 'truck and trailer' combinations.

8. ***All vehicles would follow the NSW road traffic rules that are designed to protect the safety of all road users at all times. Measures would be enforced via the Drivers Code of Conduct:***

MY OBJECTION:

- Bentley Quarry puts much emphasis on the 'Drivers Code of Conduct', stating that safety measures (during peak school bus hours), would be enforced *via* the Drivers Code of Conduct, as follows:

All vehicles would follow the NSW road traffic rules that are designed to protect the safety of all road users at all times. In addition, the following measures would be enforced via the Drivers Code of Conduct:

- Haulage during the above times will be minimised.*
- Truck drivers are to be particularly cautious during the above times.*
- The Quarry Manager will notify all truck drivers by UHF when buses are operating on the haulage routes and instruct heavy vehicle operators to be cautious.*
- Heavy vehicles are to remain 500 m behind school buses and if the bus stops, slow to 40km before overtaking the bus.*
- Be vigilant for school kids waiting by the side of the road and slow to 40km before passing them.*

- If all vehicles followed the NSW road traffic rules, that are designed to protect the safety of all road users at all times, there would be a lot fewer road accidents. The reason for imposing restrictions on truck movements during peak school bus times is surely to reduce these risks given that not all drivers, including drivers of quarry trucks, adhere to NSW road traffic rules.
- It is impossible to have any faith in the overseeing of drivers when Bentley Quarry management itself admits, in their own words (Point 4 above), that "*this is difficult to enforce because Bentley Quarry do not have control of all trucks that transport material from the quarry*"!

- Quarry trucks have regularly been observed operating within the current prohibited peak school bus hours and are therefore blatantly infringing the current safety conditions (as set by the NRPP)! Photographic proof of these infringements has been sent to Richmond Valley Council. We therefore have absolutely no reason to trust that they will observe a small 15-minute break in schedule.

IN SUMMARY: NOTHING has changed since that time to make the road and traffic conditions any safer for school buses. In fact, it's undoubtedly even more dangerous as general traffic numbers have increased, Bulmer's haulage trucks are also active and Bentley Quarry is ramping up the number of truck movements per day. Given today's enlightened attitudes towards road safety, particularly with regards to the safety of our school children, it is somewhat outrageous that the Bentley Quarry is prioritising their financial profits above the safety considerations of the children.

Delete Condition 107. This condition sets out requirements for the establishment, purpose, and operation of a Community Consultative Advisory Committee. Amendment: Rather than having the community consultative advisory committee, it is proposed Bentley Quarry provides regular updates about its operations on the website, including monitoring data, complaints, compliance documents and Annual Reports, as per Condition 106.

MY OBJECTIONS:

- Condition 106 requires that numerous documents must be made available on the website **if required by Council**. These documents are listed in Condition 2 and in Condition 106 viz. approved strategies, plans or programs; a complaints register which is to be updated on a quarterly basis; annual reviews (over the last 5 years); and any independent environmental audit.

There are no documents currently on the website so clearly Richmond Valley Council does not require them to be available. This Condition would appear to be totally meaningless unless the RVC insists and enforces this.

In 2022, the NRPP imposed this condition, under the heading COMMUNITY ENGAGEMENT: *“One month prior to commencing quarrying operations, the Operator must establish a community consultative advisory committee for the Quarry. The Committee shall consist of: a) The operator (or representative); b) A member of Richmond Valley Council (if available); c) At least 3 community representatives; d) An independent chair approved by the Council. The Committee shall subsequently meet twice yearly while the Quarry remains in operation. The purpose of the Committee is to: a) Review the operator’s performance with respect to environmental management and community relations, including complaints-handling; b) Undertake inspections of quarry operations as required. The operator shall at its own expense: a) Fund the independent chair’s fees; b) Make meeting facilities available; c) Organise the twice-yearly meetings; d) Take minutes and make the minutes available to the public and Council.*

Three years later, the local community still has no idea whether or not this community consultative advisory committee has in fact, been established and if so, who is on the committee? How were they chosen? When was the Committee established? How were the three (3) community representatives chosen? Who is the independent chair of the committee and how was he/she chosen and approved? Who is the representative of Richmond Valley Council? When and where were these meeting held? None of this information is available on the Quarry's website.

We do know, however, that the minutes are definitely NOT readily available to the public. On 10th May 2025 and 2nd June, 2025, I sent two emails to the owner/manager of Bentley Quarry, asking for a copy of the minutes of the advisory committee but have had no response whatsoever to my request. I am aware that there are several other members of the community who have also requested copies of the minutes, but have so far received nothing.

I therefore believe that these meetings have either not been held OR that minutes have not been recorded. Whatever the case may be, these minutes certainly are not readily available to the general public.

To suggest that the community is not interested in attending the consultative committee meetings and that "only a small proportion of the community attend the meetings" is a gross inaccuracy. The times and dates of such meetings have not advertised and in any case, the meetings are not open to the general public. There were no advertised 'expressions of interest' for the appointment of committee members so it would seem that members of the committee may have simply been 'hand-picked' by the manager of the quarry.

The NRPP would be very much aware that there were hundreds of submissions against the commencement of the Bentley Quarry, indicating the enormous interest in the quarry and its operations. Their fears expressed in many of these submissions have already eventuated and the negative effect of the quarry's operations on many residents of the Bentley Valley is demonstrable, so to say that the community has "a low level of interest" is simply appalling. The main impediment for communication between the management of the quarry and residents of Bentley is the contempt with which they have been treated by the quarry management. No-one who opposed the quarry demonstrated "abusive and threatening behaviour to the people associated with Bentley Quarry" – on the contrary, the properties of many of them suffered regular trespass and theft of anti-quarry signage (my property in Manifold Road included). For any such affected member of the Bentley community to attend a Quarry Consultative Committee meeting would be thus overwhelmingly intimidating.

I accept that the Condition 107 in its current form is definitely not achieving its purpose *i.e.* to provide a forum/information for the community. On the other hand, I have no confidence whatsoever, that the owner/manager of the quarry will abide by any new conditions that may be imposed on him, *viz.* that the quarry provides regular updates about its operations on its website, including monitoring data, complaints, compliance documents and Annual

Reports, as per Condition 106. Similarly, I have no confidence that Richmond Valley Council will enforce any new conditions, given that they do not enforce the current conditions.

The community has a right to be informed about this operation that causes them so much ongoing stress and such severe angst and affects them so deeply. In whatever way the NRPP decides the address this current dilemma, be it *via* a revamped and functional Community Consultative Committee or *via* Bentley Quarry providing regular updates about its operations on the website, including monitoring data, complaints register, compliance documents and Annual Reports (as per Condition 106), Richmond Valley Council must not only enforce this condition, but be seen to enforce this condition. The Bentley community and other road users of the area must be treated with respect. Their real concerns need to be heard and responded to in a timely manner. We must be able to have confidence that we can rely on Richmond Valley Council to be impartial - sadly this has not been the case to date.

I have faith that you, members of the NRPP, will remain steadfast and uphold the wise decision made by you in 2022, to impose Condition 60(b)(ii) and confirmed by you in 2024, to limit the movement of quarry trucks during the critical hours of 8am – 9am and 3pm to 4pm. I am therefore asking that, in the interest of the public, the local community and most importantly, our school children (present and future), you reject the application to amend Condition 60(b)(ii) to restrict trucks entering or exiting the quarry for 15 minutes at peak school pick up and 15 minutes at peak school drop off times.

Yours sincerely,



Rosemary Joseph
52/17 Mackellar Place
Goonellabah NSW 2480
Email: rhjoseph@optusnet.com.au

26th August, 2025

27/08/2025

Wendy Harris
"Disputed Plain"
962 Kyogle Road
Fernside, NSW 2480
wenz_h@hotmail.com
0423 871 288

The General Manager
Richmond Valley Council
10 Graham Place
Casino, NSW 2470

MODIFICATION APPLICATION MA2025/0032 Bentley Quarry 1465 Bentley Road, Bentley

I am 39 years old and have lived and worked in this area for over 15 years. My partner and I own property 1.8 km from the Bentley Quarry entrance. We have invested significant capital into our home and property, as well as investment property at Disputed Plain, since moving here and starting a family. My two children are 6th generation on my partners family farm.

I am currently the School Administration Manager at Lismore Public School, a position I have held for the past four years. Previously, I worked as Assistant Manager of Mary G's Hotel in Lismore for over 10 years. I have been actively involved in the community, serving on the committee of Bentley Community Preschool for over four years as Secretary and President, participating in the Bentley Art Prize subcommittee, and serving as Vice President of the Bentley Community Hall and a Board member of the Bentley Hall Trust.

I am writing to formally oppose the proposed modification MA2025/0032, concerning the amendment of Condition 60(b)(ii), which restricts truck movements during school pick-up and drop-off times, and the proposed removal of Condition 107, which establishes a Community Consultative Committee. These conditions are critical to the safety of children, families, and the broader community, and should not be weakened or removed.

Condition 60(b)(ii) restricts truck movements on Bentley Road during school pick-up and drop-off times, specifically between 8:00 - 9:00am and 3:00 - 4:00pm. This restriction was imposed by the Northern Regional Planning Panel in 2022 due to significant safety concerns for school children traveling on buses and along roadside pick-up areas with over 200 submissions against the original application and a majority outlining their concerns which are reflected in this condition.

The proposed reduction to a 15-minute restriction is an insult and fails to address the reality of school transport in the area. Consultation with Sodhi Buses, Casino Bus Services, and Northern Rivers Buslines regarding this modification has been minimal or misleading. I have personally spoken with Harry from Casino Christian School who again told me they have never been contacted. This is extremely dismissive, with the operators stating that the interaction with them is minimal. Sodhi and Casino Bus Lines were asked about the times regarding the point where the buses and trucks cross paths at the quarry entrance only. This directly undermines the claim in their *2.1.2 Justification*:

“The school bus operators have been consulted numerous times and have never raised any concerns about the trucks and have supported the reduced truck restrictions every time.”

Any apparent “support” for reduced restrictions has come only because bus operators were led to believe the discussion related solely to crossing paths at the quarry gate, not the safety of children along the rest of the route. This is misleading and fails to address the true scope of community concerns.

This narrow focus completely ignores the fact that buses travel along the same roads, Lismore to Kyogle to Casino, along Bentley Road, Manifold Road, and Naughtons Gap Road as the quarry trucks for extended stretches not just at the quarry entry point. Multiple school bus routes are in fact impacted:

- **Casino Christian School** buses travel along Naughtons Gap Road, Manifold Road to Kyogle and return, and to Lismore in the morning via Perradenya Estate and Fairy Hill.
- **Casino Bus Lines** travel towards Lismore, stopping at the Bentley Rail Trail, but also use Manifold Road and Naughtons Gap Road to Casino.
- **Sodhi Buses** operate along Kyogle Road to Kyogle and to Lismore.

These routes include areas where children are waiting at bus stops, boarding, and exiting buses, moments when they are most vulnerable. Reducing the restriction from one hour to just 15 minutes significantly increases the risk to children’s safety along the entire route, not just at the quarry entrance and does not take into consideration the variability of bus schedules.

It is important to note that the letter from Sodhi Buses indicating that the reduced times are acceptable is from last year, during the previous modification application. Circumstances have changed since then, including increased traffic with the increase of population and the opening of Naughtons Gap Road and continued community concern, making reliance on this outdated statement inappropriate, idle, and deceptive.

My partner and I have personally observed Bentley Quarry trucks entering and exiting the site during the restricted morning hours while dropping our children off at the bus stop. Complaints and photographs submitted to the quarry and to Richmond Valley Council regarding these breaches have gone unanswered or dismissed. This demonstrates a clear pattern of non-compliance and lack of accountability and raises serious concerns about the quarry's ability or willingness to adhere to a further reduced restriction.

The justification presented by Bentley Quarry contains multiple flaws. The Level 3 Road Safety Auditor engaged by the quarry to assess this specific issue concluded that the proposed amendment was acceptable. This assessment is limited, does not consider the full scope of bus routes, roadside waiting children, or ongoing non-compliance, and therefore cannot be relied upon as evidence that safety is maintained. While the Auditor noted that "most" bus stops occur on hardstand areas such as the rail trail, in actual fact the majority of stops are on driveways or directly on the roadside near gutters, meaning buses must frequently stop on the road itself. This already creates unsafe conditions for children boarding or leaving buses and adding more truck and dogs to the mix will exacerbate it. Therefore, the Auditor's conclusion cannot be relied upon as evidence that the proposed reduction in truck restriction times would maintain safety.

Bentley Quarry claims that reduced restrictions would improve operational efficiency; however, this argument is irrelevant when weighed against the safety of children. Their claim that enforcement is difficult because they do not control all trucks underscores the need for better management and coordination between Bentley Quarry and its transport contractors. With effective communication and strict adherence to designated schedules, enforcement issues could be mitigated. Allowing trucks waiting for up to an hour to enter or exit the site already amplifies risk and directly contradicts their own Driver Code of Conduct. The quarry itself has acknowledged that trucks line up while waiting to exit, breaching requirements to minimise haulage during school bus operating times, maintain safe distances from buses, and remain vigilant for children along the roadside.

The claim that the quarry contributes only 3% of peak daily traffic on Bentley Road is dismissive. Three percent of ALL traffic in an area such as ours, generated by a single company, is a significant volume, particularly when those vehicles are heavy truck and dogs travelling at high speed along rural roads. Safety risks are not determined solely by traffic percentages; the timing and nature of truck movements relative to children waiting roadside is critical. Similarly, the suggestion that all vehicles follow NSW road rules does not eliminate the unique hazards created by large trucks traveling near children along unsealed or narrow rural roads with poor visibility.

Bentley Quarry's claim that peak-hour restrictions are unreasonable and unequitable because other quarries and trucks use Bentley Road without limitations is incorrect. Each site must be assessed on

its own circumstances, and Bentley Quarry's location on the busy Lismore to Kyogle Road, with a 100 km/h speed limit, creates unique safety risks for school children on bus routes. Unlike nearby quarries such as Clovass and Graham's, which only occasionally use Bentley Road, Bentley Quarry generates a high concentration of trucks, in fact three percent of all traffic as stated by the quarry themselves, making these restrictions essential. Precedent exists with Mt Zion Hard Rock Quarry at Nymboida subject to two-hour morning and two-hour afternoon school-day restrictions, showing that limiting truck movements during school transport peaks is both reasonable and achievable. Bentley Quarry's one-hour restrictions are therefore appropriate, and public safety must take priority over economic convenience, as the volume and timing of trucks from this site pose a clear risk to vulnerable road users.

The proposal to remove Condition 107 and replace it with website updates is wholly inadequate and demonstrates a fundamental misunderstanding of community needs. If implemented correctly, the Community Consultative Committee provides a formal, accountable forum where residents can review quarry operations, ask questions, raise concerns, and scrutinise compliance measures. Website updates cannot replicate this interactive oversight, as they rely on the operator's selective reporting and offer no opportunity for immediate dialogue or clarification. Furthermore, the community has no evidence that previous committee meetings have been held, as there are no records on their website and repeated requests to the quarry operators for minutes have gone unanswered. I do not even know who is sitting on this committee. Who are the community and independent representatives? Removing the committee would deprive residents of a formal, accountable forum to review operations, raise concerns, and ensure compliance. They would continue to be a law unto themselves.

The repeated attempts by Bentley Quarry to weaken conditions like 60(b)(ii) and remove Condition 107 are ridiculous and unfair. The community has consistently spoken loud and clear about the importance of these safeguards. The Northern Regional Planning Panel has upheld these conditions multiple times, demonstrating the validity of the community's concerns. This history of repeated challenges is even more reason to retain the committee, as it ensures that the quarry remains accountable and that the voices of the local community cannot be ignored or dismissed.

Website updates alone cannot provide meaningful engagement, transparency, or responsiveness. Maintaining the committee, with an independent chair and structured meetings, and enforcing that these minutes actually be made available ensures accountability and builds trust. In light of past non-responsiveness and a lack of meaningful consultation, the need for a functioning Community Consultative Advisory Committee is more critical than ever.

The Quarry's repeated attempts to weaken critical conditions undermine trust in both the operator and the planning process. Each application to reduce safeguards causes stress, frustration, and a sense of

powerlessness for residents. Families already face challenges with rural transport, limited infrastructure, and road safety risks. Prioritising truck efficiency over child safety imposes an unacceptable social burden.

Conditions such as 60(b)(ii) and 107 are not unnecessary bureaucracy; they are essential protections for children, families, and residents whose daily lives are directly impacted. Since the original imposition of these conditions, traffic has increased, roads have deteriorated, and community confidence has not improved.

For these reasons, I strongly urge the Northern Regional Planning Panel to:

- Retain Condition 60(b)(ii) in its current form and additionally prohibit future amendments, ensuring the ongoing safety of school children along Bentley Road, Manifold Road, and surrounding bus routes.
- Retain and enforce Condition 107, guaranteeing a transparent, accessible, and accountable Community Consultative Advisory Committee.

The safety of children and integrity of community consultation must take absolute precedence over operational convenience or financial profit. What is 90 mins per day, five days a week worth in comparison to the potential risk to a child's life? This quarry's repeated disregard for existing compliance measures, non-engagement and prioritisation of profits demonstrate a profound lack of consideration for community interests and safety. The fact that this community must continually fight to maintain these critical conditions emphasises the operators disconnect from local concerns. This ongoing pattern of attempted modifications and non-compliance makes the Community Consultative Committee more important than ever. It is not merely a bureaucratic requirement, it is a vital, enforceable safeguard ensuring transparency, accountability, and the protection of the most vulnerable members of our community. Maintaining Conditions 60(b)(ii) and 107 is essential to uphold safety, trust, and the community's confidence that our voices are heard and respected.

Yours sincerely,

Wendy Harris

"Disputed Plain"