

Ardmore Park modification proposal submission

I have never made a political donation.

I am OPPOSED to all modification requests proposed by Multiquip quarries in this submission.

The following are the reasons why I am OPPOSED to this modification request –

- 1) In November 2015 The State Planning Department identified 21 breaches of consent conditions related to the Ardmore Park Quarry. This proves Multiquip quarries has no regard to the conditions that were imposed on it and the impact it had to the residents. This audit came out of the local residents of Bungonia complaining – if it wasn't for the local residents patrolling this quarry then these breaches would have continued.

The company was carrying out on average 12 truck movements a day for six weeks, when it only had permission to carry out 5. It was fined \$15,000 for this breach.

This proves Multiquip quarries does not have any consideration for our local community, it's safety, or the roads that are being used in the area.

I, and the community, never wanted this quarry – this is proof they have no regard for our safety, the law, or our community and cannot be trusted to self-manage this quarry without the locals policing it.

- 2) The road upgrade that is currently being completed is not adequate for the current truck movements, let alone wanting to now drive a truck which is now 25.3 metres long, which is 6.3 metres longer than the current approval, and from lift the capacity from 33 tonnes to 50 tonnes.

Multiquip also wants to increase the truck movements from 88 to up to 124 a day.

This means a total of 744 truck movements, driving 37,200 tonnes of material, down Oallen Ford and Jerrara Rd each week.

In a month it's 2,979 truck movements, driving 148,800 tonnes of material down these roads each month.

And this submission suggests that there would be no impact to the road and no further upgrade would be required. I disagree – drive this road and you will understand the impact to your own safety.

The current condition of the road would be able to handle these truck movements. Drive this road with the upgrade – the road has pot holes, the upgrade is starting to sag, parts of it have had to be repaired due to complaints made to the local council.

And as a resident how would my safety would not be impacted? How can a 25-metre-long truck safely navigate this road without further upgrades? The upgrade requirement which was approved in 2009 was for a 30 tonne truck which is 19 metres long. This submission has not factored this in.

The road upgrade which is currently in progress is of a sub-standard. It has already had to be repaired by Multiquip due to the poor state of the road upgrade. Multiquip had to stop continuing the widening operations of the road due to the complaints from the local community to the council and now has had to go back and repair them.

And this is only with normal traffic and the trucks completing the road upgrade. What happens when 50 tonne trucks start driving this road 124 times a day.

What is going to happen once this road is being used as a truck haul route? What condition will it be in? If the local council is unable to maintain it in it's current state what's going to happen once the trucks start using this 20 kilometre stretch of road for 6 days a week?

I am unsure how this proposal does not think that driving a truck which is 6 metres longer and 17 tonnes heavier will not impact this road? The road is not in any condition to accept the current traffic movements. If you drive this road you will see that still in large sections, it is not designed as a truck haul route.

- 3) Multiquip would like to extend the hours of operation for the quarry so that it can delivery quarry products to Sydney and avoid the peak traffic periods. Multiquip made the decision to open this quarry in Bungonia. If it wanted to service the Sydney region, why didn't it buy a quarry in that area and not impact the local community who get nothing out of this operation? Why didn't it think of an alternate way to transport this product to Sydney? Why doesn't it use the rail network through further investigation options? Why doesn't it stick to the current restrictions and store this product on a site in Sydney? It could deliver as much product and at whatever time it wanted if it was held in a depot in Sydney – problem solved and zero impact to me and the local community.

Once again this proves all Multiquip cares about is making as much money as it can, with as little cost as possible, with no regard to the local community.

It now wants its local residents who drive these roads every single day to be impacted from 5:00am – 10:00pm because of it's desire to service Sydney. Why should I be impacted by the noise, truck movements, and the risk to my safety because this company wants to make more money? I am on shift work and am on these roads at all hours of the day – I now not only have to navigate the wildlife, slippery roads with the frost, heavy fog, but a truck that is 25 metres long and weighs 50 tonnes on a road that is not suitably equipped to handle this. My safety is being put in danger because of Multiquips desire to make a dollar.

- 4) I have been counting down the years for this quarries life to expire. I was opposed, as was the local community to this quarry, and do not want to be impacted for a single day more than what I must.

Multiquip made a conscious decision not to start the road upgrades up until a few years ago. It could have started these works from that day forward. It chose not to.

Now based on this it wants to increase the life span of the quarry – once again the local community are to be impacted for longer through more trucks, more noise, more safety risks, for another 8 years.

All of Multiquip's decisions are based on making money. Not the community. Not safety. Not empathy.

If it chose not to start the road upgrades, then that's the decision it needs to own. Multiquip is now trying to increase the truck size, the quarry size, the hours of operation, to recoup the costs of upgrading the road – all so it can make money at the least amount of cost and regard to the community.

- 5) There has been no formal assessment of the impact/increase of road traffic since 2006 – a lot changes in 12 years and Multiquip has not formally assessed how much traffic has increased – let alone adding 124 truck movements per day of a 50 tonne truck which are 25 metres long.

You do not need to be an expert to see that the road condition will be impacted by this.

An average car weighs 1.5 tonne. This equates to 33 extra cars for one 50 tonne truck driving this road. In weight terms that 4,133 more cars driving along this road for the 124 truck movements weighing 50 tonne.

This will impact the usable life and condition of the road. Has this been duly considered by Multiquip and have they committed to fixing this road when they destroy it?

Will this impact the remaining life of the road – yes. A proper assessment has not been completed since 2004.

Does Multiquip benefit through the PBS scheme – yes.

Again, who is impacted? My safety driving this road every day.

I'm not sitting in a truck that's 25 metres long and weighs 50 tonne who does not feel the impact of pot holes, poor road condition, and poor road edging.

- 6) Adding the bitumen coating is another avenue for Multiquip to try and recoup it's cost of the road upgrade.

Once this impacts the local residents with the increased noise from this equipment.

Multiquip continues to add layers to a quarry that was not wanted by the community. It will continue to add modifications to suit itself and nobody else.

In summary Multiquip has once again proved to me that they are all about making a dollar. Their desire to recoup costs for the road upgrade has led them to this modification without regard to how it impacts to the local community.

In considering this application I would ask you to show empathy.

Would you want these 124 trucks driving along the road you live on for 17 hours a day?

How would your safety be compromised when it's the middle of winter, the roads are frosty and foggy, wildlife is jumping out in front of you, and then you still must try and navigate a 50 tonne truck along the way to work.

Would you want your wife to be navigating these conditions? How about your parents? Your kids? Your family? All of us will be impacted by these trucks – not Steve or Jason Mikosic who are not local residents of Bungonia or Marulan.

Would you want to be impacted by the noise of this truck driving past your home at 5:00am? Or at 10:00pm at night when you are trying to get to sleep?

Would you want a company managing a quarry that has already been fined for breaching it's consent conditions now requesting more modifications?

We are a community that we want tourists to come and visit, people to visit our national park, be interested in living in an area that is tranquil and peaceful. This is what we want in the community as this is what gives us satisfaction – not trucks driving down our local roads.

I ask that all of these modifications are rejected, and the community is not impacted by Multiquip who is all about making money and lining their own pockets.