

Rural Lifestyle Residents Action Group (RLRAG)
Submission re Ardmore Park Quarry Modification 3
Modification to PA 07_0155

The RLRAG is pleased with Multiquip's Bungonia village bypass, but is very against Multiquip now asking the Department of Planning to allow it to return to its original DA figures for product transportation as proposed in the 2005 DA. The quarry was approved with the current product tonnage and work hours. The RLRAG does not think that these conditions should now be changed.

Bungonia is not on the Hume highway. It is a quiet country village with access to and from it along small country roads, despite the road widening efforts of Multiquip. On page 60, Land Use, it states that local use on surrounding landholdings is characterised by residential and a variety of medium intensity or speciality agricultural activities and includes grazing sheep and cattle, stud cattle, goat farms and rural residential. It also states that there is an extractive industry of organic soils – this industry is on Ardmore Park and should not be included in the above list. No neighbour has an extractive industry on their property.

On page 62 Traffic, the DA states that the quarry is now operational and as such there is no construction traffic phase to consider. This again is incorrect. The quarry is not operational and all traffic is construction traffic. The road widening is far from complete.

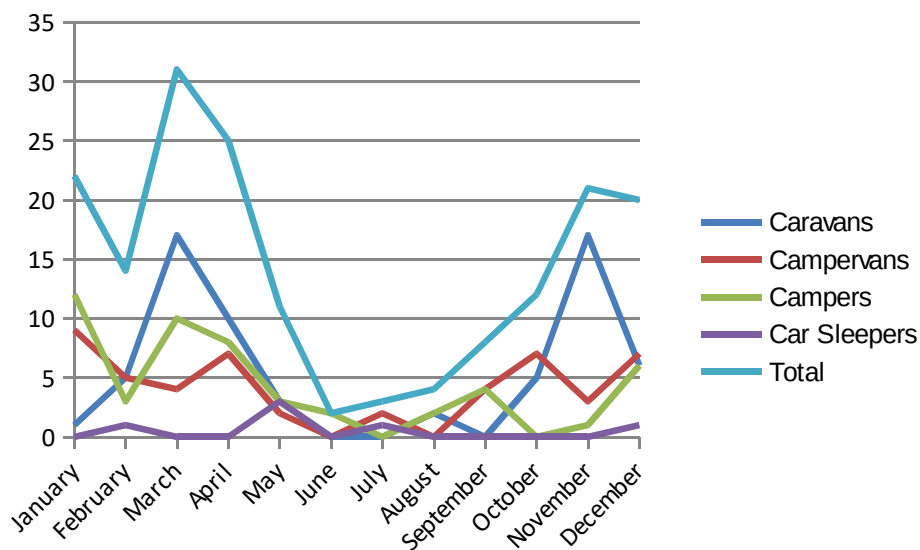
Bungonia often has foggy conditions, which makes our roads very dangerous to drive on, along with our local wildlife of kangaroos, wallabies and wombats who are, of course, nocturnal, venturing out predominantly at dusk and at dawn. The new proposed trucks are much longer and carrying heavier loads – 45% more product than the current truck and dogs. This makes these vehicles much more difficult to pass and line of sight for oncoming traffic impossible. If one of these trucks hits a kangaroo, a following vehicle has no chance of seeing the carcass before possibly hitting it itself. Trucks do not stop to check if the animal is dead or alive and they do not remove the carcass from the road.

On page 66 the DA indicates that numbers of truck movements compared to loads i.e. 4150 truck movements/month or 2075 loads/month, will be a lot less, in fact half. Does this mean that there will be no back loads. In my view this is false reporting once again. Multiquip has certainly asked for back loads of natural materials. Thus, truck movements and loads will be the same.

On page 66 the DA talks about traffic numbers stating that there has been a lack of traffic generating activities or development in the local area since 2013. This ignores the huge development along the South Coast. We see so many more boats and caravans coming through the village on their way to or from the coast via Route 92. Bungonia Village Park is now on the Wikicamps web site with many opting to stay in the village. This was not going in 2013. Please see the Table below. Note, the numbers quoted are only for those tourist vehicles staying overnight. They do not include those vehicles passing through, of which there are many, due to Bungonia National Park being only 10km from the village. Most of this traffic uses the quarry haul route of Jerrara Road and Oallen Ford Road.

Our roads have had a large increase in traffic numbers, especially tourist traffic, since Route 92 has been upgraded to the South Coast and Oallen Ford Road has been completely tar sealed to the Shoalhaven River and Nerriga. This is not reflected in the traffic tables which show traffic numbers of 2013 compared to **one day**, December 14, 2017 being basically the same. It cannot be seen how the 2017 tables can be correct. It is stated in the DA that these were **observable** numbers, not measured and one days observation does not give a true representation of traffic numbers.

Year 2016	Caravans	Campervans	Campers	Car Sleepers	Total
January	1	9	12	0	22
February	5	5	3	1	14
March	17	4	10	0	31
April	10	7	8	0	25
May	3	2	3	3	11
June	0	0	2	0	2
July	0	2	0	1	3
August	2	0	2	0	4
September	0	4	4	0	8
October	5	7	0	0	12
November	17	3	1	0	21
December	6	7	6	1	20
Total					173



The Tables showing traffic numbers divides the hours into night 10pm to 5am, morning shoulder 5 to 7am and day 7am to 10pm. With the proposed extended transport hours, residential receivers along the transport route will be exposed to up to 10 truck movements per hour more than they get currently i.e. one every 6 minutes every hour between 7 and 10pm and 5 to 7am. These hours are exactly when workers who travel to and from Sydney and surrounds are on the road. The increase in heavy vehicles on Jerrara Road, if this proposal goes ahead, will be 6 times greater for residents along the route.

The DA states on page xvii that “while it is acknowledged that there will be some in the local community who feel adversely affected by the Proposal, these impacts are considered reasonable in the context of the benefits associated with the proposal and Quarry in general.”

It is exactly the issue of amenity that Justice Jagot dismissed Chicken Enterprises Australia Ltd’s Land and Environment Court Appeal. It is not reasonable to impact the local community’s Amenity by extending the transport hours as proposed.

The extension of the transport hours does not bode well for our visitors who do not know our roads with the native and feral (pigs, foxes and deer) animals and climatic hazards of black ice, snow and fog in winter.

There is also a concern of trucks using exhaust brakes as they get close to the village. At night and in the early morning noise travels long distances. Even in daylight hours trucks can be heard a couple of kilometres away. It may be noted that the DA states on page 80 of 5.4.2 that existing noise levels are influenced by the wind in the trees, insects and birds. Thus, use of trucks for these extended hours means residential receivers will very distinctly and hugely hear the heavy vehicles disturbing their amenity. This is not acceptable.

The modifications to the transport hours is not acceptable because Community safety and amenity is worth more than Multiquip's Business profits. A 10% increase in truck numbers could be acceptable within the current day time hours as stated in their current DA.

A further issue is water. On page 111 Water Access Licence Allocation, the DA states that Multiquip currently holds an allocation of 110 Units (110ML) from the fractured rock Groundwater Source and has now been granted an additional 100 Units (100ML) allocation giving Multiquip a total of 210ML of water. This is outrageous considering Ardmore Park sits on the Inverary Basalt cap which does not hold water. All neighbours rely on their springs and bores for stock and house use. Phil and Di Broadhead have already seen a rapid decline in their spring flow rate, which cannot all be due to changes in the local climate. It was observed around the Land and Environment Court hearings when the residents were taken around the property, that all dams were full of water. This water had to be pumped out of the water table. We cannot say if this continued, but several neighbours have noticed a drop in their water tables. For Multiquip to be allowed to pump 200ML per year, this will affect not only their closest neighbours, but all neighbours down stream who rely on spring water to feed their creeks and tributaries. Does the Department of Planning think it is good for a quarry to have a plentiful supply of water to the detriment of everyone else surrounding the property? Now you may say that it has got nothing to do with your Department, it is to do with the Department of Water, but one depends on the other. If neighbours run dry, Multiquip will be having to truck it in. This should not be a consequence of increasing or continued production.

In Conclusion, the RLRAG is not in favour of the changes to the DA, nor the increase in water allocation to Ardmore Park. We do not want to see Planning allow these changes to go ahead to the detriment of all neighbours and residential receivers along the truck haul route.