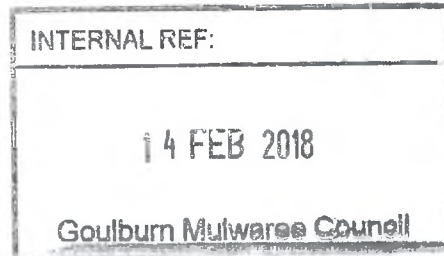


Bob Kirk
Mayor
Goulburn Mulwaree Council
Locked Bag 22
GOULBURN NSW 2580



SCANNED

14 February 2018

Dear Mayor Kirk,

RE: OBJECTION TO MODIFICATION OF CONSENT CONDITIONS FOR PROPOSED INCREASE IN HOURS BY MULTIQUIP FOR THE TRANSPORT OF QUARRY PRODUCTS ON JERRARA ROAD AND RELATED MATTERS.

I am writing to offer information for the Council to consider when it discusses, on 20 February 2018, the current proposal by Multiquip to increase the hours quarry products will be transported on Jerrara Road.

We strongly object to the proposed increase in the hours that quarry products will be transported on Jerrara Road on week days and on Saturdays.

They propose to start transporting from the Ardmore Park Quarry at 5:00am, (much earlier than approved), and also increase the duration from 7:00pm to 10:00pm. This is an unreasonable imposition on residents. it was a quiet rural area. Now we can hear the thump and bang of empty trucks going down Jerrara Rd. We DO NOT want to listen to this until 10:00pm at night.

, the reply from Multiquip was that the newer PBS trucks had improved suspension which would help reduce noise, but in the main, the noise was the result of inadequate maintenance of Jerrara Road by Mulwaree Council.

While this noise is irritating to us, the impact on other residents will be much more severe. There are quite a number of homes on Jerrara Road that are less than 50 metres off the road and have school age children who will be disturbed by the noise of heavy trucks late at night.

I might draw attention to two properties in particular. There is a steep hill where the incline increases after the trucks go past Tickner Valley Road about 7kms from the Hume Highway. The young school boy living across from this short steep hill would have to listen to the trucks grinding up the hill. Then a little further on, the trucks go down the hill and around a very sharp bend where the speed is reduced from 80kmh to 65kmh. Again, the people living in the house on the eastern side that is VERY close to Jerrara Road will have to endure the sound of trucks accelerating up a

slope from the sharp bend. Councillors might like to drive along Jerrara Road before 20 February to see the homes close to Jerrara Road and imagine the conditions for the residents.

Tickner Valley Road intersection with Jerrara Road is a traffic hazard. A right hand turn lane is needed.

the issue of the Tickner Valley Road hazard.

The problem is that with the increase in traffic because of quarry operations, traffic is more likely to stop on Jerrara Road waiting to turn right onto Tickner Valley Road. Tickner Valley Road is quite busy. It appears to be just a dirt road over a cattle grid. It is actually over 4kms long and has a significant number of permanent residents and of course the occasional weekenders who would be affected on Saturdays. Forest Close, the next road on the way to Bungonia looks more important. It is a wide tar sealed road, but it is quite short, and to the best of my knowledge, has only 3 permanent residents.

they should provide a right hand turn lane because of the large number of permanent residents on Tickner Valley Road. They indicated that they understood it was a traffic hazard and that they would look into it.

I am particularly concerned for my wife returning home from Canberra of a night, Monday to Friday. She has worked in Canberra for many years. Typically she arrives home around 7:00pm and is more likely to be caught waiting to turn right off Jerrara Road onto Tickner Valley Road if Multiquip were to transport quarry products after 7:00pm.

The risk of accident at the Tickner Valley Road intersection is further increased when the school bus is considered. The bus stops at this intersection at the bottom of the hill to let off the school boy who lives in 731 Jerrara Road. So potentially there could be two vehicles stopped at the bottom of the hill on Jerrara Road, one being the school bus and there other being someone waiting to turn right onto Tickner Valley Road.

Speed limit for Jerrara Road - the upgrade and widening of Jerrara Road may lead to a request to increase the speed limit to say 100kmh which is common on some better country roads. This should not happen because of the poor vertical and horizontal alignment of Jerrara Road. There have been five deaths on Jerrara Road in the time we have been here. Raising the speed limit is an unacceptable risk.

a report prepared by a retired DMR/RTA road designer who had been based in Goulburn for 20 years of his 42 year career. He had worked on the reconstruction of the Hume Highway and previously had spent 22 years in the Parkes region working on the design of rural roads. As part of his report we had a team measure the width of proposed haul route from the Ardmore Park Quarry to the Hume Highway to refute Mr Hallam's assertions. The report contained a summary of the road widths as well as a table of poor vertical and horizontal alignments. Page 2 of his 2005 report stated:

"that Jerrara Road "commenced as a very basic bush track serving isolated big acreage properties. Over time it has been successively upgraded by council with bitumen seal being added in the last 15 years or thereabouts. The current vertical and horizontal alignments are of a poor standard. There are numerous vertical curves which would not satisfy current standards for 80km/hr travel speed. There are numerous horizontal curves which are of a similar standard."

A copy of the retired road designer's report was handed to Phil Hanson who at the time was the head of engineering in Mulwaree Council.

I am also concerned about the standard of the work currently being performed by Multiquip to upgrade Jerrara Road. Areas of subsidence suggest that the completed road will perform poorly and that the ratepayers of Goulburn Mulwaree will have to fund increased maintenance.