



27 February 2015

Ref File:15/33304 - File No: F01944

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Dear Mr Dumpleton

**SUBJECT Oberon Quarry Continuation Project SSD 13\_6333**

The Blue Mountains City Council (Council) appreciates the opportunity to comment on the proposed modification to Development Consent DA 92/163 for Oberon Quarries P/L modification to:

1. Extend the life of the Quarry for an additional 30 years;
2. Retaining the current maximum production level of 400,000 tonnes per annum and remove the requirement for production to not exceed an annual average of 200,000 tonnes per annum over a ten year period;;
3. Replacement of some of the existing screening plant, reconfigure of the alignment of screens and the inclusion of an additional cone crusher;
4. Inclusion of a 1.0 hectare extension to the existing extraction areas to avoid the sterilisation of approximately 500,00 tonnes of high quality basalt resource;
5. Inclusion of a Finlay 750e Hydrasander to separate silt and clay from sand size particles in the crusher fines;
6. Duplication of approximately a 180 metre section of the internal haul road to improve road safety;
7. Continued extraction of the high quality basalt from the existing extraction areas as required with extraction at times occurring on the upper and lower benches; and
8. Removal of redundant development consent conditions.

Council notes that the impacts on the Blue Mountains Local Government Area primarily come from items one and two above, being the requested change to the life span of the quarry and delivery of the maximum production levels.

It is noted that under the existing consent, production from the quarry is limited to a maximum of 2000 tonnes per day which is approximately 70 laden truck movements or a total of 140 truck movements to and from the quarry.

Further, that during 2003, approximately 62% of product was supplied to Oberon, Bathurst and the Blue Mountains and approximately 38% to markets in Sydney. The roads identified as being primary routes to access these markets are the Great Western Highway and Bells Line of Road.

Whilst no increase in haulage rates are being sought as part of this consent, the increase from the current average movements of approximately 46 laden trucks per day (92 total truck movements) to a possible 70 (140 total truck movements) in real terms, if realised, is very substantial.

Council has long-standing concerns relating to the impacts of heavy vehicles along the highway particularly in relation to safety, amenity and functioning of the highway as it operates as a regional route and local network. This position is well documented in our responses to the NSW Freight & Ports Strategy and the NSW Long Term Transport Master Plan.

In several instances, the Highway also operates as a town/village main street. The impact of incremental rises in truck movements in the context of all these categories is still of considerable concern. We note that there appears to be little/no consideration of the use of rail as an alternative over the life of the quarry – considered to be until 2046.

Also of concern is the interaction of truck traffic with tourism traffic on the GWH which is part of the Greater Blue Mountains Drive – a self-drive tourism route. There is considerable collateral around this tourism resource.

Council is strongly committed to pedestrian and cycle safety as evidenced by the Blue Mountains Bike Plan 2020, which proposes an off highway shared pedestrian cycleway across the mountains, through and linking the villages and townships along the corridor. Cycling has a strong tourism and transport focus with sections of the highway between the quarry and Katoomba in particular being hazardous with no shoulder or dedicated cycle lane provided. Roads and Maritime studies have identified that safety upgrades and provision of off-road shared paths as providing improved facilities for cycling is required.

Council would like to take this opportunity to request that the Department of Planning and Environment consider requiring the development to contribute to the upgrading of pedestrian/ cycle facilities along the Great Western Highway.

Council notes that the Great Western Highway is classified as a State Road and under the care and control of Roads and Maritime Services (RMS). Any additional maintenance as a result of the additional truck movements is therefore the concern of RMS, the Council is extremely concerned that additional maintenance is put in place to ensure the current standards are maintained.

Council is concerned over the impacts of convoying as we note that it continues to occur from a range of haulage contractors across the Blue Mountains.

Further to its strong position on these matters, in November 2014 the Council convened a meeting with the Heavy Vehicle Industry and major agencies with a view to developing a Good Neighbourly Agreement. At this meeting the industry agreed to work with Council in responding to the concerns and perceptions on the impacts of heavy vehicles using roads in the Blue Mountains. Council would be strongly advocating that the management of Oberon Quarry engage in this agreement.

If you would like to discuss the Council's submission, please contact Strategic Planning Specialist Transport, Glenn Sherlock on 47805692 or [gsherlock@bmcc.nsw.gov.au](mailto:gsherlock@bmcc.nsw.gov.au)

Yours faithfully

A handwritten signature in blue ink, appearing to be 'PK', located below the 'Yours faithfully' text.

PAUL KOEN  
Program Leader Infrastructure