

24 November 2022

To whom it may concern

**Re: Application No.: DA 1-01-2000-Mod-2, Barina Hard Rock Quarry – Mod-2**

Firstly, I can only assume I am responding to the correct modification as the Notice of the Exhibition refers to Mod-2, whereas the Modification Application prepared by Umwelt (Australia) Pty Limited refers to Modification No. 1. In any case, my comments relate to the application to extend operations under the original consent for a further 12 months.

I live on Lucky Pass Road and was also here when the quarry was open previously, so my perspective comes from experience. My concerns with the operation are primarily around road safety and road maintenance, focusing on traffic to and from the quarry and the state of the road between the Federal Highway and the Quarry entry.

**State of Collector Road and road maintenance**

The state of Collector Road isn't fit to take additional traffic, especially heavy traffic. Although Upper Lachlan Shire Council (ULSC) received funding from the quarry (from its operations over 2000-2008) to maintain the stretch of road between the quarry and the highway, in the last twenty years, the road has never been returned to its former state and has continued to be a patchwork of potholes with no significant work undertaken.

The rain over the past year has continued to degrade the road to unsatisfactory conditions and adding heavy trucks to the equation will only break it up further. The current road conditions means that traffic must deviate to the centre or right-hand-side of the road in places to avoid vehicle-damaging potholes and rough road edges, creating a further traffic hazard.

The Modification Report for Proposed Modification No. 1 (MOD 1) to DA1-01-2000 (Barina Quarry) notes as mitigation strategies that:

- The Applicant will review, update and implement a Traffic Management Plans prior to recommencement.
- Recommencement will allow for a recommencement of this funding which should result in improvements in road standard.

Having a Traffic Management Plan will not change the state of Collector Road. A recommencement of the funding does not guarantee the road will be fixed, and there will still be a lag time between operations recommencing, funding reaching ULSC, ULSC determining this road fits within their resourcing priorities and committing budget, and ULSC actually completing the work.

The last twenty years of ULSC's demonstrated road maintenance plan for this stretch suggests that it is a low priority, and it will continue to be a safety issue.

The Modification Report also notes in conjunction with reference to previous contributions paid to ULSC (page 26) that 'the Applicant completed an upgrade to the Quarry entrance and intersection with Collector Road'. It should be noted that the Quarry entrance is located in Queanbeyan-Palerang Regional Council, not ULSC where the poor road conditions exist.

## **Road safety**

Road safety was always a big concern when the quarry was previously in operation. The trucks travelled quickly along the narrow road and around the bend approaching the quarry entry, and narrowly avoided head-on collisions was not unusual. When passing the trucks, the approaching traffic would need to be partially off the road as the trucks would dominate and take over most of the available space. It was fortunate that kangaroos (and heavy fog in winter) in the area caused drivers to slow down because often it was only because of this slower pace for a kangaroo (or weather conditions) that one had time to also navigate away from an oncoming truck.

This 'road dominance' was also experienced at the intersection of the (now) Collector Road and Federal Highway where the trucks would turn left in a southerly direction. The stop sign to enter the highway was installed because the trucks would fail to give way to oncoming traffic, rather they entered the highway at pace which forced any approaching traffic to move over immediately. The same dangerous behaviour occurred if one was waiting to turn right towards Goulburn and they exited the highway from the northbound lane - it was usually quite at pace, and close to the waiting traffic.

## **Population change**

The population in the area has increased substantially since the quarry was last operating. Twenty years ago, most travellers along the road would have been from operating farms, and from probably less than 10 families/properties. Some of these properties have since been subdivided and there is a lot more traffic to and from the area for work, school, and community purposes. This increase in local traffic combined with the safety and road maintenance issues outlined above make for a concerning situation.

## **Potential impact on working from home**

The proposed blasting times included in the Modification Report may be an issue for working and studying from home which I do so at least 4 days per week. As operating from home was not a factor when the quarry was last open, the impact is unknown but will be monitored should operations go ahead.