



9 April 2018

File No: F01944 – 18/77497

Planning Services
Department of Planning and Environment
GPO Box Sydney NSW 2001
Attention: Director – Resource Assessment
Submitted via online portal

**SUBJECT Submission - Blue Mountains City Council – Wallerawang
Power Station Capping Project.**

The Blue Mountains City Council (Council) appreciates the opportunity to comment on the proposed importation of clean fill to Wallerawang Ash Repository as part of the above project. It is stated that the proposed project will be carried out generally in accordance with the existing PA 07 0005. However, the project seeks to modify the existing PA 07 0005 to allow for the following:

- *The importation of VENM and ENM to SSCAD and KVAR, and placement of capping material on SSCAD. These materials are defined by the EPA Waste Classification Guideline 2014 and referred to as capping material in this EA; and*
- *Sourcing capping material from any available location(s) within NSW.*

Energy Australia are seeking to rehabilitate the site through the importation of virgin excavated natural material (VENM), excavated natural material (ENM) and other clean fill material sourced from major infrastructure projects across Sydney and any other sites available. Transport to the project would be along the Great Western Highway through the Blue Mountains LGA.

Trucks transporting capping material would access the Wallerawang Ash Repository via the existing heavy vehicle access entrance on the Castlereagh Highway. It is envisaged that up to 150 deliveries of capping material would occur per day, using road registered trucks with a capacity of around 20 cubic metres.

This is a significant increase in the number of heavy vehicle movements along the Great Western Highway as they cross the Mountains to Sydney. BMCC has long held objections to the use of heavy vehicles to transport materials across the Mountains due to the dangers these heavy trucks pose to other highway users. All due consideration should be given to the transportation of materials by rail.

There is no mention of the impact on cyclists along the routes. 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.

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 recent Draft NSW Freight & Ports Plan. A copy of this submission has been attached.

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.

Also of concern is the interaction of truck traffic with tourism traffic on the GWH. There is considerable collateral around this tourism resource.

Drive Neighbourly Agreement – ‘Respect...Our Code on Blue Mountains Roads’

Such was the Council's concern with the movement of freight across the Blue Mountains that it initiated its own high profile campaign. The 'Respect...Our Code On Blue Mountains Road' initiative arose out of the 2016 "Blue Mountains Heavy Vehicle Drive Neighbourly Agreement" and is endorsed by community groups, major industry participants and government agencies, including the Australian Trucking Association, Road Freight NSW, the region's main heavy vehicle operators, Roads and Maritime Services and NSW Police.

At the core of the Respect initiative is promoting road safety (including implementation of advanced heavy vehicle safety technology), and reducing the impact of HV emissions and noise on residential areas.

The Respect program will reinforce good driver behaviour, especially:

- Keeping appropriate distances between vehicles
- Overtaking with care
- Observing designated speed limits
- Making sufficient allowance for slowing down and stopping
- Exercising caution in reduced visibility conditions
- Considering cyclists and pedestrians
- Convoying.

Reducing heavy vehicle emissions and noise – especially exhaust brakes – is also a key focus of the campaign. Working with the industry, engine brake noise close to residential areas in the Blue Mountains will be minimised by:


- Installing special mufflers to reduce engine brake noise
- Ensuring exhaust systems are in good operating condition
- Turning off noisy engine brakes in built-up areas.

Council is requesting that Energy Australia (and its haulage contractors) work with the Council on partnering in this Agreement and their support for the delivery of the "Respect...Our Code on Blue Mountains Roads" Heavy Vehicle Drive Neighbourly Agreement.

In general, Council reaffirms its concerns on this project with particular focus over the increase of heavy vehicles along the highway and the impacts on safety, amenity through a World Heritage wilderness area and function of the highway as it operates as a regional route and local network.

If you would like to discuss the Council's comments then please contact me on 47805000 or gsherlock@bmcc.nsw.gov.au

Yours faithfully

A handwritten signature in black ink, appearing to be 'G. Sherlock', with a large circular flourish at the end.

GLENN SHERLOCK
Program Leader Transport & Infrastructure Planning