

OBJECTION

TO

APPLICATION FOR

S75W MODIFICATION OF

PA 07_0155

MULTIQUIP QUARRIES

ARDMORE PARK

VIA BUNGONIA, NSW

This document is lodged as an **Official Objection** to the approval of a modification to the original project approval (PA) 07_0155 which was granted on 20 September, 2009, for the development and operation of a quarry on the Ardmore Park property. This application requires modification to the original project approval to allow for the delivery of up to 20,000 tpa to local customers on the existing surrounding road network ie. on roads not included in the transport route approved by PA 07_0155.

This objection strongly demonstrates that the proposed modification would result in major changes to the condition and safety of local traffic conditions and would certainly result in unreasonable environmental impacts.

The Proposed Modification

The proposed modification outlines main local roads as local haul routes but does not identify the dangerous sections of the various roads eg.

- **Oallen Ford Road to Windellama Road.** This section of road although sealed for the most part with two lanes marked has several major dangerous sections as illustrated in photographs taken just two weeks ago. Please refer to Figures 1 thru 6 and you can see narrow water crossings, road in poor condition and blind bends. Hardly a **SAFE** route for large trucks to be **THUNDERING** along at a speed limit of 80 to 100 kph. Oallen Ford Road has been detailed as a major route to Windellama Road. If this road is to be used as a major haul route **WHY** would it not be a requirement for it to be upgraded as per the original approval for Jerrara Road.

UNSAFE

- **Lumley Road.** This road is sealed for 10 klms from the intersection of Oallen Ford Road to Lumley Road but it has three dips over water crossings which flood as can be seen in Figures 7 thru 9 and importantly are only ONE lane wide, very **UNSAFE**. From the intersection with Bullamalita Road heading south Lumley Road has nine (9) klms of gravel and for the most part on the gravel **ONE** lane as can be seen in Figures 10 and 11 and is very damaged in some areas, see Figure 12. Lumley Road has many dangerous areas with blind bends and sharp corners. It would be very **UNSAFE** to have large trucks **THUNDERING** along this road. See Figures 13 thru 16.

UNSAFE

- **Bullamalita Road.** This road has nine (9) klms of gravel from the intersection of Lumley Road heading west towards Goulburn including a flooding watercrossing Figure 17 which always carries at least 100mm of water. It is for the most part barely more than one lane and has some serious blind bends and corners, see Figures 18 thru 23. This road is difficult to negotiate when passing another car. Therefore passing a large truck would be totally **UNSAFE**.

UNSAFE

Hours of Operation:

The hours of operation are excessive. In winter with a start of 7.00 am and a finish of 6.00 pm the roads would be dark or close to dark again making driving on any of these roads extremely dangerous for the local community, especially with large trucks **THUNDERING** along at 80 to 100 kph. Again **UNSAFE** for the local community.

Issue Prioritisation:

I note in the Environmental Assessment Item 4.2.3 the issues of prioritisation are:

- Traffic
- Noise
- Local Amenity
- Socio-Economic

Where is SAFETY!!!

Apart from the excessive noise, extra truck movements and disruption to local amenity, of paramount importance in this issue is the **SAFETY** of the local community and their families.

Lumley Road and Bullamalita Road:

According to Appendix 3 – Traffic Impact Assessment Item 3.3 states that travel along these roads is **NOT RECOMMENDED**.

Quarry Entrance:

The quarry entrance is currently not adequate to accommodate large trucks exiting or entering without moving onto the wrong side of the road again making this movement extremely dangerous for any other vehicles using the road at the same time. **UNSAFE**

Noise and Vibration Levels:

Although Appendix 4 Noise Traffic Impact Assessment indicates that the levels measured during the trials were within the criterion, there has been no discussion re the vibration damage to the roads which would be major. Again placing the local community at risk.

UNSAFE

Heavy Truck Crash Data:

According to a report published by the NSW Government, Transport Roads & Traffic Authority:

Heavy trucks are over-represented in serious road trauma in NSW.

In 2010 heavy trucks

- Represented only 2.5% of registered motor vehicles in NSW
- Accounted for 7% of all motor vehicle travel in NSW (ABS SMVU 2008)
- Crashes involving heavy trucks accounted for 17% of all fatalities on NSW roads in 2008, 15% in 2009 and 19% in 2010

CONCLUSION:

Given all the reasons listed above, it would be reckless to approve such a dangerous proposal. There would only be negative socio-economic impacts for both local business and the local and wider community. The total surrounding area to Goulburn is adequately serviced by the current quarries and to impose this many extra large truck movements would be against the interests of the overall community.

The original approval for the quarries operation was to haul product from the quarry to the rail head in Marulan and beyond. This new proposal is for a completely different reason and impacts all the surrounding areas negatively.

Safety has not been a factor taken into account in the Proposal and as such this Proposal should be **DENIED**.



FIGURE 1



FIGURE 2



FIGURE 3



FIGURE 4

BALLEN FORD ROAD



FIGURE 5



FIGURE 6

OALLEN FORD ROAD



FIGURE 7



FIGURE 8



FIGURE 9

LUMLEY ROAD



FIGURE 10

LUMLEY ROAD



FIGURE 12



FIGURE 11



FIGURE 13



FIGURE 15



FIGURE 14



FIGURE 16

LUMLEY ROAD



FIGURE 18



FIGURE 19



FIGURE 17



FIGURE 20



FIGURE 21



FIGURE 22



FIGURE 23

BULLAMALITA ROAD