

WOLLONGONG TRANSPORT COALITION

Online submission

28 February 2013

TO NSW Department of Planning and Infrastructure

RE: Boral's proposals re Dunmore Quarry - DA 470-11-2003 Mod 6.

Wollongong Transport Coalition (WTC) would like to endorse the submission of Wollongong City Council's Neighbourhood Forum 5 that we understand has been sent to you.

In addition, we consider that more efforts should be required of Boral to find a rail solution and that putting additional numbers of trucks on the Mt Ousley road would require a revised Environmental Assessment that would properly assess the cumulative impact of more trucks on the Mt Ousley Road.

Simply to say that the proposal would result in an extra 0.2 per cent of road vehicle movements on Mt Ousley totally overlooks the fact that loaded bulk trucks are big and heavy, with road safety risks, noise, air pollution and greatly accelerated road wear and tear.

WTC notes the article in the Illawarra Mercury, which reflects much community angst about the prospect of extra truck numbers on Mt Ousley Road. Wollongong City Council's resolution on trucks carried unanimously at its meeting of 11 February 2013 is a further reflection of widespread community concern.

If it is considered, after all factors are considered, that extra trucks are to be allowed on the Mt Ousley Road, WTC asks for:

- A contribution of \$5 per tonne to road safety and truck noise abatement measures.
- Prescribed hours of operation to include a curfew on truck movements similar to that applying to coal trucks to July 2009, to include no truck movements 6.00 pm to 6.00 am on weekdays and no movement on Sundays and public holidays.
- Specification of trucks to meet EURO 4 standards and a code of conduct for drivers.
- An acknowledgement by the RMS that truck noise on and from Mt Ousley Road is a matter of concern, and steps to be taken during 2013 to address this.
- A start of planning of grade separation at the foot of the Mt Ousley Road and the link road to Fairy Meadow.

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Spokesperson