



9 April 2018

File No: F01944 – 18/77243

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 - Austen Quarry  
Extension Project - Application SSD 6084 MOD1.**

The Blue Mountains City Council (Council) appreciates the opportunity to comment on the proposed modification from Hy-Tec Industries Pty Ltd relating to Austen Quarry, being a modification to affect aspects of the following quarry operations:

- increasing the annual production limit from 1.1 million tonnes per annum (Mtpa) to 1.6 Mtpa;
- increasing the maximum daily truck dispatch limit from 250 to 300 trucks, and an associated increase in the average truck dispatch limit from 150 to 200 trucks;
- increasing the hours of operations for truck loading and dispatch;
- realigning the extraction area boundary;
- reducing the approved boundary for overburden emplacement; and
- amendments to the biodiversity offset strategy.

Council is concerned should production reach its approved maximum of 1.6 Mtpa, as this would increase the maximum daily truck dispatch limit from 250 to 300 trucks, and an associated increase in the average truck dispatch limit from 150 to 200 trucks for the transportation of quarry products to the Sydney metropolitan area.

This is a significant increase in the number of B-double movements along the Great Western Highway as they cross the Mountains to Sydney. BMCC has long held objections to the use of B Double trucks 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.

As the quarry is located on the outskirts of the Greater Blue Mountains World Heritage Area and is visible from vantage points on the Blue Mountains Escarpment within the Blue Mountains Local Government Area. The reduction of the visual amenity of the landscape is an important aspect that needs to be addressed.

The recently completed upgrade works through Hartley and the proposed works along the highway between Mt Vic and Katoomba over the next 12-24 months will involve the removal of trees which currently provide screening to the site. The

expediting of the revegetation plan is essential. Perhaps the use of advance plantings should be considered.

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.

Hy Tec is already a partner in this Agreement and their continuing support for the delivery of the "Respect...Our Code on Blue Mountains Roads" Heavy Vehicle Drive Neighbourly Agreement should be reiterated.

In general, Council reaffirms its previous concerns on this project with particular focus over the increase of heavy vehicles along the highway and the impacts on safety, amenity 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](mailto:gsherlock@bmcc.nsw.gov.au)

Yours faithfully

A handwritten signature in black ink, appearing to be 'G. Sherlock', with a small arrow pointing to the right.

GLENN SHERLOCK  
Program Leader Transport & Infrastructure Planning