

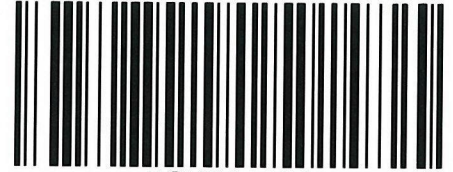
# COMMUNITY VOICE



A non-aligned, a-political, not for profit  
community organization

4<sup>th</sup> September, 2015

Director, Infrastructure Projects  
Department of Planning & Environment  
Application No. SSI 15\_7066  
Major Projects Assessment  
GPO Box 39, SYDNEY NSW 2001



PCU061493

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## SUBMISSION: Hornsby Quarry Road Construction Spoil Management

We appreciate the range of long term benefits that NorthConnex spoil can contribute to Hornsby Shire by partially filling the Hornsby quarry void. Also, we consider this project to be a rare opportunity for reducing the community's and Hornsby Shire Council's ongoing maintenance cost associated with quarry stabilization, and especially for rehabilitating the Hornsby Quarry site into a useful passive recreational facility for the local and regional community. However, we have a number of concerns, as follows:

1. Whether other appropriate onsite Hornsby Quarry fill options were first fully assessed and considered, that could minimise the length of time and number of truck movements to and from Hornsby Quarry?
2. Whether a full geotechnical assessment was first carried out to gauge the structural capacity of the quarry and surrounds to:
  - (a) establish if the quarry is capable of sufficient stabilisation for the outcome desired;
  - (b) establish whether the spoil transfer and degree of fill would achieve the desired stabilisation and render the area safe for the passive recreation environment desired; and
  - (c) will it render the quarry appropriately safe for an adjacent sports area attracting relatively high, frequent visitation.
3. We can foresee some negative traffic, air and noise impacts on local residents and strongly recommend regular reporting and consultation with the local community.
4. We register a particularly high level of concern in the community regarding the tight turns to be made by the combined 17.5 metre long "Custom Truck & Dog" vehicles. Specifically, the turns on and off Bridge Street, Hornsby; and turns at Yirra Road, Belmont Parade and Ku-ring-gai Chase Road.
5. Road safety concerns regarding parking through the village areas of Asquith and Mount Colah will of course require greater study and we recommend on-going meaningful community consultation.

Department of Planning  
Received  
9 SEP 2015

6. There is a great deal of concern regarding safety and congestion/ time issues for local motor vehicle drivers, especially during peak school travel times and especially at the congestion pinch points listed at point 4.
7. We believe there will be particularly be significant congestion around each of the Bridge Road sets of lights where we anticipate the length and size of the truck and dog vehicles will delay passage through traffic lights and size necessitate using two lanes for each turn. We therefore recommend a trial of a couple of truck and dog vehicles, to perhaps allay community concerns &/or to plan appropriate traffic management.
8. We have concerns regarding the capacity of the railway bridges at Hornsby and Mount Colah, given there will likely be a minimum of 35 truck movements per hour over a 2.5 year period, thus creating huge additional stresses for these bridges. Accordingly, we recommend and would appreciate the community being fully informed on these critical issues.
9. We recommend utilizing Hornsby Quarry water for regular watering of roads, spraying spoil stockpiles and conveyor transfer points.
10. We trust that the Hornsby Quarry Road Construction Management team will be responsive to the need for change as it occurs along the whole route, to ensure high levels of safety and meeting reasonable community concerns.
11. We consider it important there be on-going funding for Hornsby Shire to fully complete rehabilitation of Hornsby Quarry / Old Mans Valley to the point it can be used by the public - so this whole exercise will have been worthwhile and not considered yet another waste of ratepayer and taxpayer money. Without that ongoing funding through to completion, a very high proportion of Hornsby Shire residents will otherwise consider the huge cost of transporting spoil and cost to the community (in terms of inevitable added road congestion, safety issues, noise, dust and air quality) over at least 2.5 years, to primarily be a big exercise in just getting rid of NorthConnex spoil.

In closing, we look forward to being kept informed and hope that a truck and dog trial will occur and be publicized.

Sincerely,



Kim Mullins  
**Convenor – Community Voice**  
Hornsby  
[kmullins@aapt.net.au](mailto:kmullins@aapt.net.au)