

Submission on Snowy 2.0

19-10-19

I attended the Information evening in Cooma on 17-10-19 held by the Department of Industry, Planning and Environment, to inform the public and ensure fair process. I would like to commend David Kitto on the manner in which he spoke and answered questions to the best of his knowledge. However, the images on the powerpoint were extremely poor for a Government Department and made his job more difficult. I understand they are available on the website but this was a presentation. The website contains reports written by experts in their fields. Whereas this may fit in with compliance there are no summaries at the end of each report. Such summaries, would for lay persons, provide effective and transparent communication.

The points made by David Kitto were very interesting and these are the concerns that I would like to raise.

KNP Physical Disturbance

In which way is the physical disturbance to the National Park is calculated. Is it the area that power station will stand on or will it also include the narrow KNP roads that will have to be realigned to accommodate the 820 trucks loaded/empty (410 x 2 at peak 300 average) that will travel on KNP roads daily over a 24 hour period. As mentioned at the presentation, 20% at night and 80% in the day.

Alignment of the road

If travel for all, public and project vehicles, is to be undertaken safely, trees will need to be lopped down and roads widened. The tight narrow bends on a lot of the road from the park boundary to Lob's Hole turn off, barely take 2 standard cars.

Will there be lead vehicles for each truck?

It was discussed that the volume of truck would mean that there will be 1 truck leaving the Polo Flat segment factory every 2 minutes. On the journey to Lob's Hole what spacing will be left between the trucks for public vehicles to pass. It will be like a game of leapfrog for kilometres; not a safe one at that.

Many people use this route for recreational purposes to access parts of KNP and to travel on to other locations. If this is going to be the scenario each and every time we travel, (works @ 7 days a week) we will need to travel alternate routes. For example, Travel to Victoria will need to be via Cann River or Yass adding substantial time and cost to each journey.

Trucks through Cooma.

David mentioned the consideration to inversion that occurs in winter in Cooma.

Noise from truck traffic

Cooma being in a geo-physical bowl, this noise echoes 12 months of the year. For example, this morning we could hear the motorbikes travelling up the highway out of town. We hear the trucks braking as they come in on the Nimmitabel road. This will be the same for truck coming in from the quarry. Imagine the cacophony of sound with a constant stream of trucks on 2 highways.

Motels will also be affected by the noise for guests.

Strength of the road pavement. What will be done prior to works starting. Once the road starts breaking up with the volume of trucks, the public will be subjected to more disruptions with road works for repairs.

Safety of all road users

I am concerned about the size of trucks and the safety of other road users and pedestrians.

I know that drivers are very skilful at manoeuvring their trucks but with the sheer size of them, a simple clip with another vehicle can be disastrous. Again, multiply this by the incredible increase in truck traffic. I find this thought intimidating.

This has also relevant for traffic through the demanding roads to Lob's Hole.

Pedestrians- traffic lights not needed!

Council has installed several pedestrian islands in the CBD area, not just the Sharp St. This is because they already recognise the difficulty for pedestrians to cross the road. This difficulty will increase multi-fold when there is 1 truck leaving the Polo Flat segment factory every 2 minutes. As mentioned at the presentation, 20% at night and 80% in the day.

Traffic lights will spoil the feel of the town.

Bypass

Has this route considered? Coming out at Greenhills Rd or up at the Four Mile and then straight on to Adaminaby., leaving the main streets, (Vale St) to be further developed for a mall and cafes.



Benefits

I believe that the segments factory is a good thing for Cooma, bringing jobs and people, hopefully families, to live in the town. I hope that more consideration be given to the points that I have made in order to make this initiative beneficial to all in this community.

Yours Sincerely

Louise Jenkins