

Lake Macquarie Sustainable Neighbourhood Alliance (Inc)

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**Submission to the Modification Applications for
Northern Coal Logistics Hub (SSD-5145 Mod 2 and
Myuna Colliery (MP10_0080-Mod-2)**

25 August 2020

To Whom It May Concern.

On behalf of the Lake Macquarie Sustainable Neighbourhood Alliance Inc. (the Alliance), I am making this submission to the Department of Planning, Industry and Environment in response to the proposed modification applications for the Northern Coal Logistics Hub and Centennial Myuna..

The Alliance appreciates the need for high quality coal to be delivered to Eraring Power Station by Centennial Myuna and this now can only happen by blending coal from Mandalong Colliery via the Cooranbong Entry Site, however we have several serious concerns.

Concerns

1. *Demographics of surrounding suburbs and road usage.*

Wangi Road is the main thoroughfare from Toronto to Morisset. The Traffic Impact Assessment (TIA) does not appear to appreciate or acknowledge the importance of this road to local communities since there is no Social Impact Assessment undertaken. TIA acknowledges the importance of the intersections of Wangi Road and Dorrington Road, Buttaba Hills Road, Donnelly Road and of course Wangi Point Road. However it does not recognise Summerhill Road as an important intersection. Summerhill Road is one of two direct routes from Wangi Road to Wangi, itself. The report, underestimates the current importance of the Wangi Point Road intersection, which it is used as unofficial turning bay for motorists.

The suburbs totally dependent on Wangi Road are Rathmines, Fishing Point, Balmoral, Buttaba, Arcadia Vale and Wangi Wangi. As of the 2016 there were 8905 people living in these suburbs.

The breakdown is shown in Table 1.

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Suburb	Population as of 2016 (ABS)
Arcadia Vale	1378
Balmoral	723
Buttaba	1101
Fishing Point	1039
Rathmines	1905
Wangi Wangi	2759
Total	8905

Table 1: Suburbs and 2016 population. Source: 2016 ABS Census data

There are three public schools in the area, Rathmines, Arcadia Vale and Wangi Wangi. Both Rathmines and Wangi Wangi have small shopping villages and playing fields. Parents and carers of the above tabled suburbs use Wangi Road access retail and other services in the Toronto and Morisset townships. Rathmines and Wangi Wangi are also important to west Lake Macquarie's tourist industry.

Buttaba has a subdivision pending. Its current status is a paper subdivision, with 100 landholders involved. Please see Lake Macquarie City Council's website.

<https://shape.lakemac.com.au/buttaba-paper>

It is important to acknowledge that the west side of Lake Macquarie is growing in its population with new subdivisions being approved in Teralba, Fassifern, Morisset and Cooranbong, with Wangi Road again being emphasised as a main route down the western side of the Lake.

It must be noted that Wangi Road is an alternate route from the M1 is blocked by traffic, particularly when a road accident occurs, between Morisset and Awaba interchanges.

There is a public transport bus service that uses the road and two independent schools, north of the modification proposal. Residents from the south and north of the proposed modification use Wangi Road for work, family and recreational pursuits.

A video (<https://youtu.be/Hev1UUCGxWA>) was taken to demonstrate the use of this busy road. In less than a minute 19 vehicles pass the Wangi Point Intersection. If there is this much traffic on a mid-Friday morning, how will a 25-26 metre B double truck negotiate Wangi Road, when making a right hand turn, without any merge lane required?

2. Terrain and topography

Wangi Road is as hilly as it is bendy, particularly in the proposed modification zone (Figs 1-4). A fully laden haul truck needs to make a right hand turn from Wangi Point Road, without a merge lane, with approximately 280 metres before the incline which is on a bend. This could be considered a traffic hazard, especially if road signage indicates issues particularly in wet weather. This is not safe for the northbound and southbound traffic on coming. It is not safe for the drivers of the trucks.

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Figure 1 and 2: The bends and hill going north.



Figure 3 and 4: The bend going down the hill, south bound.

In the TIA, the bends are not considered with regards to sight distance, giving an inaccurate perception of what motorists may or may not see.

3. *Potential cyclist safety*

Although Wangi Road has low bicycle usage, it has been signposted and road marked at different intersections not just at the Wangi Point Road and Wangi Road intersection. The intersection of Donnelly and Wangi Roads has a green safety marked on road cycle lane (Fig 5 and there is signage on the north bound carriage way going up the hill from Wangi Creek.(Fig 6) The proposed high frequency movements of large trucks during the day-time of operational hours would compromise even the most competent of cyclists using these roads for transport. Lake Macquarie City Council is aiming to increase active transport and improve cycling safety.

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Figure 5 Cycle markings at Donnelly Road Arcadia Vale

Figure 6. Watch Out for Cyclist Signage, northbound, Arcadia Vale

4. *Potential wildlife safety*

Wangi and Wilton Roads are surrounded by bushland. A significant portion borders the proposed Awaba Conservation Area. It is possible that extra high volume of heavy vehicle road traffic could result in a significant increase of road kill, particularly during the early and later hours of coal truck operation.

5. *Stakeholder engagement*

Stakeholder engagement appears to be very limited. A Social Impact Assessment was not undertaken. Feedback from the original communication by Mandalong and Newstan/Awaba Community Consultative Committees of the pending proposal before lodgement was not acknowledged in the modification report. The Newstan/Awaba Community Consultative Committee was not informed of the modification report lodgement. Notice of lodgement came via the Department of Planning, Industry and Environment.¹

Solution

The Alliance recommends that the existing overland electric driven conveyer belts from Myuna and Cooranbong be modified and used to transport coal to the Cooranbong Entry Site for blending. This would keep the diesel trucks off the road and ensure the safety of residents, commuters, cyclists and wildlife.

Yours sincerely

Robyn Charlton BESM Grad Cert ESM

Chair

Lake Macquarie Sustainable Neighbourhood Alliance

¹ The author of this submission is also a member of the Newstan/ Awaba CCC

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References

Australian Bureau of Statistics

Arcadia Vale

https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC10073?opendocument

Balmoral

https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC10166?opendocument

Buttaba

https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC10723?opendocument

Fishing Point

https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC11526?opendocument

Rathmines

https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC13319?opendocument

Wangi Wangi

https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC14135