

John Lagerlow's presentation
notes for public meeting held
16/10/18

I don't claim to represent the people of Trundle. Like all healthy communities, there is a diversity of opinion. I do, however, claim to represent the town of Trundle now and well into the future. The town that was conspicuously absent from the first iteration of the MOD 4 submission.

For me Trundle is a town with a fascinating history, and today hangs on tenaciously despite repeated droughts and the march of rural technology that has so deeply cut into traditional work opportunities. What has become clear to me is that the ever growing demand for new experiences for cashed up grey nomads and back road tourists from all over Australia and indeed the world, is the real long term prospect for Trundle. Mining projects that come and go in little over 20 years do not provide that long term vision.

I hardly think the appeal of Trundle will last with trucks over 30 metres in length rumbling through once every 15 minutes, not just during the working day but every day of year, 24 hours a day.

Imagine being that tourist having taken up a room in the famous Trundle Hotel, writing the next morning on Trip Advisor: "Windows rattled throughout the night as trucks passed by – give this place a miss". In this world so overcome with congestion, noise and confusion, places like Trundle offer a genuine alternative. The quiet, the peace and the amenity of Trundle is it's wealth. Speak to those visitors sitting in the Sunshine outside the Trundle Food Stores or enjoying a cold beer in the pub or the club. These are the tourists and commuters willing and able to open their wallets. I want to see traffic, I want to see quality traffic. I want to see industry. I want to see a diverse and vibrant "people based" economy. Not the slim hope of a "pie and coffee" led recovery that some think will come with this stream of heavy vehicles. Heavy vehicles that more than likely will become autonomous before the mine is fully functioning.

I ask that the commission consider why it is that the town of Trundle has been denied the option of a heavy vehicle detour when such a detour has always been on the plan for another town effected by this proposal - Fifield. Is Trundle a mere inconvenience between A and B or does our community really matter as the proponents of this mining and processing operation claim?

The RMS in it's application of the rules have declared the Bogan Way Fit for Purpose by these trucks, and I don't deny it is. But what they and the other authorities that support MOD 4 have not taken into account is the very real nature of the change for the worse these heavy trucks will bring to the economy of Trundle.

Therefore, I further ask that the commission consider requiring the investigation of a heavy vehicle detour for Trundle in their deliberations on whether or not to support MOD 4 in its current form.