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15 December 2021

Jessie Evans
Director, Resource Assessments
Department of Planning, Industry and Environment

4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

HEAD OFFICE
20 Kullara Close, Beresfield NSW 2322
PO Box 401 Beresfield NSW 2322
P 02 4974 9200

dgroup@daracon.com.au
www.daracon.com.au

SYDNEY
184 Adderley Street West, Auburn NSW 2144
P 02 8799 2600

HUNTER VALLEY
2 Kime Road, Mount Thorley 2330
P 02 6574 0200

GUNNEDAH
21 Martin Road, Gunnedah NSW 2380
PO Box 767 Gunnedah NSW 2380
P 02 6742 4977

Dear Jessie

RE: Martins Creek Quarry Project (SSD 6612) – Request for Additional Information

As per correspondence dated 30 November 2021, the Department of Planning, Industry and Environment (DPIE) has requested clarification on some details in relation to the historic haulage volumes, truck movements and vehicle traffic flows reported in the Traffic Impact Assessment associated with the Martins Creek Quarry Project (SSD 6612) (the Revised Project).

The key points from the DPIE correspondence are reproduced below in *italics* with a response provided.

The total haulage tonnes shown for years 2016/17 and 2018/2019 shown in Table 2-8 (Historic haulage values (Tonnes) and associated truck movements for Martins Creek Quarry) are not equal to the sum of the light vehicle, rigid truck, truck and dog and train haulage tonnes for those years. Please clarify this discrepancy.

Daracon have reviewed the data and advise the following in relation to the data shown in Table 2-8 of the Traffic Impact Assessment (SECA 2021):

The 2016/2017 data does sum to the total.

The total tonnes for 2018/2019 do not add up in Table 2-8 as there was an omission of the relevant train tonnes for that year. That is, there is no change to the road haulage tonnes from that reported in Table 2-8.

Based on the further review, there is also a discrepancy in the 2013/2014 tonnes, which also relates to an error in the train movement data in the table.

An updated table is provided below. All train tonnes are included in the totals in **Table 1**, the tonnes for road haulage have not changed.

Table 1 Historic haulage values (tonnes) and associated truck movements for Martins Creek Quarry

Year	Total Tonnes	Trains		Truck and Dog		Rigid		Light Vehicles	
		Tonnes	Movements	Tonnes	Movements	Tonnes	Movements	Tonnes	Movements
2012/2013	347,951	7,783							
2013/2014	1,149,456	38,003	32	1,082,962	33,940	28,222	2,588	269	148
2014/2015	906,537	35,046	30	822,838	25,587	48,240	4,232	413	248
2015/2016	848,211	45,036	38	752,043	23,047	50,779	4,751	353	194
2016/2017	758,009	29,523	25	662,332	20,985	65,542	5,823	611	300
2017/2018	663,071	28,283	24	590,450	18,439	43,853	4,068	486	285
2018/2019	566,822	45,036	38	498,305	15,884	23,436	2,325	45	117

Note: Data for 2012/13 is not for the complete year as Daracon did not operate the quarry for the full financial year.

Table 2.14 (Summary of the weekday heavy vehicle flows along the transport routes from tube counters) contains several discrepancies, as follows:

The reported proportions (shown as percentages) of total daily flows that are heavy vehicle flows do not align with the reported daily counts at each location. For example, 418 daily heavy vehicle movements at the Gresford Rd north of Paterson location does not represent 17% of the reported total daily traffic flow (3,576 vehicle movements). Please clarify these inconsistencies.

SECA Solutions Pty Ltd have confirmed that there were some typographical errors in the table. An updated table is presented in **Table 2** with the updated numbers in **bold** text. SECA have confirmed that the typographical errors do not have a material change to the outcomes of the Traffic Impact Assessment for the Revised Project.

Table 2 Summary of the weekday heavy vehicle flows along the transport routes from tube counters

Location	Total daily flow	Total heavy vehicle daily flows	Quarry classification truck movements
Dungog Road, midway between Grace Avenue and Gresford Road	1,621	294 (18%)	162 (10%)
Gresford Road north of Paterson	3,509	382 (11%)	179 (5%)
Gresford Road north of Paterson Feb 2020 (NO Martins Creek quarry trucks)	3,307	627 (19%)	34 (1%)
Total Road, midway between Paterson and Bolwarra Heights	4,548	459 (10%)	182 (4%)
Paterson Road, between Bolwarra Heights and Flat Road	13,538	699 (5%)	135 (1%)
Flat Road midway between Paterson Road and Melbourne Street	10,492	385 (3.6%)	105 (1%)

The total heavy vehicle daily flows for Gresford Road appear lower for the traffic counts undertaken in April and May 2018 when compared to those undertaken during February 2020 when Martins Creek Quarry trucks were not operating. Please provide the classified traffic counts for all monitoring locations so that this data can be verified.

As requested, the traffic count data has been provided.

Total heavy vehicle flows for Gresford Road are lower for the April 2018 and May 2018 reading periods when compared those in the February 2020 periods. SECA are unable to explain the difference in the counts. There is a significant increase in C2 vehicles in February 2020. There may have been an event on that week which skewed the data such as a 4WD event with people towing a lot of trailers / caravans. The C3 vehicle count from April and May 2018 has increased significantly from 144 movements in April 2018 and 87 movements May 2018 to 480 movements in the February 2020 count. This C3 class of vehicle whilst classed as a heavy vehicle in regards traffic counting is typically a vehicle used by bus companies and small business owners.

The data from the counters is automatically generated from machines with no human input. As such the counters provide an accurate summary of the traffic flows, but cannot be verified to be 100% correct.

Please do not hesitate to contact myself, or Kirsty Davies at Umwelt (0409 372 344 / kdavies@umwelt.com.au) should you require clarification or further information.

Yours sincerely



Adam Kelly | Director Business Development

20 Kullara Close | PO Box 401 Beresfield NSW 2322

p: 02 4974 9200 m: 0400 390 470 f: 02 4951 1070

Adam.Kelly@daracon.com.au | www.daracon.com.au