

Mr Adam Kelly
Director
Buttai Gravel Pty Ltd
20 Kullara Close
Beresfield, NSW 2322

14/03/2022

Dear Mr Kelly

Martins Creek Quarry Project (SSD-6612)
Request for additional information

The Department is continuing to progress its assessment of the Martins Creek Quarry Project (SSD-6612) and I request that you provide additional information that effectively addresses the issues in Attachment 1.

Please provide the information or notify us that the information will not be provided, by Monday 28 March 2022. If you cannot meet this deadline, please commit to an alternative timeframe for providing this information.

If you have any questions, please contact James McDonough, on 0295856313/ at james.mcdonough@dpie.nsw.gov.au.

Yours sincerely,



Jessie Evans
Director, Resource Assessments
Resource Assessments

Enclosed/Attached: Attachment 1: Request for additional information regarding traffic and noise impact assessments

Attachment 1: Request for additional information regarding traffic and noise impact assessments

1. Intersection performance modelling

The Department notes that the results of the intersection performance modelling (using the Sidra Network modelling program) presented in the Traffic Impact Assessment (TIA, SECA Solutions, 2021) appear to show that the Amended Project would, with the exception of the Dungog Road / Gresford Road intersection, improve the performance of the intersections along the proposed primary haulage route. When comparing the Sidra results for the 'No Project' vs. 'Amended Project' scenarios along the haulage route for year 2030 (i.e. Table 4-9 vs. Table 4-10), the predicted average delays and queue lengths at the intersections decrease under the Amended Project scenario, excepting at the Dungog Road / Gresford Road intersection. Further, the overall Level of Service improves under the Amended Project scenario for the Melbourne Street / Pitnacree Road / Lawes Street and Melbourne Street / New England Highway intersections.

Whilst the TIA provides some discussion regarding the general predicted network performance during year 2030 and the Amended Project's relative contribution to intersection performance at that time, there is limited explanation as to how the Amended Project would improve intersection performance along the primary haul route.

You are requested to provide an explanation as to how the Amended Project would improve intersection performance along the haulage route or, if necessary, provide a revised intersection performance analysis.

2. Modelled existing noise levels

The Department notes that the proposed daytime Project Noise Trigger Levels (PNTLs) for each of the receivers in Noise Assessment Groups (NAG) 1, 2, 3, and 4 have been set based on modelling results considered representative of the existing approved operations. Appendix A2 of the Noise Impact Assessment (NIA, Umwelt, 2021) presents noise contours for the existing operations with and without the rail loading facility operating (Figures A2.2 and A2.3 respectively). The modelling results that include the operation of the rail loading facility as a noise source have then been used to derive the PNTLs for the receivers in NAGs 1-4 (as shown in Table A2.1).

The Department requires further information to clarify the extent to which the operating rail loading facility influences typical daytime noise levels under existing approved operations and therefore the appropriateness of including the operating rail loading facility as a noise source when deriving the abovementioned PNTLs.

Accordingly, you are requested to provide (in table format) the modelled noise level results at all receiver locations within NAGs 1-4 for existing operations without the train loading facility operating. You are also requested to providing information indicating the typical frequency and duration of train loading operations under existing approved operations.