

6 November 2025

Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Ref: SSD-70557215
Enquiries: Craig Wilkinson

Att: Jarrod Blane

**State Significant Development – SSD-70557215 – Hillview Hard Rock Quarry Project –
Council Second Submission**

With reference to the current State Significant Development, being SSD-70557215, which is currently on exhibition at the moment, MidCoast Council wishes to provide the following comments in relation to proposed extractive industry:

TRAFFIC:

The following is Council's review of the traffic matters associated with the proposed development:

- A Road Safety Audit to assess the suitability of proposed BAR/AUL(s) intersection treatment at the intersection of The Bucketts Way / Maytoms Lane is required.
- The left turn movement of heavy vehicles from Maytoms Lane on to The Buckets Way results in encroachment of centreline. This is considered unsafe. The intersection design should cater for safe heavy vehicle turning movements.
- The Bucketts Way between Maytoms Lane and the Pacific Highway will be the main access to the Hillview Hard Rock Quarry for the construction phase and operational stage of the mine.
- The intersection should be upgraded to a channelised standard similar to the intersection treatment applied to the Deep Creek Quarry with acceleration lane to the south. Design vehicle shall be a 30m B-double.
- The Bucketts Way has some sections in poor condition with deformation and the addition of heavy vehicles on this road during the construction phase will further deteriorate the pavement. The applicant should cover the costs of pavement restoration due to any damage done during the construction phase by the heavy vehicles using this road. The determination of any restoration work will be done by before and after independent Dilapidation Reports.
- The use of The Bucketts Way for access to this quarry during operations will have detrimental effect to the road and especially its pavement. The Applicant should make an ongoing contribution to the maintenance of the road each year to ensure the road's safe condition. This amount should be based on the number of vehicles and their size that are accessing the mine site and align with the S94 GLC Haulage rate.

If you have any questions or queries in relation to the above details, please feel free to contact me.

Kind regards

A handwritten signature in black ink, appearing to read 'Craig Wilkinson', with a horizontal line underneath.

Craig Wilkinson
Senior Development Planner