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Director – Infrastructure Assessments

NSW Department of Planning, Housing and Infrastructure

4 Parramatta Square, 12 Darcy Street

Parramatta NSW 2150

Objection to State Significant Development Application: Bobs Farm Sand Quarry (SSD-99860959 / SSD-6395)

Attention: Infrastructure Assessments Team

Dear Director,

I wish to lodge a formal objection to the proposed Bob's Farm Sand Quarry on the grounds of the significant traffic and road safety impacts that the development is expected to create on Nelson Bay Road.

The Traffic and Transport Assessment states that the quarry will generate an average of 46 loaded truck movements per day during its approved operating hours. However, the assessment also acknowledges that, during peak production periods, truck movements could increase substantially, with production rates reaching up to 10 truckloads per hour. This equates to approximately 120 loaded trucks per day, resulting in up to 240 heavy vehicle movements when inbound and outbound truck trips are combined.

The proposed operating hours are 6:00 am to 6:00 pm, Monday to Friday, and 7:00 am to 4:00 pm on Saturdays. These operating hours mean heavy vehicle movements could occur over much of the week, contributing to increased congestion and creating additional safety risks for all road users. The assessment also indicates that staff arrivals and departures will generate an additional five to eight vehicle movements per

hour during morning and afternoon periods.

The Traffic and Transport Assessment notes that, in an 80 km/h speed zone, a stopping sight distance of 100 metres is required to allow following motorists sufficient time to react as trucks slow to enter the site's left-turn slip lane. A separate acceleration lane is also proposed to enable trucks leaving the site to safely merge back onto Nelson Bay Road.

However, after departing the quarry, all trucks are proposed to travel north to the Port Stephens Drive roundabout, where they will perform a U-turn before travelling south on Nelson Bay Road. I am concerned that the assessment gives insufficient consideration to the operational and safety impacts of this manoeuvre.

Unlike the quarry access point, the Port Stephens Drive roundabout does not appear to include dedicated deceleration or acceleration lanes to accommodate frequent heavy vehicle movements. Large semi-trailers require significantly more space to negotiate roundabouts safely and often need to occupy more than one lane while turning. Australian road design guidelines, including the Guide to Road Design Part 4B, recognise these requirements through features such as larger central islands, wider circulating pavements and truck aprons designed specifically for heavy freight vehicles.

Many suburban roundabouts do not provide the physical space necessary for frequent manoeuvring by large articulated vehicles. This can result in heavy vehicles swinging wide into adjacent lanes, requiring other motorists to slow or stop to avoid collisions. While other road users are legally required to give heavy vehicles sufficient room, the increased frequency of these movements has the potential to significantly reduce both traffic efficiency and road safety.

I therefore seek clarification on what specific assessment has been undertaken regarding the Port Stephens Drive roundabout and what measures are proposed to ensure that the substantial increase in heavy vehicle traffic can be accommodated safely without adversely affecting traffic flow or increasing the risk of accidents.

Furthermore, while the application emphasises average daily truck movements, it is the peak production periods that will have the greatest impact on the road network. These periods are likely to coincide with existing peak traffic conditions on Nelson Bay Road, particularly during school holiday periods, weekends and other times of high visitor demand within Port Stephens.

Given these factors, I believe the proposal significantly underestimates the practical impact of heavy vehicle movements on one of the region's busiest arterial roads.

Also, I am concerned about the possible increases in air pollution, including exhaust from the trucks, dust from the sand being hauled; these and any other pollutants will impact on our health and way of life in this pristine area.

For these reasons, I respectfully object to the proposed development. I ask that the consent authority carefully consider the cumulative impacts on traffic congestion, road safety and the amenity of the surrounding community before determining this application.

Thank you for considering my submission. I appreciate the opportunity to comment on this proposal and trust that these concerns will be given careful consideration as part of the assessment process.

Yours faithfully,

Yvonne Wardman