

The Dept of Planning & Environment have a duty of care to ensure up to date information is used for assessment of road safety for this application. Reuse of old reports by the proponent relating to road conditions is unacceptable.

I object to the re-use of outdated road information for Champions quarry modification 4 application.

The proponent is penny pinching and cutting corners to save money by not providing current and accurate road condition information. Road safety cannot be taken so lightly.

From Champions Quarry original consent Environmental Assessment Appendix F - Traffic Impact Assessment Roadnet Pty Ltd report dated 2009 – available on Champions Quarry website information tab

5.2 Road Safety Inspection - RoadNet's Road Safety Auditor Brian Kerwick conducted a road safety audit on routes 1 and 2 in December 2007. An inspection was carried out on Broadwater Road in April 2009. Potential haulage routes were inspected in the context of safety and efficiency for additional truck use.

***Please note – “An inspection was carried out on Broadwater Rd” whereas Routes 1 & 2 had a Road Safety Audit conducted. Did Broadwater Rd ever have a Road Safety Audit conducted on it ? The current EA states “an additional road safety audit would be unnecessary”. Using a 9 year old Road Safety Audit with information from 2007 is not acceptable – this is 2018 the roads have deteriorated – in particular Wyrallah Rd from quarry entrance to Woodburn.**

And Now - From current application June 2018 Environmental Assessment pg 7

An inspection of the transportation routes was conducted in 2009 by Roadnet Pty Ltd as part of their TIA for the 2012 development consent. Through consultation with LCC and the Proponent, it is understood that the surrounding road network and transportation routes remain largely unchanged with the exception of the following;

- The speed limit on Wyrallah Road has been reduced from 100km/h to 80km/h from Lismore to just south of the Quarry;
- Several rehabilitation and minor widening projects have been undertaken on both Wyrallah and Broadwater Roads;
- A 40 tonne load limit has been imposed on Broadwater Road;
- The intersection of Wyrallah and Tucki Road has been upgraded to an Auxiliary Right (AUR) type intersection;
- Wyrallah Road and Wyrallah Ferry Road intersection has been widened to cater for the turn movements of HV's travelling to and from the Quarry (as required under the original 2012 PA); and
- Coraki Road and Wyrallah Ferry Road intersection has been widened to cater for the turn movements

A road safety audit of the transportation routes was previously conducted as part of the original TIA. As the changes to the transportation routes have only improved road conditions it was considered that an additional road safety audit would be unnecessary.

***Please note: -**

(a) the RMS gave instructions in their letter (CQ Mod 4 EA - Appendix 1 Responses to Letters of Consultation) and also,

(b) Department of Planning & Environment (CQ Mods 4 EA pg 5 3.2.1 Consultation with DP&E) :

That a road safety assessment should be included in their Traffic Impact Assessment. Yet the EA makes the claim the road conditions have improved since 2007 and 2009 and the road safety audit “would be unnecessary” . I disagree in light of the nature of the request to double permitted truck numbers on these roads and the use of outdated road inspections.

Current EA 2018 Pg 9 4.1.4.2 Wyrallah Road

Wyrallah Road travels in a north/south direction between Lismore and Woodburn. The condition of Wyrallah Road is very similar to that described in the 2009 Roadnet report. LCC has undertaken several rehabilitation projects on Wyrallah Road since then and the intersection of Wyrallah Road and Tucki Road

***Please note - That was a 2007 inspection by Brian Kerwick – 11 long years ago.**

Current EA 2018 – pg 9

The condition of Broadwater Road is also very similar to that described in the 2009 Roadnet report. LCC has undertaken several rehabilitation projects on Broadwater Road in recent years and another rehabilitation project for a 2 kilometre section of Broadwater Road is planned during 2018. A 40 tonne load limit has also been imposed on Broadwater Road. LCC was upgraded in 2016 to an AUR standard.

***Please note - There is no reference to a Road Safety Audit for Broadwater Rd at any date, old or current.**

Pg 10 Current EA 2018 4.1.4.4 Wyrallah Ferry Road

Wyrallah Ferry Road is a short connecting road between Wyrallah Road and Coraki Road. It remains largely unchanged since the 2009 Roadnet report

***Please note- That was a 2007 inspection by Brian Kerwick- much too long ago to be considered accurate.**

Pg 10 4.1.4.5 Coraki Road The northern end of Coraki Road is used to provide access to the Bruxner Highway for Quarry deliveries either north to Lismore or west in the direction of Casino. There have been no upgrades to Coraki Road in recent years.

Pg 10 4.1.4.6 Bruxner Highway

The Bruxner Highway remains largely unchanged since the 2009 Roadnet report

***Please note- That was a 2007 inspection by Brian Kerwick, nothing more current offered in this EA.**

I ask the Department ensure the proponent presents current and accurate road information for assessment.

I object to the inaccurate and inadequate Bus Stop Audit provided by Champions Quarry modification 4 application. Road safety regarding school buses and school children cannot be compromised in this way.

From the EA pg 12 - An undated bus stop audit conducted by the Proponent - Was this also done in 2007 or 2009 like the Roadnet Report?

Is the proponent suitably qualified in traffic safety to conduct and report this audit ?

Can the proponent be considered unbiased when reporting on his own application, especially in regard to the important issue of school kids road safety?

The proponent states there are 2 school bus companies using these haul routes. That is incorrect – I am aware of 4 school bus companies using these roads.

Although there are no registered school bus stops on these country roads, the proponent completely disregards the safety of school kids pick up and drop offs at homes along these country roads.

Attempting to cut corners and penny pinch on traffic safety issues cannot be permitted. Use of outdated and inaccurate road information cannot be permitted.

These are precious childrens lives that need to be protected and unless the proponent is suitably qualified to provide a bus stop audit, I feel our children's safety has been compromised.

I ask the Department thoroughly investigate the Bus Stop Audit details presented.

I ask the Department ensure a current and accurate Bus Stop Audit is provided by a qualified professional. Our local school children deserve that.

Do not provide my personal details to the quarry owners/operators/directors/shareholders/employees or any of their families. Do not publish my personal details.