PLANNING & INFRASTUCTURE Application 08-0142 MOD 1 ALTERNATIVE HAUL ROUTE TO LOT 218 DP 1044608. October 2012

I object to this application on the grounds of insufficient controls in place to ensure public safety.

The new haul road intersection is designed so that trucks do not cross the traffic flow. All trucks must enter the site from east and leave to the west. All entering trucks must go around the Salt Ash Roundabout.

Macka Sand Pty Ltd also operates a quarry located at Lot 220. Trucks from this quarry enter the Nelson Bay Road at the Lemon Tree Passage roundabout. The vast majority turn west and use the Salt Ash roundabout.

The Salt Ash Roundabout services, via a slip road, a shopping complex (Pauls Corner), Salt Ash Public School and is a major intersection for traffic from Nelson Bay going to the Pacific Highway, the New England Highway and Newcastle. All vehicles travelling to or from Nelson Bay have to pass through Salt Ash Roundabout. The Salt Ash Roundabout is critical to truck movements from both Macka Sand Pty Ltd quarry operations and also other operators in the area.

- The Traffic Study only dealt with the impact of truck movements from lot 218. It did not consider the combined impact of both sites.

- The traffic study by TPK and Associates Pty Ltd considered the average truck movement generated over a 12 month period if the company extracted 500,000 tonnes/annum. It considers peak load caused by difficulties in strictly regulating truck movement. What was not included was the production capacity of the quarry.

- If the production capacity of the Quarry at lot 218 is 3200 tonnes/day, then a truck would leave or enter Lot 218 every 3.75 minutes and one truck would go around Salt Ash Roundabout every 7.5 minutes.

- If the capacity is 6400 tonnes/day then trucks would leave or enter Lot 218 every 2 ½ minutes and one truck would go round Salt Ash roundabout every 4 minutes. If the Quarry at lot 220 is operating at the same rate then a truck would be entering or leaving Salt Ash Roundabout every 1.3 minutes.

This development has insufficient controls on quarry production to protect public safety. Production rates used to calculate traffic flows should be based on the quarries' maximum output and a restriction put on daily output to minimise public risk. The approved extraction tonnage should not only be an annual figure. It should also include a maximum daily production rate.

REFER TO ATTACHMENT - BACKGROUND INFORMATION

ATTACHMENT

BACKGROUND INFORMATION - **Application 08-0142 MOD 1**

NSW DEPT OF PLANNING - 24-Oct-08
Approval for 2 million tonnes/ ann (1mt from each lot)

EPA Licence No.13218 MACKA'S SAND PTY LTD 2684 NELSON BAY ROAD Issued 30/11/2009
Macka Sands is currently licenced to extract 500,000t/ann however the licence acknowledges that each site can extract 1mt/ann.
Licence due for renewal 30 November 2012

CLARIFICATION NEEDED - CAN MACKA SAND PTY LTD CHANGE PRODUCTION LEVELS AFTER THE APPROVAL OF THE PROPOSED HAUL ROAD?

Environmental assessment Dated October 2012 Umwelt Australia Pty Ltd Peter Jamieson Director

Page 4 Transport of sand from lot 218...

Monday to Friday	EST 6am to 6pm
Monday to Friday	DST 6am to 7pm
Saturday	7am to 4pm
Sunday and public holidays	No truck movements

Page 4.19 Traffic Access and Public Safety

Noise	The above operating time are repeated

Macka Sands website
Appendix 2 Noise Management Plan attachment Appendix 1

Macka Sand Quarry Traffic Management Rules dated December 09
This document gives quarry operating times:-

Monday to Thursday	6am to 6pm
Friday	6am to 5pm
Saturday	6am to 12 pm
Sunday and public holiday	Bulk loads by arrangement

TRANSPORT- Roads and Maritime Services - Dave Young 49240688
EXTRACT FROM HIS LETTER DATED 03/02/12 to Dept Planning and Infrastructure,
… it is considered that the alternate haul route for access to the approved sand extraction area will have no additional impact on the classified road network.

APPENDIX 5 - Traffic Report prepared by TPK and Assoc dated - Oct 2012

Applies to lot 218 only There was an agreement reached with Roads and Maritime - Newcastle to allow these trucks to enter Nelson Bay Road
This study is based on a seven day operation with 16 hour day Monday to Friday and restricted truck movement at weekends and public holidays

For the purposes of this traffic study, a peak load of 8 empty trucks in and 8 loaded trucks out in an hour appears to have been adopted.
Peak flows a truck leaves the site every 7.5 minutes - this means a truck enters or leaves the site every 3.75min.

BASED ON TPK and Assoc Truck FLOW FIGURES LOT 218 Only
CALCULATED TRUCK MOVEMENT - 500,000 tonnes/ann

t/mined/ann	t/ truck	total truck movements	Operating Days	Loaded Trucks/day	tonnes/week
500000	33	15152	240	63	
Operating weeks/ann	days/wk	Daily hrs/operation	annual operating hrs	Peak Flow Factor	
48	5	12	2880	1.6	
Loaded Truck movement/hr	Empty Trucks/hr	Total Truck movements/hr	Av. frequency/min	Tonnage/day	
5	5	10	6.00	1980	9900
Loaded Truck movement/hr	Empty Trucks/hr	Total Truck movements/hr	Av. frequency/min	Tonnage/day	
8	8	16	3.75	3168	15840

CALCULATED TRUCK MOVEMENT Base on I,000,000 tonnes/ann **LOT 218 Only**

t/mined/ann	t/ truck	total truck movements	Operating Days	Loaded Trucks/day	tonnes/week
1000000	33	30303	264	115	
Operating weeks/ann	days/wk	Daily hrs/operation	annual operating hrs		
48	5.5	12	3168		
Loaded Truck movement/hr	Empty Trucks/hr	Total Truck movements/hr	Av. frequency/min	Tonnage/day	
10	10	20	3.0	3788	18939
Peak Truck movement/hr	Empty Trucks/hr	Total Truck movements/hr	Av. frequency/min	Tonnage/day	
15	15	30	2.0	5940	29700

CALCULATED TRUCK MOVEMENT for Lot 218 and 220

IMPACTS ON SALT ASH ROUNDABOUT

		Tonnes/ann	Trucks/hr	Frequency in Minutes	tonnes/week
Scenario A	Annual Production Lot 220	500,000	16	3.80	10417
	Annual Production Lot 218	0	0	0.00	
Scenario B	Annual Production Lot 220	0	0	0.00	
	Annual Production Lot 218	500,000	8	7.50	10417
Scenario C	Annual Production Lot 220	250,000	8		5208
	Annual Production Lot 218	250,000	4	5.00	5208
Scenario D	Annual Production Lot 220	1,000,000	32	1.70	20833
	Annual Production Lot 218	0	0	0.00	
Scenario E	Annual Production Lot 220	0	0	0.00	
	Annual Production Lot 218	1,000,000	16	3.80	20833
Scenario F	Annual Production Lot 220	500,000	16		10417
	Annual Production Lot 218	500,000	8	2.50	10417
Scenario G	Annual Production Lot 220	1,000,000	30		20833
	Annual Production Lot 218	1,000,000	15	1.33	20833

If both quarries produce 3200 tonnes/day then the traffic flow at Salt Ash roundabout is a truck every 2.5 minutes. (Based on TPK peak figures for Lot 218 – Traffic survey taken 24.7.12 – 7.45-8.45 am and on 23.7.12 – 4 – 5 pm. It is noted that this timing of the survey does not take into account the varying working hours of 3000 RAAF officers who use the Salt Ash Roundabout, tradespeople or those in the mining industry who commute daily from Nelson Bay to the Upper Hunter)

If both quarries produce 21000 tonnes/wk then the traffic flow at Salt Ash Roundabout is a truck every 1.3 minutes. If this level of production was maintained for 12 weeks then production would reduce to 6000 tonnes/wk for the rest of the year