

**Joel Herbert**

Planning Officer

Resource Assessments | Planning Services

320 Pitt Street | GPO Box 39 | Sydney NSW 2001

By Email: [Joel.Herbert@planning.nsw.gov.au](mailto:Joel.Herbert@planning.nsw.gov.au)

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Dear Mr Herbert

**Ardmore Park Quarry Modification 3 (PA 07\_0155 MOD3)**

I refer to your email of 26 February 2018 to the Department of Education (DoE) in respect to the Multiquip Quarries Pty Ltd proposed modification to the existing operation of the Ardmore Park Quarry (PA 07\_0155).

In July 2017 DoE provided input to Secretary's Environmental Assessment Requirements (SEARs) where we raised concerns about an increase in heavy vehicle movements using the same route that services public school buses in the area. To ensure the safety of students catching buses we requested that, as a condition of approval, no heavy vehicle movements occur along Ollen Falls Road and Jerrara Road during the school bus service times: 7.30am – 8:45am and 3:30pm – 4:45pm.

We have reviewed the submitted development application and note that Multiquip proposes traffic levels and transportation arrangements that will limit track movement to no more than 10 in any one hour between the hours of 5am – 7am and 6pm – 10pm. We also note that the proposed movement of heavy vehicles from the quarry will be directed towards the Hume Highway along Ollen Falls Road and Jerrara Road, the same route used by school buses.

We note that the proponent has liaised directly with the operator of the local school bus service (Culmone Bus Services) who requested that drivers use UHF channel 30 to speak directly to the bus driver when nearing the school bus drop off points and the bus is stationary with the lights flashing.

In response to the DoE input to SEARs the proponent now recommends the following operational safeguards and management procedure:

*The increased hours of transportation would allow for scheduling to minimize, where practical, truck movements during the following periods:*

- 8:00 am to 9:00am Monday to Friday during school terms.
- 3:00pm to 4:00pm Monday to Friday during school terms.

These proposed transport arrangements to address the safety of students catching buses are vague and discretionary. The descriptive nature of the statement ('where practical'), without quantitative measures will make this condition of consent impossible to enforce. In addition,

the proposed time slots for reduced truck movements in the development application does not match the ones requested by the DoE in our July 2017 submission.

If extended hours of operation are approved, we request that conditions of consent require Multiquip to schedule vehicle movements to avoid school bus operating periods and stop (or strictly reduce to 10/hour) truck movements during the school bus operation in the area during school terms.

If you require any further information regarding this matter, please contact Tatjana Djuric-Simovic on 9561 1120 or email [Tatjana.DjuricSimovic@det.nsw.edu.au](mailto:Tatjana.DjuricSimovic@det.nsw.edu.au)

Yours sincerely



Therese Hoy  
Director, Schools Planning