



2 November 2018

The Manager  
Resource Assessments – Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Genevieve Seed**

**SEAHAM ROAD (MR301): SSD 5899, BRANDY HILL QUARRY EXPANSION, LOTS: 100 & 101, DP: 12886, LOTS: 1, 2 & 12, DP: 264033, LOT: 1 DP 473133, LOTS: 19, 20, 21, 36, 56, 57, 58, 59 & 236, DP: 752487, LOTS 1 & 2, DP: 823760, LOTS: 1 & 2 DP: 737844, LOTS 1, 2 & 3 DP: 1006516, 979 CLARANCE TOWN ROAD, SEAHAM**

Reference is made to the Departments of Planning & Environment's (the Department's) email dated 9 October 2018, regarding the abovementioned application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Clause 104 / Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007*.

Roads and Maritime understands the development to be for:

- Expanding the extraction area and continuing quarrying operations for a further 30 years;
- Extracting up to 1.5 million tonnes per annum of hard rock materials;
- Constructing additional on-site infrastructure including a concrete batching plant capable of producing 15,000m<sup>3</sup> per annum, processing facilities, and administration buildings;
- Amending quarrying operating hours;
- Continuing product loading and dispatch hours as 24 hours per day;
- Transporting quarry products off-site and receiving 20,000 tonnes of concrete waste per annum for recycling via public roads.

#### Roads and Maritime Response

Transport for NSW and Roads and Maritime's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

On 27 April 2017, Roads and Maritime provided advice on the proposal, requesting the following further information to assist Roads and Maritime in making an informed submission:

### *Traffic generation and trip distribution*

- *Existing traffic: It is noted that the traffic generation is not consistent throughout each year. The peak traffic volumes (daily and hourly) are based on single days in July and August 2013. As such, the peak daily traffic volume is 380 trips and the peak hourly volume is 170 trips. The peak trips to coincide with the typical AM peak hour (8 to 9 am) is 56 trips.*
- *Proposed maximum traffic volumes: Based on historical data and the range of uses proposed, the peak daily trips at maximum capacity is estimated as 904 trips, and the peak hour trips at maximum capacity is estimated at 150 trips.*
- *Existing haulage route: South via Brandy Hill Drive to Seaham Road to Adelaide Street, Raymond Terrace and then on to the Pacific Highway to Newcastle. A very small number of trips head west towards Maitland or east towards Clarence Town and north to Dungog. The westerly route towards Maitland is restricted due to difficulties crossing the Paterson River at Hinton and Woodville.*

*Based on this information, Roads and Maritime request that the Traffic Impact Statement be updated to include an assessment of the impact of this development on the following intersections:*

- *Raymond Terrace Road and Seaham Road, Nelsons Plains;*
- *Seaham Road, Newline Road, Port Stephens Street and William Bailey Street, Raymond Terrace; and*
- *William Bailey Street and Adelaide Street, Raymond Terrace.*

It is noted in the Response to Submissions (RTS) report that there was confusion regarding the estimated trips generated by the quarry as several different maximums are used within the various reports. The RTS clarifies the maximum number of trips as follows:

- No more than 301 laden loads during day time (7am to 10pm)
- No more than 58 laden loads during the night time (10pm to 7am).

It is assumed therefore that the number of trips generated would be double these numbers to account for the return trip, as only one direction would be a laden load.

Roads and Maritimes interest in this matter extends to the peak hour impact on the intersections previously nominated for further analysis. Based on the traffic report, there will be a maximum of 60 two way peak hour trips.

Roads and Maritime note that the Raymond Terrace Road and Seaham Road intersection has recently been upgraded to a roundabout. The impact from this development on these intersections, using the maximum generated peak hour trip rate, is minimal. Roads and Maritime recommend:

- The maximum number of peak hour trips (that is, trips between the hours of 7:30am and 9:30am, 4:00pm and 6:00pm) be restricted to a maximum additional 30 inbound and 30 outbound heavy vehicles, and
- The Department recommend that Council update their Developer Contribution Plans to include future upgrades to the intersections of William Baily Street and Adelaide Street, and Seaham Road, Newline Road, Port Stephens Street and William Bailey Street.

### Advice to Council

Roads and Maritime recommends that the following matters should be considered by Council in determining this development:

- Roads and Maritime has no proposal that requires any part of the property.

- Council should ensure that appropriate traffic measures are in place during the construction phase of the project to minimise the impacts of construction vehicles on traffic efficiency and road safety within the vicinity.
- Council should have consideration for appropriate sight line distances in accordance with Section 3 of the *Austrroads Guide to Road Design Part 4A (Unsignalised and Signalised Intersections)* and the relevant Australian Standards (i.e. AS2890:1:2004) and should be satisfied that the location of the proposed driveway promotes safe vehicle movements.

On the Department's determination of this matter, please forward a copy of the Notice of Determination to Roads and Maritime for record and / or action purposes. Should you require further information please contact Marc Desmond on 0475 825 820 or by emailing [development.hunter@rms.nsw.gov.au](mailto:development.hunter@rms.nsw.gov.au).

Yours sincerely



Peter Marler  
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Hunter Region**