

27 April 2017

CR2017/000780  
SF2013/034249  
MJD

Industry Assessments  
Department of Planning and 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 department's email dated 28 February 2017 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;
- Clearing approximately 49 hectares of vegetation;
- 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; and
- Progressive rehabilitation of the site.

### Roads and Maritime response & requirements

Roads and Maritime has reviewed the information provided and objects to the proposal as there is insufficient information to make an informed recommendation regarding traffic impacts. The following is noted:

#### 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 recommended that an updated Traffic Impact Statement be provided and include the following detail in relation to the proposed intersection:

- Current traffic counts for each intersection during the AM and PM peak traffic and peak quarry hours
- The distribution of the trips generated by the proposed development at each intersection, shown diagrammatically
- Traffic analysis of the intersections for the following scenarios using Sidra or similar intersection analysis software, including submission of electronic files:
  - Existing traffic conditions
  - Full development traffic conditions
  - Full development plus 10 years growth.
- If any of the intersections reach a Level of Service E on any critical leg, identify under what conditions and what year they reach this.

#### Other matters:

- Roads and Maritime has no proposal that requires any part of the property.
- Appropriate traffic measures are to be 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.

- As the site directly accesses Council roads, Council should have consideration for appropriate sight line distances in accordance with the relevant Australian Standards (i.e. AS2890:1:2004) and should be satisfied that the location of the access 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 Hunter Land Use on 4908 7688 or by email at [development.hunter@rms.nsw.gov.au](mailto:development.hunter@rms.nsw.gov.au)

Yours sincerely

A handwritten signature in black ink, appearing to be 'Peter Marler', with a large circular flourish at the start.

Peter Marler  
Manager Land Use Assessment  
Hunter Region