

23 November 2017

CR2017/004066
SF2012/041993
KAP

Department of Planning & Environment
Industry Assessments
GPO Box 39
SYDNEY NSW 2001

Attention: Laura Evans,

PACIFIC HIGHWAY (A1): RESPONSE TO SUBMISSIONS FOR STATE SIGNIFICANT DEVELOPMENT SSD 7332 – EIS EXHIBITION, EAGLETON HARD ROCK QUARRY, LOT: 2 DP: 1108702, KILLALOE LANE, EAGLETON

Reference is made to Department of Planning and Environment's ('DPE') email dated 25 October 2017 containing a response to submissions prepared by the proponent for Roads and Maritime Service's ('Roads and Maritime') consideration.

Roads and Maritime responded to the exhibition of the SSD application on 17 March 2017 by objecting to the proposed development as it is considered the proposal will have an adverse impact on the safety and efficiency of the nearby classified (State) road network, specifically, the intersection of Pacific Highway and Italia Road.

Roads and Maritime have reviewed the Response to Submissions ('RTS'), prepared by JBA, dated 10 October 2017, supporting Traffic Impact Assessment, prepared by GHD and dated August 2017, and revised SIDRA modelling provided in May 2017. Roads and Maritime are not satisfied that the issues raised in correspondence dated 17 March 2017 have been satisfactorily addressed or are resolved by the proponent's response. Accordingly, Roads and Maritime maintain objection to the proposal as it is considered the proposal will have an adverse impact on the safety and efficiency of the nearby classified (State) road network, specifically, the intersection of Pacific Highway and Italia Road.

In addition to the concerns identified in previous correspondence (with the exception of the adjustment for "large trucks" in the model), the following errors in the traffic modelling should be addressed by the proponent:

- The Give-Way intersection design within the traffic modelling should be updated to a Stop Control intersection consistent with the recommendations within the Safety Audit and the conclusions within the TIA. Roads and Maritime notes that following this update, the intersection experiences greater delays and longer queues.

- The model should be updated to include a 10 second critical gap for the right-turn movement to recognise the average gap required for the heavy truck movement from Italia Road from a complete stop (this average figure is based on the proponent's survey of truck delays and gaps). Accordingly, the Follow-up Headway input should be modified ($\times 0.6$). Application of the TWSC Calibration can also be included for both Italia Road movements. Again, following this adjustment, Roads and Maritime notes that the intersection experiences greater delays and longer queues
- The RTS suggests that the Boral quarry may cease operations within the next decade thereby reducing the number of heavy vehicle movements. It is implied that the Eagleton quarry operations will have a negligible effect on the movements on Italia Road. As there is no certainty around the future operations of Boral quarry, Roads and Maritime maintains that the subject analysis should anticipate Boral's continued operation.
- The RTS advises that the total 170 truck trips will be distributed evenly throughout the course of the 17 hour operation period (being 5am to 10pm). As quarry operations are typically influenced by demand and subject to a maximum annual extraction limit (rather than a weekly limit), Roads and Maritime does not support the notion that vehicle movements will be evenly distributed across the operation period. Instead, modelling should assume a maximum distribution peak as a "worst case scenario". This should be based on the maximum output capable of being prepared by the quarry operations.

Should you require further information please contact Hunter Land Use on 4908 7688 or by email at development.hunter@rms.nsw.gov.au.

Yours sincerely



Peter Marler
Manager Land Use Assessment
Hunter Region