

## JOINT REGIONAL PLANNING PANEL (Northern Region)

<b>JRPP No</b>	<b>2011NTH035</b>
<b>DA Number</b>	<b>T6-08-255</b>
<b>Local Government Area</b>	<b>Kempsey Shire</b>
<b>Proposed Development</b>	<b>Modification to an Approved Extractive Industry</b>
<b>Street Address</b>	<b>118 Toorooka Road, Toorooka</b>
<b>Applicant/Owner</b>	<b>Eastland Sand and Gravel Pty Ltd</b>
<b>Number of Submissions</b>	<b>5</b>
<b>Recommendation</b>	<b>Approval with Conditions</b>
<b>Report by</b>	<b>Robert Pitt – Directory Sustainable Development Kate Alberry – Manager Development Assessment</b>
<b>Report date</b>	<b>22 March 2012</b>

## Assessment Report and Recommendation

<b>JRPP No.</b>	<b>2011NTH035</b>
<b>DA No.</b>	<b>T6-08-255 Modification 2</b>
<b>Applicant:</b>	<b>Eastland Sand and Gravel Pty Ltd</b>
<b>Report By:</b>	<b>DIRECTOR SUSTAINABLE ENVIRONMENT</b>

### SUMMARY:

Reporting that a Section 96(2) Modification application has been received for an approved Extractive Industry - Sand Extraction and associated screening at Lot 1 DP34947 and Part Lot 11 DP752433, 118 Toorooka Road, Toorooka, for which objections have been received.

This matter is being reported to the Joint Regional Planning Panel (JRPP) as the original application was approved by the JRPP on 14 October 2010 and subsequent s96(1) modification issued on 12 January 2011. State Environmental Planning Policy (Major Development) 2005 requires applications other than s96(1) applications to be determined by the JRPP.

### Proposal

A Section 96(2) Modification application has been received for an Extractive Industry - Sand Extraction and associated screening at Lot 1 DP34947 and Part Lot 11 DP752433, 118 Toorooka Road, Toorooka to remove paragraph two of Condition 14 of the Development Consent (T6-08-255) which reads as follows:

Condition 14:

*Additionally, heavy vehicle movements through the town of Willawarrin are restricted to outside peak school times of 8:00am to 9.30am and 2.30pm to 4.00pm on school days and that signage be erected at the exit point of the development site to reflect this information and the speed limits for the area for the information for truck drivers and other staff.*

In support of the application, the applicant has given the following reasons for the modification:

- The 40km/h school zone is exactly the same as the Greenhill School, and there are no restrictions applying to the school zone at Greenhill School;
- Bellimbopinni School also has a 40km/h speed zone and there are no restriction on any heavy vehicles;
- There is no drop off of students on the south side of Armidale Road and wide parking area on the north side in front of the school gate;
- The school and heavy vehicle movements through the village have co-existed since the first engine driven log trucks began operations, with no restrictions; and
- Singling out one relatively small development to be prohibited from efficiently operating legally in all other respects for 15 hours per week is simply unfair, and a restraint of trade.

(See Appendix 1)

## Section 96(2) Modification

The application is a s96(2) of the EP&A Act as the changes have a potential to increase the environmental impacts of the development.

In order to consider the application, the consent authority must ensure that:

- (a) **it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which consent was originally granted and before that consent as originally granted was modified (if at all),**

The proposed modification only relates to truck movements through the school zone in Willawarrin and the development, being a sand quarry, is unaltered.

- (b) **it has consulted with the relevant Minister, public authority or approval body (within the meaning of Division 5) in respect of a condition imposed as a requirement of a concurrence to the consent or in accordance with the general terms of an approval proposed to be granted by the approval body and that Minister, authority or body has not, within 21 days after being consulted, objected to the modification of that consent, and**

The modification was referred to the relevant government agencies, Department of Planning and Infrastructure, NSW Office of Water and the Roads and Maritime Services (RMS) formally the RTA. Only the RMS had commented formally in writing at the time of the preparation of this report.

### *Roads and Maritime Services (RMS)*

Under State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007 the application is required to be referred to the RMS under clause 16(2) referrals. The RMS does not recommend that condition 14 for the consent (T6-08-255) be removed as it considers that the requirements have been imposed in accordance with provisions of Clause 16(1) of the SEPP which requires the consent authority to:

- Limit or preclude truck movements, in connection with the development, that occur on roads in residential areas or on roads near to schools; and
- Require the preparation and implementation, in relation to the development, of a code of conduct relating to the transport of materials on public roads (*See Appendix 2*).

### *Department of Environment Climate Change and Water*

The Office of Water previously issued General Terms of Approval under the *Water Management Act 2000*. The modification was discussed with the Office of Water, whereby it has advised that it has no further concerns relating to the proposed modification as it does not relate to the operations on the river.

- (c) **it has notified the application in accordance with:**  
**(i) the regulations, if the regulations so require.**

## Public Participation

The proposal was advertised in accordance with the requirements for the *Environmental Planning and Assessment Act 1979* for designated and integrated development. Five (5) submissions were received within the exhibition period and one (1) submission being confidential (*See Appendix 3*). The issues raised in the submission are as follows:

Objection		Planning Comment	
1	Alleged breaches of development consent condition number 14.	1	The writer states that they cannot be sure that

			trucks are from the quarry in question as there are a number of other quarries in the area as well as Council operators and other truck operations in the area.
2	Greenhill Public School was not included in the public notification process.	2	Only adjoining neighbours, properties on the adjacent side of the Macleay River and at the intersection of Tooroka Road and Armidale Road were included in the public notification process.
3	Increased truck movements are likely to increase in danger for the students and the increase in the likelihood of accident occurring.	3	There is a potential for 80 truck (40 in and 40 out) movements past the school daily. See 'Traffic Impacts'
4	Safety – Speed, pedestrian and vehicles turning	4	Speed and traffic safety is the concern of the Police. See 'Traffic Impacts'
5	How many truck movements through the village per day now?	5	There are a number of heavy vehicles using the road – logging trucks, cattle transport, deliveries, haulage trucks from other quarries in the area, Council Work vehicles and trucks, RTA vehicles and trucks for bridge repair. See 'Traffic Impacts'
6	Yet another quarry operation on the Macleay River without any consideration to the residents in relation to water quality.	6	The quarry has been approved by the Joint Regional Planning Panel in October 2010. This modification is to remove the time restriction imposed in condition 14 of the consent.
7	Current traffic congestion at the school	7	Any increase, relative to existing congestion for a limited period will be negligible.

**(d) it has to take into consideration such of the matters referred to in section 79C (1) as are of relevance to the development the subject of the application.**

Section 96 of the EP&A Act does not contemplate that Council should revisit all of the issues of the original application but rather those matters where there is a variance to the original application.

**Section 79C Evaluation**

- 79C (a)(i) the provisions of any environmental planning instrument

There are no additional matters arising from the modification related to the original assessment.

- 79C (a)(ii) the provisions of any draft environmental planning instrument

Although not subject to the provisions of any exhibited Draft LEP it is noted that the land will be zoned RU2 (Rural Landscape) under the Standard KLEP and the proposal will be permissible with consent.

- 79C (a)(iii) any development control plan

There are no additional matters arising from the modification related to the original assessment.

- 79C (a)(iv) any matters prescribed by the regulations

There are no additional matters arising from the modification related to the original assessment.

- 79C (b) the likely impacts

### **Traffic Impacts**

Although it is acknowledged that there are no restrictions on other schools in the areas identified in the applicants submission, the volume of vehicle traffic in Willawarrin is much less. Therefore, potential adverse impacts to the village of Willawarrin would be much greater relative to the areas as identified by the applicant.

A Traffic Impact Report was completed which forms part of the original EIS for the Extractive Industry. The report estimates that based on a maximum of 80 heavy vehicle movements per day based on a maximum annual extraction amount of 100,000 m<sup>3</sup> per annum. The EIS indicates that this is likely to vary due to demand throughout the year. The report indicates that a maximum of six traffic movements (three in and three out) during the peak school times will be adequate to service the peak needs of the development. It is noted that the applicant is seeking that no restriction be imposed.

In assessing the current application, Council installed traffic counters on the Armidale Road near the Willawarrin School for a two week period from Wednesday 25 January 2012 to Monday 13 February 2012 to measure vehicle movements through the 40km/hour school zone and in particular, heavy vehicle movements. Vehicles are measured and identified in classes: Class 1 - motor bikes, to Class 12 - double or triple road train or heavy truck and two or more trailers (*See Appendix 4*). For this report Council was only interested in classes 4 to 12 which encompass all types of heavy vehicles that traverse the 40km/hr zone in both the morning and afternoon peaks.

Currently there are a number of trucks travelling through the village of Willawarrin with the majority of heavy vehicles travelling over the 40km/hour speed limit in the school zone and this number is likely to fluctuate markedly related to other forestry, agricultural and quarry trucks at different times.

The statistics from the traffic counters demonstrate that classes 4 to 12 make up a total of 8.84% of all vehicles in the two week period (984/11,129). Broken down per day by time (peak school times) over a week there is an average of 5.88 heavy vehicle movements during the restricted school zone times per day. It is expected that this would equate to an average of 11.88 heavy vehicles per day if the recommended restriction is applied.

It is acknowledged that the proposal will increase the heavy vehicle movements by approximately 100% within the school zone during peak school times, however due to the nature and capacity of the road through the town there is little opportunity to restrict the current unrestricted vehicle movements and driver behaviour associated with other operations that use Armidale Road as a haulage route. The increase in truck movements as a result of the RMS comments and recommendations are likely to have only marginal adverse effects on the nature of the village when compared with what is already occurring and the potential increase in the future.

In order to monitor the recommended restriction in the event of a complaint the existing condition of consent requiring a log book detailing the times and vehicle registration to be recorded and be available to Council on request would provide a compliance mechanism.

Additionally it is recommended that the applicant be required to prepare a Code of Conduct clearly detailing the requirement of the consent and the road speed and behaviour to be adhered to which is to be signed by all drivers prior to exiting the property pursuant to cl 16(1)(c) of the Mining SEPP.

- 79C (c) the suitability of the site for the development

There are no additional matters arising from the modification related to the original assessment.

- 79C (d) any submissions made in accordance with this Act or Regulations

(d) any submissions made	Matters raised
Five (5) submissions have been received from the public.  The issues raised are relevant to the development application and have been adequately addressed within the application and this report. (See "Public Participation")	<ul style="list-style-type: none"> <li>• Traffic and truck movements</li> <li>• Heavy metals</li> <li>• Safety vehicle and pedestrian</li> <li>• Breaches of consent conditions</li> <li>• Extractive Industries</li> </ul>

- 79C (e) the public interest

(e) the public interest	
- federal, state and local government interests	The applicant is required to obtain a Controlled Activity Approval under the <i>Water Management Act 2000</i> from the Department of Water and Energy - The Office of Water.
- Community interests	The proposal integrates economic and environmental goals within the design of the site.

## RECOMMENDATION:

**That the s96(2) application for the modification of development consent T6-08-255 for amendment of Condition 14 be approved, subject to the following additional requirements being incorporated in the condition:**

### (a) Heavy Vehicle Restrictions

Heavy vehicle movements through the town of Willawarrin are limited to six (6) peak hour truck movements only, totalling three in and three out of the subject site during the (8.00am to 9.30am) and (2.30pm to 4.00pm) peaks combined. Signage shall be erected at the exit point of the development site to reflect this information and the speed limits for the area for the information for truck drivers and other staff.

### (b) Code of Conduct

A Code of Conduct is to be prepared and implemented and a copy given to Council on completion in pursuant of cl 16(1) (c) of the State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007, clearly detailing the following:

- Vehicle speed through the town of Willawarrin;
- Times of school zone restrictions;
- Appropriate driver behaviour in relation to the current road rules;
- Vehicle description and registration details; and
- Driver details.

The Code of Conduct is to be available on request at any time by Council staff.

Robert Pitt  
Director  
SUSTAINABLE ENVIRONMENT

## Appendix " / "

### SAND EXTRACTION OPERATION

#### TOOGROOKA

T6-08-255

### SUBMISSION TO SUPPORT CONSENT MODIFICATION APPLICATION DA CONDITION 14

1. Request the following paragraph be deleted from DA Condition 14.

*Additionally, heavy vehicle movements through the town of Willawarrin are restricted to outside peak school times of 8.00am to 9.30am and 2.30pm to 4.00pm on school days and that signage be erected at the exit point of the development site to reflect this information and the speed limits for the area for the information for truck drivers and other staff*

#### Reasons:

1. The Willawarrin School is located within the existing village zone and has 40km/hr restrictions for three hours per day (school days) exactly the same as the Greenhill School, past which at least 95% of the Development created heavy vehicle movements will also pass, and there are no Development Specific Conditions applying to Greenhill School
2. Bellimbopinni School on the Pacific Highway also has 40km/hr zoning for three hours per school day and no restrictions on any forms of heavy vehicles.
3. There is no drop off of students on the south side of Armidale Road at Willawarrin School with a wide parking area on the north side in front of the school gate
4. The school and heavy vehicle movements through the village have co-existed since the first engine driven log trucks began operation. Council itself has transported thousands of tonnes of roadbase, concrete, bridge girders, bitumen, aggregate and machinery past the site, and continues to do so with no consideration of school zone restrictions.
5. Singling out one relatively small development to be prohibited from efficiently operating legally in all other respects for 15 hours per week is simply unfair, and a restraint of trade

  
P J Hadlow

25 October 2011





The General Manager  
Kempsey Shire Council  
PO Box 3078  
WEST KEMPSEY NSW 2440

Attn: Kate Alberry – Manager Development Assessment

Appendix " 2 "

PIP 467965 (F) 2/2/12

<b>KSC RECEIVED</b>	
FOLIO	469285
15 FEB 2012	
FILE	T6-08-255
OFFICER	SJS KJA/nam

Dear Sir,

**Review: Modification of Development Consent T6-08-255 (LA 17357 & 19338) – Sand Extraction - Lot 1 DP 34947, 118 Toorooka Road, Willawarrin**

I refer to your email correspondence of 31 January 2012 seeking comment regarding the abovementioned modification.

On 1 November 2011 a new organisation called Roads and Maritime Services (RMS) was formed to replace the Roads and Traffic Authority (RTA). RMS will focus solely on delivering quality services to the customer.

It is noted that previous applications for this development have not been referred to RMS for comment in accordance with the requirements of Clause 16(2) of the *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007* (the Mining SEPP), which provides that all applications for 'Extractive Industries' involving the transportation of materials on a public road be referred to RMS for comment within 7 days of receiving the application and the application must not be determined until the consent authority has considered the RMS response.

RMS has reviewed the applicant's request for the deletion of the following paragraph from consent condition No. 14;

Additionally, heavy vehicle movements through the town of Willawarrin are restricted to outside peak school times of 8:00am to 9.30am and 2.30pm to 4.00pm on school days and that signage be erected at the exit point of the development site to reflect this information and the speed limits for the area for the information for truck drivers and other staff.

RMS would not recommend the deletion of this section of condition no. 14 as it considered that the requirements have been imposed in accordance with the provisions of Clause 14(1) of the Mining SEPP, which required the consent authority to;

- (b) limit or preclude truck movements, in connection with the development, that occur on roads in residential areas or on roads near to schools,
- (c) require the preparation and implementation, in relation to the development, of a code of conduct relating to the transport of materials on public roads.

Roads & Maritime Services

The Environmental Impact Statement (EIS) prepared by GHD Consultants has stated that the approved development can generate 80 heavy vehicle movements per day. The deletion of this paragraph places no limitation on the volume of vehicles travelling through Willarwarrin during the peak am/pm periods with the potential for adverse impacts upon the safety and efficiency of Armidale Road, particularly within the 40km/h Willarwarrin School zone. Adoption of a limit on heavy vehicles may be considered as a compromise and would enable the consent authority to manage the number of trucks transiting the school zone during these periods, whilst enabling the quarry operator to conduct operations.

Consequently, RMS would consider it acceptable for the condition to be amended to allow a limited number of truck movements in accordance with the peak estimated truck movements as provided in Section 2.11.2 of the EIS, being 6 peak hour truck movements, totalling 3 in / 3 out of the subject site during the AM/PM peaks.

The requirement for signage informing truck drivers and site staff of the school zone arrangements and local speed limits should be retained as it is considered to satisfy the need for a code of conduct pursuant to Cl.16(1)(c) of the Mining SEPP.

If council has any further enquiries regarding this matter please contact Matt Adams of Land Use Northern Region on 6640 1344.

Yours faithfully,

A handwritten signature in dark ink, appearing to be 'David Bell', written over a horizontal line.

13 FEB 2012

David Bell  
Regional Manager, Northern Region

# Appendix " 3 "

22/12/11

ATTENTION  
MR R.B. PITT  
DIRECTOR SUSTAINABLE ENVIRONMENT

REF: 2008/LD00255 - REV 02

DEAR SIR,

IT IS WITH CONCERN THAT I READ OF THE SUBMISSION BEFORE COUNCIL REGARDING THE MODIFICATION TO DA CONDITION 14.

THE UTMOST WORRY IS THE SAFETY TO SCHOOL CHILDREN WHO WALK TO AND FROM SCHOOL FROM THE SOUTHERN SIDE OF THE VILLAGE AND FOR ALL THE CHILDREN RANGING IN AGE FROM 5-12 WHO WALK FROM THE SCHOOL IN THE AFTERNOONS TO ACTIVITIES AT THE WILLAWARRIN HALL AND SPORTING FIELDS. THERE IS NO ALTERNATE ROUTE TO THESE FACILITIES, AND THE CHILDREN HAVE TO CROSS THE ROAD.

UNTIL RECENTLY WE DIDN'T HAVE ANY FOOTPATH IN THE VILLAGE BUT NOW WE HAVE APPROXIMATELY 600M OF FOOTPATH. UNFORTUNATELY THE MOST DANGEROUS PART OF THE VILLAGE HAS NO FOOTPATH AND CHILDREN AND ADULTS ARE FORCED TO WALK ON THE SIDE OF THE ROAD AND FOR A SHORT DISTANCE ACTUALLY ON THE ROAD.

MANY CHILDREN ARE TRANSPORTED TO SCHOOL BY PRIVATE CAR AND HAVE TO DO A U-TURN IN FRONT OF THE SCHOOL. WITH B-DOUBLE TRUCKS MOVING THROUGH THE SCHOOL AT THESE TIMES IS A RECIPE FOR DISASTER.

WITH REGARDS TO THE NUMBER OF TRUCK MOVEMENTS THROUGH THE VILLAGE PER DAY, HOW MANY ARE CURRENTLY BEING DONE AND WHAT WILL THE NUMBER INCREASE TO IF THE RESTRICTIONS ARE LIFTED?

DOES THE ROAD LEVY APPLY TO ALL OF THE ROUTE THAT THE TRUCKS ARE USING OR JUST FROM THE PLANT WHERE THEY ARE BEING LOADED, ALONG TOOROOKA ROAD TO THE ARMIDALE ROAD AND NOT INCLUDING THE ARMIDALE ROAD?

WILL THE LEVY INCREASE WITH THE NUMBER OF MOVEMENTS?

IS ANYONE MONITORING THE TIMES THAT THE TRUCKS ARE MOVING THROUGH THE SCHOOL ZONE AND WHAT SPEED THEY ARE MOVING AT OTHER THAN THE TRUCK DRIVERS THEMSELVES?

THANK YOU AND I WAIT FOR YOUR RESPONSE.

VICKI GILL = GEOFF GILL  
per. U.G.W.

22 MAIN ST  
WILLAWARRIN  
NSW 2440

65671454

NOTICE OF PROPOSED DEVELOPMENT – DESIGNATED DEVELOPMENT

REF 2008/LD - 00255 – Rev 02

Dear Mr Pitt,

Thank you for your letter of the 21<sup>st</sup> November 2011 advising me of the appeal by Eastland Sand and Gravel to have the original conditions of consent for the extraction of sand and gravel from their Toorooka gravel quarry, to be revised.

You have included a letter from Hadlow Design Services requesting the following paragraph of the DA Condition 14 to be deleted from the conditions.

In this case I must protest strongly to any alterations to the conditions that had been proposed to and originally accepted by, Eastland Sand & Gravel for the following reasons. I quote the original condition.

*"Additionally, heavy vehicle movements through the town of Willawarrin are restricted to outside peak school times of 8.00am to 9.30am and 2.30pm to 4.00pm on school days and that signage be erected at the exit point of the development site to reflect this information and the speed limits for the area for truck drivers and other staff"*

1: Willawarrin School does have an existing 60kmh and 40kmh zone in place with signage indicating the above. However, as General Assistant at the school I constantly note with great regularity the number of trucks that proceed past the school without heeding the 40kmh school zone restriction. I appreciate this is only hearsay and proof can only be had by placing a speed camera at the site. With regard to the trucks passing Greenhill School I think you will find that the Principal also harbours similar concerns for the safety of her pupils and parents due to the increased truck traffic that is proposed to use this road past the 2 schools.

2: Bellimbopinni School has a designated turn off lane allowing all vehicles to pull fully into the school grounds before unloading children. Also it has very visible school hour based flashing lights that alert all traffic to the need to slow to the 40kmh limit. It also has a high police patrol presence at this site which enforces the speed restrictions.

3: A number of students live on the south side of Armidale Rd and must traverse the side of the road without a footpath before crossing to the north side of the road to attend both the public school and the preschool. It can be confirmed that a minimum of 11 children and adults regularly take this route to school, preschool and to the bus stop every day of the school week. It also must be noted that the large school bus and a smaller school bus traverse past the school fully loaded with children before making a full "U" turn at the designated turning bay in front of the Tynes house and then bringing the children to the school drop off point in front of the school gates. The place where the buses turn is just after a kink in the road that will shield any the turning buses from view of any trucks coming either way. From the west, trucks are still travelling at speed at that point of turning as the 60kmh sign is only a short distance from this area and from the east vehicles are speeding up after thinking they have left the village. This is a real threat to the buses and to other parents delivering their children to school in private cars who also have to turn across the road to park at the school gates.

4: I appreciate that the Armidale Rd has carried a large variety of heavy vehicles of the years, however there is a major difference in this case.

This major difference is the concentration of heavy truck movements per day. These 40 tonne plus vehicles which comprise the prime mover plus the attached dog trailer are stated in the DA as having up to 40 outward movements and 40 inward movements per day. That is, 80 HEAVY VEHICLE movements per day, along the Armidale Rd hugely increasing the risk of traffic accidents to ALL road users, not just those in front of the 2 schools.

To do the maths, in a 10 hour day from 7am – 5pm we can expect 8 trucks per hour on the road or during the school times that is **24 very heavy vehicles passing the schools front gates** not to mention all the other business in Willawarrin. This is an unprecedented risk to all Up River road users.

5: I gag at the last paragraph, stating we are singling out one industry and restricting developing their business. When has Eastland considered the welfare of all the residents along the Armidale Road not to mention the residents of Willawarrin who must obtain their drinking water from downstream of the quarry, when correct and appropriate soil testing has not been carried out and water quality monitoring has not been factored into the submission. Why must yet another mining project with only a short term monetary gain run rough shod over the lives of the long term residents of the Upper Macleay.

Will Council and Eastland weep long and hard at the death of even one of the Up River residents whether a child or adult, at the hands of one of their truck drivers. Are they prepared to wear the cost of rehabilitating the river after the quarry has unearthed the arsenic and antimony that then pollutes the drinking water and affects the river health for all the other down stream users. No I don't think so.

Mr Pitt, I suggest Council should think long and hard before acceding to the wishes of this demand from yet another uncaring member of the mining industry. We as residents of the Upper Macleay will be still here long after the needs of the greedy developers have been satiated, clearing up the mess and living with the repercussions of their greed. You as a Council employee are meant to be looking after the needs of the general community, not just one outspoken member of the mining industry.

I trust Council will view my submission in good faith and not accept the demands of Eastland.

Yours faithfully,

Ian Bray



R B Pitt

Director

Sustainable Environment

Kempsey Shire Council



Dear Sir/Madam,

I am the Chairman of the Willawarrin School Committee and have been requested to write this letter

Opposing the modification of the original development plan. I do so for the following reasons;

- Traffic congestion. During school hours, there is a flow of traffic cars and buses dropping off the children at school, all of these make a U-turn either in front of the school (private cars) or west of the school near the speed signs (buses) and I believe having trucks travelling through the area at the same time could be hazardous.
- Pedestrian access. There are eight students that have to cross Main St Willawarrin to attend school and with no provision for a marked crossing at the school would only be another danger for the children.
- Condition of Main St. I don't know if council engineers have noted the state of the road especially outside the school, in my opinion it is poor. With the current traffic flow, the road will soon break up and with increased heavy traffic flow will only hasten the process.
- Speed Limit on Main Street. The speed limit in Willawarrin is 60 kmh. On many occasions I have seen vehicles travelling through the village over the speed limit. I believe that the extra traffic is not warranted.

In his application for consent modification Mr Hadlow refers to Bellimbopinni school as an example to support his submission, that school has indicators for the speed change outside the school area. I do not want to get in the way of progress but I cannot support this modification to the original consent,

Yours Faithfully

Terry Flynn

Chairman Willawarrin School Council

34 Kyuna Track Willawarrin 2440



# Upper Macleay Pre-School Inc.

77 Main Street  
Willawarrin  
NSW 2440

Telephone: (02) 6567 1491  
Fax: (02) 6567 1421



12 December 2011

2011/LD-00239

To whom it may concern,

I would like to address the proposal for the modification of a DA application for development of 118 Toorooka Rd Willawarrin.

I would like to address the reason **not to allow** heavy trucks from the quarry to pass through the town during school pick up and drop off times.

- During school times a number of children have to cross over to the other side of the road to get to their homes, not all children are collected from school on the north side.
- On the north and south side of the road the foot path ends at a large drain, by the shop and Hall, that pushes children out onto the edge of the road in order to pass by the drain if a large truck was passing these children have nowhere to go.
- The preschool drop off and pick up times are also during the restricted school speed limit times, even though we are on a side road, if a child was to climb the embankment while a truck was going past the drivers would not be able to see them.
- In the past six months we have had two cracked windscreens from gravel trucks during the restricted school speed limit times while dropping off children between Willawarrin and Bellbrook.
- Council has not been able to maintain the road between Temagog rd and Willawarrin, which is in a shocking state, what state is the road going to be in with the amount of trucks that are going to be out on the road. Who's going to be responsible for the repairs to the road then?
- The school buses and the preschool bus do a lot of turning around, with children on the buses; out onto Armidale road depending on the direction they are travelling, not all trucks and vehicles stick to the speed limits.

If you wish to discuss this matter with me you can phone me on the above number or 0422783880.

Pam Papalii  
Director of Upper Macleay Preschool












<b>KSC RECEIVED</b>	
FOLIO	464668
14 DEC 2011	
FILE	T6-08-255
OFFICER	SDS PK "J"



## ARX

ARX is a modification of AustRoads94. It removes class 12, moves all other classes up by one, and inserts a cycle class as class 1.

- **Units:** Metric (m)
- **Car class:** 2
- **Unclassifiable vehicle class:** 13

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m} \ \& \ \text{axles} = 2$		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}, d(1) \leq 3.2\text{m} \ \& \ \text{axles} = 2$		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	$\text{groups} = 3, d(1) \geq 2.1\text{m}, d(1) \leq 3.2\text{m}, d(2) \geq 2.1\text{m} \ \& \ \text{axles} = 3, 4, 5$		
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m} \ \& \ \text{axles} = 2$		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	$\text{axles} = 3 \ \& \ \text{groups} = 2$		
>3	2	Four axle truck	T4	6	$\text{axles} > 3 \ \& \ \text{groups} = 2$		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}, \text{axles} = 3 \ \& \ \text{groups} = 3$		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m} \ \text{or} \ d(1) < 2.1\text{m} \ \text{or} \ d(1) > 3.2\text{m} \ \& \ \text{axles} = 4 \ \& \ \text{groups} > 2$		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m} \ \text{or} \ d(1) < 2.1\text{m} \ \text{or} \ d(1) > 3.2\text{m} \ \& \ \text{axles} = 5 \ \& \ \text{groups} > 2$		
$\geq 6$	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	$\text{axles} = 6 \ \& \ \text{groups} > 2 \ \text{or} \ \text{axles} > 6 \ \& \ \text{groups} = 3$		
>6	4	B-Double or Heavy truck and trailer	BD	11	$\text{groups} = 4 \ \& \ \text{axles} > 6$		
>6	$\geq 5$	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	$\text{groups} \geq 5 \ \& \ \text{axles} > 6$	