



9 January 2014

CR2013/008329
SF2012/017146
MM

The General Manager
Wagga Wagga City Council
P.O. Box 20
WAGGA WAGGA NSW 2650

Attention: Sam Robins

**DA13/0307 – PROPOSED EXPANSION OF EXTRACTIVE INDUSTRY – TARCOOLA QUARRY,
LOT 4 DP740222, GILLARD ROAD, EAST WAGGA WAGGA.**

I refer to your correspondence regarding the subject Development Application which was referred to the Roads and Maritime Services for assessment and comment.

From review of the information provided, including the Environmental Impact Assessment and Traffic Impact Assessment dated June 2012 and the Supplementary Report dated November 2013, prepared by GHD for the extension of Tarcoola Quarry, it appears that the proposal now represents the expansion of the existing quarry operation to allow for a proposed extraction rate up to 100,000 cubic metres per year (150,000 tonnes per annum). This represents a reduction on the extraction rate proposed by the earlier documentation prepared in June 2013.

It is noted from the documentation provided that the proposal for the extension of the quarry includes the continued use of the existing access route from the quarry via Gillard Road to Hammond Avenue which forms part of the Sturt Highway (HW14) within Wagga Wagga. Gillard Road is unsealed for the majority of its length between the quarry site and its intersection with Tarcoola Road to the north of Hammond Avenue. Gillard Road is limited to a 50 km/h speed zone whereas Hammond Avenue is sign posted as 60 km/h.

The site does not have frontage to a classified road however it is within close proximity to the Sturt Highway (which is Classified Road) and ultimately all access to the site is via the intersection of the Sturt Highway and Gillard Road.

It is understood that the current approved rate of extraction from the quarry site is 500 cubic metres per week (26,000 cubic metres per annum) however the quarry has apparently been operating at an extraction rate providing up to 88,000 cubic metres per annum. Even with the increased traffic volume of laden quarry trucks due to this excess extraction rate the intersection of Gillard Road with Hammond Avenue does not have a significant accident history. The revised documentation indicates that a realistic traffic generation for the proposed quarry expansion would be a maximum of 60 truck movements a day. Currently Hammond Avenue at its intersection with Gillard Road consists of 2 lanes in each direction reducing to one lane to the east of the intersection.

As Gillard Road is currently unsealed there is evidence of loose material and dust issues at the intersection of Gillard Road with Hammond Avenue due to the haulage of quarry material. For road safety reasons Gillard Road should be sealed so as to minimise the dust generation and the tracking of loose material onto the Sturt Highway.

The traffic impact assessment dated June 2013 prepared by GHD referred to imposing a left turn from Gillard roads to Hammond Avenue restriction for vehicles exiting the site through education of the drivers. The implementation of such a restriction without the provision of a raised central median along Hammond Avenue relies on compliance by the drivers and is hard to enforce. As the quarry provides source material for a concrete batching plant located in Riedell Street to the east of the intersection of Gillard Road with Hammond Avenue the majority of truck traffic from the quarry turns left onto Hammond Avenue at this intersection. This is evident from traffic figures from the quarry operation that were surveyed in September 2013. The findings of the survey also indicate that the majority of traffic movement from the quarry is outside the morning and afternoon peak periods along Hammond Avenue.

Given the current configuration of the intersection of Hammond Avenue and Gillard Road with 2 travel lanes in each direction along Hammond Avenue it is considered that the current treatment at this intersection is appropriate to accommodate the additional traffic proposed to be generated by the expanded development subject to implementation of and adherence to an appropriate driver protocol and the sealing of Gillard Road.

Roads and Maritime Services has assessed the Development Application based on the documentation provided and would raise no objection to the development proposal subject to the Consent Authority ensuring that the development is undertaken in accordance with the information submitted as amended by the inclusion of the following as conditions of consent (if approved);

1. The Proponent shall prepare and implement a Transport Management Plan, in consultation with Council and Roads and Maritime Services to outline measures to manage traffic related issues associated with the operation of the quarry and the transport of quarried material. This plan shall detail the potential impacts, the measures to be implemented, and the procedures to monitor and ensure compliance. It shall address, but not necessarily limited to;
 - measures to address restrictions on haulage during periods of low visibility eg heavy rain periods or fog etc, along the haulage route,
 - measures to be employed to minimise truck movement during the morning and afternoon peak traffic periods and limit disruption to other motorists, emergency vehicles and school bus timetables, so as to minimise potential conflict with haulage vehicles,
 - measures to ensure that all loaded vehicles entering or leaving the site are covered, and are cleaned of materials that may fall onto public roads,
 - measures to address dust generated by quarry vehicles accessing site,
 - details of procedures for receiving and addressing complaints from the community concerning traffic issues associated with truck movements to and from the quarry,
 - measures to ensure that the provisions of the Traffic Management Plan are implemented and complied with.
2. Gillard Road shall be constructed and sealed to provide for 2 travel lanes in accordance with Councils guidelines to minimise loose material and dust generation due to the transport of material from the quarry site.
3. The proponent shall ensure that dust and loose surface road material generated by traffic activities on and accessing the subject site do not cause a nuisance or hazard to traffic on the public road network.
4. The quarry operator shall maintain accurate records of the extraction quantities and traffic movement to and from the subject site. These records shall be kept on site and be available for inspection at the request of either of the Wagga Wagga City Council or Roads and Maritime Services.

5. Works associated with the proposed development shall be at no cost to Roads and Maritime Services.

Please be advised that under the provisions of the Environmental Planning & Assessment Act it is the responsibility of the Consent Authority to assess the environmental implications, and notify potentially affected persons, of any development including conditions.

Any enquiries regarding this correspondence may be referred to the Manager Land Use for Roads and Maritime Services (South West Region), Maurice Morgan, phone (02) 69371611.

Please forward a copy of the Notice of Determination for this Development Application to the Roads and Maritime Services at the same time as advising the applicant.

Yours faithfully



Per:
Mr Lindsay Tanner
Regional Manager
South West Region