



M^CLAREN TRAFFIC ENGINEERING

Address: Shop 7, 720 Old Princes Highway Sutherland NSW 2232
Postal: P.O Box 66 Sutherland NSW 1499

Telephone: (02) 9521 7199
Web: www.mclarenttraffic.com.au
Email: admin@mclarenttraffic.com.au

Division of RAMTRANS Australia ABN: 45067491678 RPEQ: 19457

Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

3 February 2025

Reference: 220394.02B

Metro Planning
8 Mortain Avenue
Allambie Heights NSW 2100
Attention: John McKee

SUPPLEMENTARY TRAFFIC ADVICE REGARDING THE EXISTING QUARRY AT 28 CORAL PARK ROAD, WOLUMLA

Dear John,

Reference is made to your request to provide supplementary traffic advice for the existing quarry at 28 Coral Park Road, Wolumla in response to Transport for NSW's comments which were issued within two separate letters dated 5 July 2024 and 14 October 2024 for DA2024.109. The comments made by TfNSW relevant to traffic and parking are shown below (*italicised*) with *M^CLaren Traffic Engineering's* (MTE) response thereafter.

TfNSW Letter – 5 July 2024

1. *Clarification: TfNSW seeks clarification to the following points:*
 - c) *Whether the approval for the existing operation of the quarry includes any requirements related to vehicles access to and from the Princes Highway and maximum vehicle movements?*

MTE Response: It has been advised that the quarry operates under existing use rights and therefore, there are no existing approvals or traffic management plans.

- g) *The EIS states that "An average of 30 truck movements occur per day are envisaged when the pit is at full operations..." (15 in and 15 out), however, the Traffic and Parking Impact Assessment references a daily average of 10 truck movements (5 in and 5 out). Noting the inconsistency between the two documents and the lack of details on how the average number of truck movements per day will be calculated during the quarry operation, if no access improvements are proposed as part of the current application the TfNSW preference is to cap the maximum number of truck movements per day.*

MTE Response: The number of truck movements that will be generated by the proposal is **10 (5 in, 5 out)** per day on AVERAGE as calculated in Section 4.1.2 of the submitted *Traffic and Parking Impact Assessment*. This is the same number of average trips that the site is currently generating and hence no change is proposed from the existing approved development. It should be noted that this is an AVERAGE number of trucks across the year as some days will have more heavy vehicle trips and some days will have fewer heavy vehicle trips depending on the end buyer. Indeed, the site on any day can extract up to 500 tonnes which equates to a total of **34 heavy vehicle trips (17 in / 17 out)** per day however, the days in which 500 tonnes are extracted are a rarity. It is reiterated that the site is currently operating and is currently approved to operate within this traffic generation such that there is no proposed change to the subject site in relation to traffic generation. The EIS has been updated to be consistent with this traffic generation.

4. General comments:

- a) *TfNSW notes that SIDRA has been used to assess the existing intersection performance of Princes Highway and Coral Park Road. However, considering the traffic volumes along Princes Highway at this location and the associated gaps between vehicles, TfNSW believes that SIDRA modelling alone does not accurately demonstrate that the existing intersection configuration with the quarry in operation will ensure the safe and efficient movement of vehicles along Princes Highway.*

TfNSW suggests that a turn warrant assessment is the appropriate method to identify suitable turn treatments that should be provided. This involves using volume plots on Figure 3.25 in Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management. This assessment shall be conducted if it is determined that there is a nexus to review access treatments, efficiency, and safety as part of the current DA. Any works required within the Princes Highway road reserve will need to be supported by a strategic design. This design shall adhere to the requirements outlined in the TfNSW Strategic Design Requirements fact sheet, which is accessible through the following link: Strategic Design Fact Sheet.

Providing the above design, will clarify the scope of works, demonstrate the feasibility of a compliant design that can be constructed, enable TfNSW to assess and provide informed feedback on the developments impact on the Princes Highway, and allow the consent authority to consider any environmental impacts that will need to be considered/addressed as its assessment of the DA.

MTE Response: There is no proposed change to the existing operations of the site in relation to traffic generation or vehicle sizes. With no proposed changes to the existing traffic generation of the site, there is no nexus to review the intersection design. A review of available TfNSW crash data from their website revealed that there have been no accidents at the intersection of Coral Park Road / Princes Highway during a 5-year period from 2019 to 2023. As such, there is no nexus for intersection upgrades as long as the quarry continues to operate as per existing conditions.

- b) *TfNSW notes that the development site currently has two other access points/connections with the Princes Highway to the north of the Coral Park Road/Princes Highway intersection. Should TfNSW be in a position to support*

the current DA, these two access points need to be permanently closed by the removal of gates, fencing, and revegetation.

MTE Response: It has been advised that the access points via the Princes Highway are not in use, with all road access via Coral Park Road which is an unclassified road.

It is noted that the access points TfNSW refer to are unsealed roads. Considering that Coral Park Road provides a sealed access road into the site, it is highly unlikely that these unsealed access roads are ever used by vehicles. Indeed, it has been advised that the gates are only used for stock or emergency egress purposes.

TfNSW has requested the full closure of the access points by the removal of gates, fencing and revegetation to discourage vehicular access via the Princes Highway. However, it should be brought to TfNSW's attention that the gated access points to the Princes Highway can facilitate emergency vehicle access to the site if needed, especially in the event of bushfires where an alternate access may be needed. A condition of consent could be implemented for the installation of "Emergency vehicle access only" signage on the gates.

- c) *TfNSW notes that the existing access arrangements at the intersection of the Princes Highway and Coral Park Road do not meet current Austroads Guide to Road Design requirements. Specifically, these deficiencies include but are not limited to non-compliant turn treatments for both left and right-turning vehicles and the inability of the existing configuration to accommodate the simultaneous entry and exit of a 19m truck and dog alongside a car. Consequently, access improvements are required to enable the safe and efficient entry and exit of vehicles associated with the quarry to and from the state classified road network.*

MTE Response: It is reiterated that the site will continue to operate as per existing conditions and as such, the proposed development will not intensify vehicle movements above existing conditions. Accordingly, there is no nexus for the review of the intersection design.

TfNSW Letter – 14 October 2024

2. **Access safety:** *TfNSW is concerned that the existing access arrangements at the intersection of Princes Highway and Coral Park Road do not meet the Austroads Guide to Road Design requirements. TfNSW require the following items to be addressed:*
- a. **Traffic analysis:** *Previous Traffic and Parking Impact Assessment from March 2023 had determined 10 heavy vehicle movements will occur daily however, the Environmental Impact Statement states there will be 30 heavy vehicle movements occurring daily. TfNSW require confirmation regarding the number of operational heavy vehicles movements that will be required for the quarry.*

MTE Response: Refer to response g) above.

- b. **Turn warrant assessment:** *A turn warrant assessment is required to determine an appropriate treatment of the intersection. TfNSW require the TIA to be updated to reflect a turn warrant assessment for the access to the Princes Highway and Coral Point Road.*

MTE Response: The TfNSW letter dated 5 July 2024 states that "This assessment shall be conducted if it is determined that there is a nexus to review access treatments, efficiency, and safety as part of the current DA". There is no proposed increase to the existing traffic volumes. Rather, the DA seeks to extend the life of the quarry so that it can continue to extract 30,000 tonnes (or 11,111m³) of gravel per year. Considering that there are no proposed changes to the peak hour or daily traffic generation of the site, a turn warrant assessment does not need to be undertaken. A review of available TfNSW crash data from their website revealed that there have been no accidents at the intersection of Coral Park Road / Princes Highway during a 5-year period from 2019 to 2023. As such, there is no nexus to upgrade the intersection if it continues to operate as per existing conditions.

- c. Swept path analysis: *Swept paths analysis does not demonstrate a 19m truck and dog vehicle and a B99 vehicle entering and exiting simultaneously. TfNSW require an updated plan demonstrating how a 19m truck and dog vehicle and a B99 vehicle can enter and exit the access simultaneously.*

MTE Response: There is no nexus to review the existing intersection layout as the proposed development expansion does not propose to increase the traffic generation of the site and hence does not intensify the movement of vehicles along Coral Park Road.

- d. Existing access points: *the development site currently has two other access points / connections with the Princes Highway. TfNSW require a plan demonstrating the closure of the two access points by the removal of gates, fencing and revegetation.*

MTE Response: Refer to comments in the same response above.

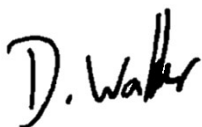
- e. Strategic Design: *If the outcome from the turn warrant assessment and swept path analysis determines a necessary upgrade to the access of Princes Highway and Coral Park Road, a strategic design is required for assessment.*

MTE Response: A turn warrant assessment has been deemed unnecessary since the site is proposed to continue to operate as per existing conditions. That is, there is no proposed increase in traffic associated with the development. Therefore, consideration to intersection upgrades is not needed.

Please contact the undersigned on 9521 7199 should you require further information or assistance.

Yours faithfully,

McLaren Traffic Engineering



Daniel Walker

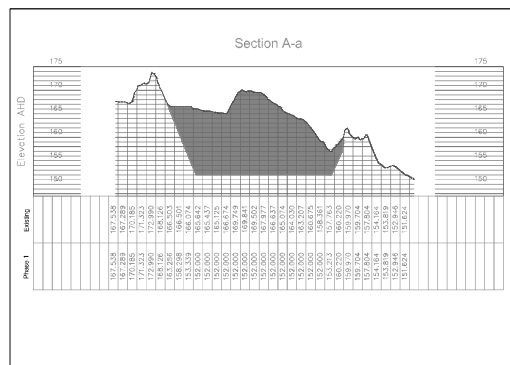
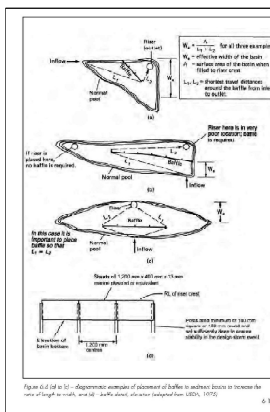
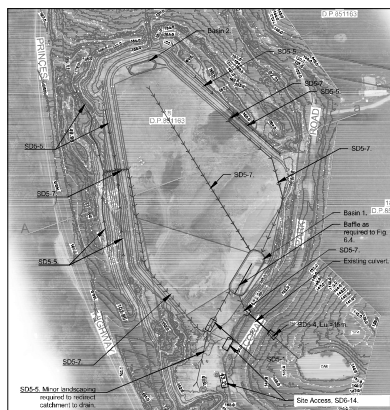
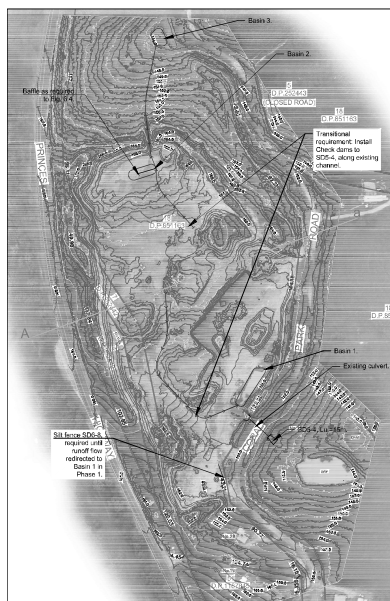
Principal Traffic Engineer

B.E. (Hons) (Schol) (Civil Engineering)

TfNSW Accredited Level 2 Road Safety Auditor



ANNEXURE A: SITE PLAN
(1 SHEET)

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