



New South Wales Government
Independent Planning Commission

TRANSCRIPT OF MEETING

RE: STONE RIDGE QUARRY PROJECT (SSD-10432)

TfNSW & DEPARTMENT MEETING

PANEL: JANETT MILLIGAN (CHAIR)
RICHARD PEARSON
TERRY BAILEY

OFFICE OF THE IPC: KENDALL CLYDSDALE

TRANSPORT FOR NSW: HOLLY TAYLOR
LIZ SMITH
DAMIEN PFEIFFER

DEPARTMENT OF
PLANNING, HOUSING
AND INFRASTRUCTURE: JESSIE EVANS
JAMES MCDONOUGH

LOCATION: ZOOM VIDEOCONFERENCE

DATE: 3:00PM – 4:45PM
WEDNESDAY, 20th NOVEMBER 2024

<THE MEETING COMMENCED

5 **MS JANETT MILLIGAN:** Okay, thank you. All right. So, hello everyone, good afternoon and welcome. Before we begin, I'd like to acknowledge that I'm speaking to you from Cammeraygal land, and I acknowledge the traditional owners of all the country from which we virtually meet today. And I pay my respects to their Elders, past and present.

10 Welcome to the meeting today to discuss the Stone Ridge Quarry Project which is SSD-10432, currently before the Commission for determination. The applicant, Australian Resource Development Group Pty Ltd, is seeking approval to develop Stone Ridge Quarry, a new hard-rock quarry, to extract, process and transport up to 1.5 million tonnes per annum of hard-rock material over a 30-year period in the Port Stephens local government area.

15 My name's Janett Milligan and I'm the Chair of this Commission Panel. I am joined by my fellow commissioners Richard Pearson and Terry Bailey. We're also joined by Kendall Clydsdale from the Office of the Independent Planning Commission.

20 In the interest of openness and transparency, and to ensure a full capture of the information, today's meeting is being recorded, and a full transcript will be produced to made available on the Commission's website.

25 This meeting is one part of the Commission's consideration of this matter, and will form one of several sources of information upon which the Commission will base its determination. It's important for the Commission to ask questions of attendees and to clarify issues whenever it's considered appropriate. If you're asked a question and you're not in a position to answer, please feel free to take the question on notice and provide any additional information in writing, which we will then put up on our website.

30 I request that all members here today introduce themselves for the first time before you speak, and for all members to ensure that they don't speak over each other, so we ensure the accuracy of the transcript.

35 Can I just say, as we begin, the Commission also notes that there's Class 1 appeal against its determination of the Eagleton Quarry application currently before the Land and Environment Court. This meeting today, of course, is about the merits of the Stone Ridge Quarry application. That may appropriately include considering the implications of the Eagleton Quarry conditions and proceedings.

40 Nonetheless, any matter that Transport for New South Wales would like the Commission to consider regarding its participation in the other proceeding should be dealt with separately by correspondence to the Commission.

45 Further, the Panel reiterates that a transcript of this meeting will be published on the Commission's website. The Panel encourages caution should participants

intend to refer to any confidential or legally privileged matters relating to active proceedings.

5 So, with those opening comments, let's begin. And we have an agenda to guide us, and basically I'm going now to pass over to Transport for New South Wales to present or talk to us about the issues that they've brought to the meeting.

10 **MS LIZ SMITH:** Thank you very much. My name is Liz Smith, I'm the Manager for Development Services North for Transport for New South Wales, and my team looks after the area in question and have been involved in the assessment of the application on behalf of Transport.

15 I have a presentation. I'm not used to using Zoom, I'm going to attempt to share – I usually use Teams. So, I'm going to give it a go and Holly's going to back me up if it doesn't work.

MS MILLIGAN: Okay. I'm sure it will.

20 **MS SMITH:** I hope so. Can you see a presentation?

MS MILLIGAN: We can see a presentation and it's now full screen, so I think you're away.

25 **MS SMITH:** Excellent. Thank you very much. And I would like to pay my respects as well to Elders past and present. I'm on Bundjalung land here in Grafton, it's beautiful. Across the river is Yaegl. I couldn't live in a better place.

30 So, now if I can move that, I can move that. So, I just wanted to start with the draft conditions of consent. We've been working closely with DPHI with James McDonough's team, and we've had a look at the draft conditions that were based on some advice from us in the assessment, and this is what we've put back. So, whether James knows if they've been amended since then, but this is what we are working towards.

35 In particular, condition A10: "The applicant must ensure that all trucks travelling southbound from the quarry first turn left (i.e. northbound) onto the Pacific Highway and utilise the Tarean Road interchange at Karuah to perform a U-turn."

40 B33: "Prior to transporting any quarry products from site, they are to ensure the intersection at the junction of the Pacific Highway and Italia Road is upgraded to the satisfaction of Transport."

45 And next slide. Condition B35(d)(ii): "Including a Drivers' Code of Conduct, that they adhere to designated transport routes and travel times, including GPS tracking."

Now, these conditions have been put together to support a strategic design for the intersection that Transport has been working through for many years, probably

since 2019, with the three separate quarry operators that all access Italia Road. So, I've just got a bit of a map here just showing this is Italia Road, if you can see my cursor. This big white line here is the Pacific Highway. This quarry here, the yellow and black stripe, that's Stone Ridge that we're talking about today.

5

On the other side of Italia Road outlined in pink here, that's the Boral site for Seaham Quarry. And then this one here is Eagleton, which you mentioned earlier as well. So, all of those quarries come out at this particular location onto the Pacific Highway at Italia Road.

10

We are aware of significant crash history at this location, and it's got bad sight distance and things, I'm going to go through that in a minute. But we're also aware of several community groups that have made, I guess, representation to Transport and wanted to meet with Transport about cumulative impacts of the quarries in the area, and I guess acknowledging that yes, there are cumulative impacts.

15

Normally, assessments are dealt with, or developments are dealt with individually, they, you know, do a transport impact assessment, assess their impact and, you know, look at what their impacts are going to be and what their mitigation measures are. In this case, we realised quite a while ago that there are cumulative impacts, and I guess that's what we've been working towards for some time, is how do we mitigate those cumulative impacts.

20

So, the next slide is just the intersection itself, I guess, a close in. This is what's called a "seagull intersection." It's got a right-turn lane here to allow right turns in. It's got a separate left-turn lane to turn left in. And when you turn right out, it's got an acceleration lane separate to the two lanes heading south.

25

We had a look at the sight distance of the intersection. For this particular intersection, you need 300 metres of sight distance. About 260 metres can be achieved. So, it doesn't quite meet the safe intersection sight distance required for the speed limit of a hundred kilometres an hour at this location.

30

Flashing advanced warning intersection warning signs with flashing lights were installed some time ago, we think around 2018/2019 to try to address impacts related to the right turns out, especially for the trucks being longer vehicles. So, they have been in place for some time.

35

This is a diagrammatic of the crash history at this location for the last 10 years. It's probably a bit difficult to see, and I've got some more on the next slide. But essentially, this dot here represents seven intersection crashes that have occurred at this site in the last 10 years. RUM code 13 relates to that side T-bone type crash for the right turn out with a southbound vehicle colliding with a vehicle turning right out. There's been two serious-injury crashes and several other moderate-injury crashes as well.

40

45

So, there have been 10 crashes in the last 10 years, 7 intersection crashes, 3

involving the right turn out; 13 people have been injured, 8 moderately or seriously injured; and 5 have involved trucks.

5 Transport has a Towards Zero road safety policy, which requires action to be taken to reduce fatal and serious injury crashes. Obviously, crash risk is related to likelihood and severity. So, additional turning volumes at an intersection will increase the likelihood of a crash occurring.

10 And then you have crash types, which are directly related to severity, like intersection crashes or T-bone crashes related to the right turn out, usually have a higher severity. Whereas side-swipe crashes usually related to left turns out and maybe side swiping with another vehicle travelling in the same direction, tend to have a lower severity.

15 As I said, we've been working collaboratively with all three quarry operators – Boral, Eagleton and ARDG – since about September 2019 to resolve an acceptable solution. They've all been aware, I guess, of the safety aspects related to the intersection. It was about 2020 when Transport recommended grade separation for the right turns out, that was sort of where we were sitting. And whilst grade
20 separation's desirable, it's not the only solution. Obviously, grade separation is extremely costly, so we committed to working with the three quarry operators to consider an alternative solution.

25 So, they banded together – we can't force anybody to work together obviously, but Damien, you know, used his charm, and the three quarry operators came together, which was really great. Actually, they commissioned a report together, the GHD report, from August 2023, and it identified traffic and safety impacts of the developments on the intersection with a view to understanding the impact should
30 the right turn out be restricted.

The study showed the level of service for the intersection with right turns out with future conditions was a level of service of F, which is not acceptable. But removal of the right turn demonstrated a level of service of D, which was within acceptable
35 limits.

So, based on that study, Transport began working with them on a strategic design that could be accepted. And in June 2022 we gave in-principle acceptance to a strategic design solution which restricts the right turn out from Italia Road for heavy vehicles. All heavy vehicles must turn left out and use the existing grade
40 separated interchange at Karuah.

There's an environmental assessment being undertaken of that strategic design at the moment, and I understand that the Planning Panel is scheduled to meet in December to determine that DA. We've given comments to Port Stephens Council
45 in relation to that.

So, the proposed conditions of consent that we've put forward support this strategic design. They are matters related to driver behaviour, monitoring driver

behaviour, those types of things, the need for regulatory signage to support that left turn out, and things like that. So, I guess we've been down a long road and worked collaboratively with these three quarries and we've come to a position that we are comfortable with.

5

And I do note, I think I have one more slide – oh sorry, they're just the quarries that we've been working with and the DA for the other, Stone Ridge is what we're here to talk about today. But longer term, Transport is developing an access strategy for the upgrade intersections along the Pacific Highway between Raymond Terrace and Karuah, the main ones being Italia Road, Medowie Road and Bucketts Way. We're looking at developing a grade separated solution longer term.

10

15

But working through the issues with the operators, we've determined that a left turn out is an acceptable interim solution to enable progression of these developments, from a traffic and safety perspective until this other piece of work can be completed.

20

That's the end of my presentation. If I stop sharing. That was probably a lot of information.

MR DAMIEN PFEIFFER: You're muted, Janett.

25

MS MILLIGAN: The other piece of work you referred to at the end, is that the other piece of work to determine strategically where the grade separations will go?

MS SMITH: Yes. Damien, you look like you're about to speak.

30

MR PFEIFFER: Yes. Damien Pfeiffer, Director of Development Services, Transport for New South Wales.

35

Yes, Transport is working on a solution that facilitates arrangements for the area from Raymond Terrace to Bucketts Way. The Medowie Road intersection and Bucketts Way intersection also have significant crash data with them. And in this particular area we're speaking about, the length of it, it's the space of, I think, just under 10 kilometres, I think, and to put three/four grade separated interchanges in this location is a bit of overreach for anyone and not cost effective.

40

45

So, currently we're working on a solution to activate as many of those interactions with the M1 in this location, to remove as many of those interactions by using connector roads. Say, there is a grade separated at Bucketts Way and one just south of Medowie, in between Italia Road, that they would all be interconnected offline. Because currently the M1 in this location runs at a hundred kilometres an hour when it actually should be running at 110, but given the amount of at-grade intersections, it's not safe to bring it back up to the design speed of 110 until further intersections are upgraded and we make it safer for all travelling to get on to and get off to the highway.

MS MILLIGAN: Thank you, Damien. Can I just recap? So, in 2020 Transport for New South Wales determined that the preferred response would have been grade separation at Italia Road. Is that correct?

5 **MR PFEIFFER:** Yes. So, we worked initially, and the initial response to development in the area for the quarries was for you to get out anything, you will need to put a grade separation in, to have your trucks go south. There was no desire for them to run north, to go south.

10 Given the cost implications of any one quarry doing a grade separation to go south, through many years of discussing options and the like, the proposal by the three quarries was to join, as Liz said, and build a left out to use the Tarean interchange, which does make an extra 20 kilometres on their trip to go north to come to south, until a solution is designed and constructed.

15 The undertaking for Transport that any interchange that would be built between Italia Road and the Karuah interchange, there would be the capacity built into any said interchange for the trucks to use it as a U-turn facility, like they are using Tarean Road, if a grade separated is not constructed at Italia Road.

20 So, with our design teams, we are working those three quarries will be online in the future and any design that interacts with the M1 in this stretch of road needs to accommodate them moving south.

25 **MS MILLIGAN:** So, could I just clarify a couple of points. At the public meeting last week, the Stone Ridge proponent, I thought, said to us that they had offered to fund a grade separation at Italia Road, and Transport. I don't remember the exact words, but Transport, you know, perhaps didn't respond to that, so it didn't progress. Do you have any comment on that?

30 **MR PFEIFFER:** If someone was going to fund a grade separation, I wouldn't be here today talking to you.

35 **MS MILLIGAN:** Okay. All right-y. So we can sort of clarify that. And the last point you made, I'm not quite clear on that, if you can just help me. So, you were suggesting that they would have access to U-turn bays?

40 **MR PFEIFFER:** They would have – depending on what the final solution was, about access for all the traffic from Raymond Terrace to Bucketts Way. As I said, as a potential there may be two grade separations in this location, if it wasn't built at Italia Road. And the first grade separation – there wasn't any grade separation or connecting there, say, Medowie Road that's, I think, 3 kilometres up the road is the first one. Capacity would be put in that grade separated interchange for the trucks to turn left to go up and around to come back down, so they do not have to go up to the Tarean Road interchange.

45 **MS MILLIGAN:** I understand. Okay. All right. Thank you, Damien. Can I open it up for other questions or comments?

MR RICHARD PEARSON: Yes. Can I ask a couple of questions about the – what you’re calling the strategic design solution for the intersection, so going to the Regional Planning Panel in, well, about a week or so. So, if that gets approved, how long would it take for that to be constructed, and who’s doing the construction? Is it the – if I call them ‘the consortium’ of the quarry operators on your behalf, or does Transport do the work? How long before we could expect to see this new intersection configuration in place?

MR PFEIFFER: Just to clarify, Richard, are you talking about the left out with the bridge deck, on the Balickera Bridge? If that’s the one ...

MR PEARSON: Yes, exactly. I’m talking about the one that’s before the Regional Planning Panel at the moment. The thing with the condition B33, I think it is, says you can’t export quarry product until this intersection work is completed.

MR PFEIFFER: That will be constructed by the third party. At this point in time, it’s been lodged from Boral, so they will be the lead proponent on that, in that they will be responsible for constructing the item. It’ll be done under a Works Authorisation Deed, which is a third party deed that allows work to take place in the road corridor for state road functions. That also sits under myself in a different team that I have under my remit, at this point in time.

MR PEARSON: And timing – is this, you know, if they’re motivated and get the approval, how long would it take to complete those works?

MR PFEIFFER: I’ll be very careful with what I say here. So, timing will be driven by them, and to get into the WAD process to have their designs stamped for construction. So, they do the designs up, they come into Transport, we approve those designs, so there may be some iterations going back and forth to make sure it’s done as a standard required by Transport. That could take 6 to 12 months to go through that design process. The biggest inhibitor there is the quality of information going back and forth. So, the better the quality of information going back and forth, the shorter that can take.

And then the construction process – look, I am not an engineer, but I’d say it’s at least a 12-month process, because you’ve got to actually put a deck on the bridge. So, working around the canal, which is a sensitive area, and putting in the right mitigations that they will need to do to make sure they don’t have any adverse effects on that creek.

Also noting that they need to keep the M1 open, so there may be periods of time where it’s reduced to one lane because of certain aspects. But we would want to limit the closure, especially through school holidays etc. As you all know, as you’ve been through that area, it gets quite congested. So, we would need to work through that as well.

MR PEARSON: Okay. So, we're talking about two years, at best.

MR PFEIFFER: Yes.

5 **MR PEARSON:** Yes, okay. Thank you.

MS MILLIGAN: Other questions?

10 **MR TERRY BAILEY:** Yes, just a couple of quick ones, Janett. Liz, thank you for a little bit of that background on what you would expect compliance to look like. Does Transport have a view on how compliance with the turn left, turn left, would be achieved in practice, so expecting the conditions? But does it – do you have a view on how that will be successful?

15 **MS SMITH:** We've had some conversations with Council about this as well, Port Stephens Council, and we discussed the consent conditions with them. Essentially, the requirement for GPS tracking as part of their Drivers' Code of Conduct, and that's supported by reporting that needs to be done six monthly, yearly, whatever those things are. And we were working with James around the standard consent
20 conditions for TMPs and the need to amend those perhaps slightly to include things to ensure compliance. So, things around the need for reporting, to ensure that compliance related to the GPS tracking that's in those vehicles.

25 So, that was the main way that compliance was to be achieved. Plus, you know, regulatory sign posting that's appropriate that goes up that says, you know, "Left only, heavy vehicles". That needs to go through the Local Traffic Committee process with Council for regulatory signs in the local road. So, there were a few matters discussed with Council around compliance.

30 **MR BAILEY:** Thank you, thanks for that, Liz. Just a quick one, Liz and Damien. In the context of thinking about the upgrade, the highway, have you looked at all at where the mine will enter Italia Road? And I suspect I know your answer, but do you have a view on the proposed entrance from the quarry site onto Italia
35 Road?

MR PFEIFFER: You're talking about where they enter from their own property to Italia Road?

40 **MR BAILEY:** That's right. Yes.

MR PFEIFFER: I'm probably going to give you the answer you thought I'm going to give. It's a local road, and we don't have an interest in the local road and how they enter and exit off the local road.

45 **MR BAILEY:** Thanks, Damien.

MR PEARSON: Can I just do a follow up on the GPS tracking question. Because I noticed when you put your slide up, Liz, that was in red. So, were you saying

that you – because I don't think that is in the current conditions from the Department, are you saying that you wanted that adding into that condition?

5 And just to follow up, I do recall the applicant at the public meeting committing to that in relation to, as he described it, "company trucks." So, I got the impression that that wouldn't be all of the trucks that would visit the quarry. Can you comment on that?

10 **MS SMITH:** Just say that came from conversations with Council and it's in red because when it went back to DPHI, it was the amendment to that condition that we were proposing. So, that's what we've sent back so far to DPHI. In relation to what trucks they're in and how that works, I don't really have a comment.

15 **MR PEARSON:** Yes, I just didn't get the impression – anyway, look, that's probably a follow up for the applicant rather than you. But I can understand the basis for the requirement, you know.

MR PFEIFFER: If I may –

20 **MS MILLIGAN:** If I could – oh yes, sorry Damien, go ahead.

25 **MR PFEIFFER:** Just to follow up on that, Richard. In relation to company trucks, yes, the reference there is for their own trucks that visit the quarry and enter and exit the quarry, they will be able to be GPS monitored. But quarries have outsourced trucks coming and going which are not theirs to monitor technically. That's what the reference there is to, is if they have an order from another proponent that is ordered their own trucks, how does that pick up, and that's where the Drivers' Code of Conduct comes on board.

30 Council did raise with Transport a little while ago about putting a CCTV camera on the intersection and having that monitor the intersection. We gave advice that putting a camera in a public space monitored by non-authorised people wouldn't be endorsed by Transport or other government agencies at this point in time, due to privacy commitments and the like. So, that was explored as well.

35 **MS MILLIGAN:** Thank you. Can I ask, the condition in red, can I ask Jessie or James if you wanted to comment on that topic?

40 **MS JESSIE EVANS:** About the GPS tracking?

MS MILLIGAN: Yes.

45 **MS EVANS:** Yes. Look, it is our understanding that ARDG is committed to GPS tracking their own trucks, but it is difficult to GPS trucks that are not their own, it is out of their control.

MR JAMES MCDONOUGH: That was the rationale for why we didn't put that in as part of our recommended conditions. That it's, you know, there's a traffic

management plan and there's also the Code of Conduct in the conditions, and both of those require, you know, the applicant to detail the measures to adhere to the transport route, which is the left turn out of Italia Road. In consultation with Transport for New South Wales and to the satisfaction of the Planning Secretary, but there was just an acknowledgement that it may be difficult for the applicant to control the ability for every truck that uses the quarry to be GPS tracked, basically, as just Jessie just mentioned.

MS MILLIGAN: If there's using contractors, not their own vehicles, I would have thought a condition of contract could require that. Has anyone got any comments on that?

MS EVANS: It could do, but that would be a contract between the company and the contractor who has the trucks.

MS MILLIGAN: Yes, I understand. But I'm thinking that that sounds like a not-insurmountable path to comply with the red.

MS EVANS: Yes.

MR BAILEY: I'd suggest, Janett, it's recognising that it is a subcontractor and that relationship would be there, but when – and I don't know if you've looked at it, James, the wording on that, that might be an alternate to allow for it even if it's to be addressed as a subcontract between the two parties, but an all-encompassing condition in terms of GPS tracking for vehicles in and out of the quarry. Do you have an alternative form of words, and has it been done anywhere else, would be the part question on that. James? Jessie?

MR MCDONOUGH: I don't think any of our quarry consents have GPS tracking on them, that I'm aware of.

MS EVANS: No. We can have a look at some other similar recent ones. But nothing's jumping to mind.

MR BAILEY: It's not even constrained to a quarry consent though, James, it would just be looking at an appropriate form of words that we could possibly consider.

MS EVANS: Yes. My team does quarries and mines, so the mines there's probably not much on there because most of them are via train. But we'd be looking at the quarries. But let me speak with some of the other teams in my branch and see if they've got anything else as well.

MS MILLIGAN: Richard?

MR PEARSON: I was just going to say, Janett, that enforcing left in/left out is critical to any consent on this project. So I think we should seriously look at the ability to do GPS tracking, as, you know, it's 2025 nearly, it shouldn't be that

difficult, I don't think, to require this as a best potential method of ensuring compliance. Because there will always be rogue operators, and our task is to really minimise that. And I think GPS tracking could be one of the ways to do it. So, any further intelligence you've got, Jess, would be useful.

5

MS EVANS: Yes, look, I think it's probably a question that's worth running by legal as well, if you were to put a question, a condition on that was requiring GPS tracking through a subcontract arrangement. Because it's sort of one step removed from the development consent, maybe even two steps removed, though I'm not sure ...

10

MR BAILEY: But Jessie, that would be the question we'd be asking, because that's a matter for those companies to do, but we'd just be saying that we expect GPS tracking on vehicles that are visiting the quarry. And then that's a matter for the company to do with the other drivers.

15

MS EVANS: Yes, to sort it out, mm.

MR BAILEY: We wouldn't sub-condition that, I wouldn't have thought.

20

MS EVANS: Okay.

MR PEARSON: No.

25

MS MILLIGAN: I suppose I'm trying to understand how enforcing that condition would be all that much different from forcing independent contractors' compliance with Code of Conduct.

30

MS EVANS: It would have the technology behind it, rather than just the Code of Conduct. But yes, I do think there is some practical limitations to it. But look, I'm, as I said, happy to look into it and see if it's done in any other sorts of projects.

35

MS MILLIGAN: Okay, thank you. And can I just come back to Transport with one question about the bigger work you're doing about grade separation between Raymond Terrace and Karuah. Will – you may not be able to answer this – but I'm just wondering if the thinking on that, or the prioritisation of that, or where you land, will be impacted by the fact that one intersection would be upgraded by these proponents, potentially as the first improvement to that stretch? Do you know what I'm asking – was that clear enough? I'm asking whether an upgrade to that intersection would then deprioritise grade separation at Italia Road?

40

MR PFEIFFER: No, it won't deprioritise the separation, from my point of view as I stand here today, no it doesn't deprioritise that having that. And one of the quarries has recently come back to Transport to see whether they could fund a part grade separated heading south.

45

MR PEARSON: Part-fund or ... Is that what you said, Damien?

5 **MR PFEIFFER:** Part fund. When I – my word of part-fund, so it's a grade separation but it won't be a full grade separation on their behalf. It would be a grade separation that would allow traffic to flow right. It may, at this point in time, they're not proposing that it would be at Italia Road, it'll be an intersection just south, well, at this point in time it's not an intersection to the M1, to the south of Italia Road.

10 But the conversations we've had with them at this point in time is if we were, for Transport to enter into more conversations on that, the design would need to be able to accommodate all, let's say, a staging approach where if Transport wanted to add to it and make it a full grade separation that was all directions etc., that we could add onto that grade separation.

15 **MS MILLIGAN:** All right. That's helpful. We have dug into the detail of that, and it's been very helpful. It's probably useful for me to say, because we have been talking about what might happen and what would happen, we just need to be clear of course that the DA is still under assessment, and so the solution and possible outcomes we're talking about are all if it should be approved. And I know we all understand that.

20 **MR MCDONOUGH:** Can I just also add to what Damien said. Whatever proposal from any of those quarry operators for a grade separated interchange, it hasn't been included in any of the development application to date that we're currently assessing or have assessed for those three. It's just at this point, a conversation, it's not been formalised by any application through to the Department for that grade separation. So, on that basis, we're just proceeding on the current configuration that's, you know, before us today, which is that left out of Italia Road upgrade, basically.

30 **MS MILLIGAN:** So, can I ask you, none of it's come forward in a formal application.

35 **MR MCDONOUGH:** There's no DA or modification application for grade separation. It's just conversation at this point in time.

MS MILLIGAN: Okay. But you are aware of the conversation?

MR MCDONOUGH: We are aware of it, yes. Yes.

40 **MR PEARSON:** And just related, you have applications under assessment for the Boral Quarry for expansion?

45 **MR MCDONOUGH:** That's right. That's right, yes, so they've recently lodged their Response to Submissions and we're currently completing our assessment of that proposal. Yes.

MR PEARSON: Okay. Proposing the same traffic solution?

MS EVANS: Left. Yes.

MR MCDONOUGH: Yes, the left out of Italia Road.

5 **MR PEARSON:** For Stone Ridge, yes, okay. Thank you.

MS EVANS: Yes, the same across, yes, Eagleton, Stone Ridge and Seaham.

MR PEARSON: Yes, okay. Thank you.

10

MS MILLIGAN: Thank you. So, where are we up to in the conversation – are there other questions any of the commissioners would like to ask?

15 **MR PEARSON:** Not in relation to Stone Ridge. Yes, I'm clear on Transport's views.

MS MILLIGAN: Okay.

MR BAILEY: Likewise, Janett, I'm good. Thanks.

20

MS MILLIGAN: Thanks, Terry. And Transport?

25 **MR PFEIFFER:** I'd just like to thank the Commission for giving us the opportunity to present this information to you. The intersection – it's not lost on Transport that the quarry and the products that are needing from these is vital for other parts of the state.

30 As Liz presented, we have been working with these quarries for a number of years now to endeavour to get a plausible way forward. That was discussed at a point in time that wouldn't be the final solution that Transport would continue to work on other solutions to assist with having their traffic go south better than going up all the way to Karuah and come back. But the intersection as it stands, there's some impediments there that are concerning for continued progress of what's been asked here at Stone Quarry. So, thank you.

35

MS MILLIGAN: Okay. Any last comments before we finish?

40 **MR KENDALL CLYDSDALE:** Sorry, Janett, can I just add. Liz, it would be great if I could get a copy of your presentation, please. That would be really helpful. Thank you.

MS MILLIGAN: And that presentation would be loaded onto the website.

MR CLYDSDALE: Correct, yes.

45

MS MILLIGAN: Okay. All right. So, thank you, everyone. Thank you, Transport. Thank you, Department. Thank you, Commissioner and the office.

MR PEARSON: Thanks, everyone.

[All say thank you and goodbye]

5 >**THE MEETING CONCLUDED**