

# Stone Ridge Quarry Project (SSD-10432) – TfNSW and DPHI meeting with IPC

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Stakeholder  
presentation

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North

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## Acknowledgement of Country

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Transport pays respects to Elders past and present, and recognise and celebrate the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of NSW.

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# Draft conditions of consent for SSD-10432

- TfNSW has reviewed the recommended (draft) conditions and is of the opinion that the following transport related operational requirements (consistent with Eagleton quarry project consent SSD 7332 ) must be imposed in the event consent is granted.

## Transport Operations

A9. The Applicant must limit total truck movements at the site (i.e. arrivals and dispatches) to a maximum of:

- (a) 334 truck movements per day; and
- (b) 75 truck movements per hour.

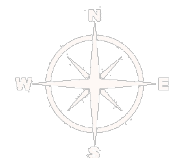
**Note:** *Truck movements to and from the site are also controlled by the operating hours specified in condition A11.*

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 Taren Road Interchange to perform a U-turn.

## Transport Route

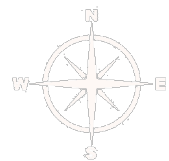
B33. Prior to transporting any quarry products from the site on public roads, the Applicant must:

- (a) ensure the intersection at the junction of The Pacific Highway and Italia Road is upgraded to the satisfaction of TfNSW; and
- (b) ensure the intersection of Hamburger Trail and Italia Road is upgraded in accordance with the EIS and the latest Austroads standards.

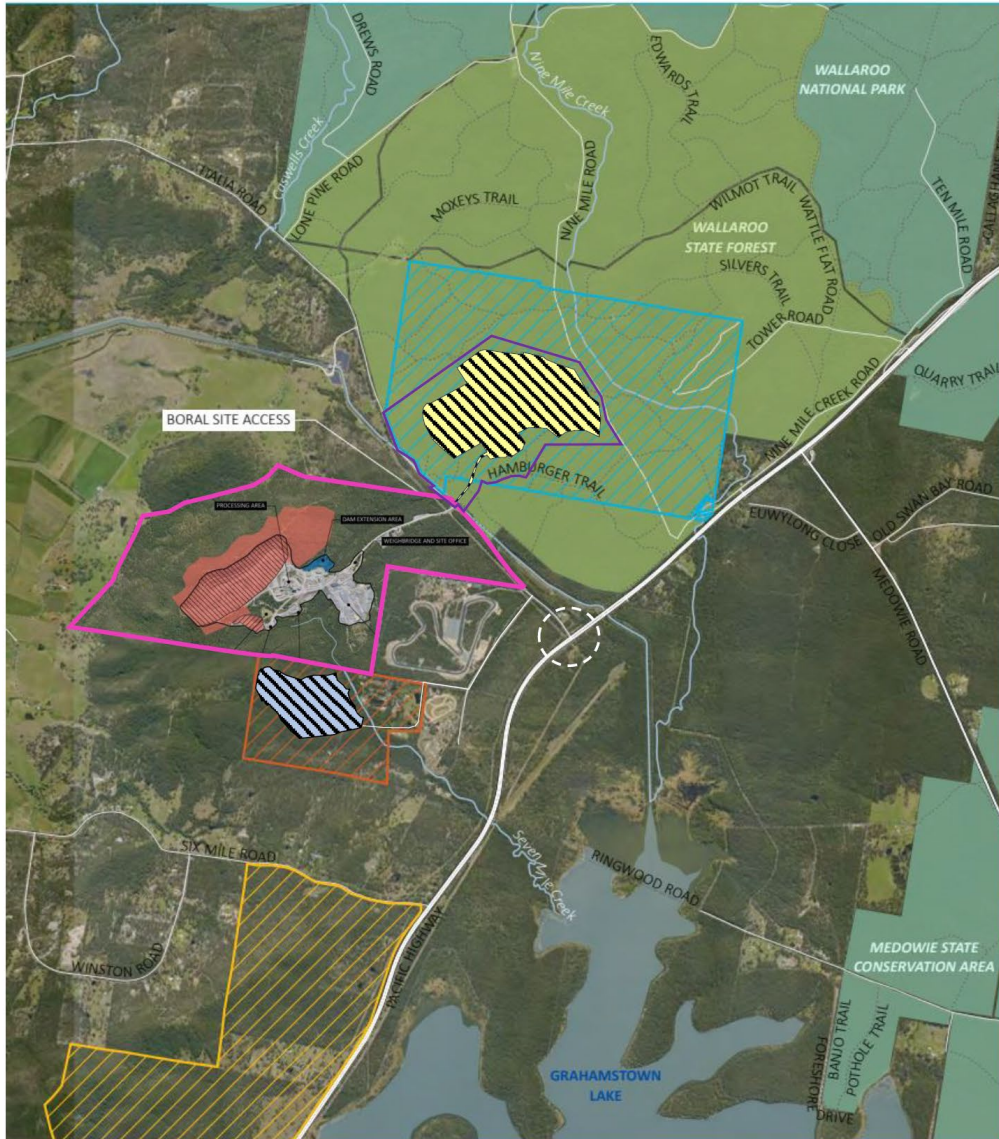


## Traffic Management Plan




- B35. The Applicant must prepare a Traffic Management Plan for the development. This plan must:
- (a) be prepared by suitably qualified and experienced person/s;
  - (b) be prepared in consultation with TfNSW and Council;
  - (c) include details of:
    - (i) construction related traffic management measures;
    - (ii) all transport routes and traffic types to be used for development-related traffic;
    - (iii) processes in place for the control of truck movements entering and exiting the site;
    - (iv) measures to be implemented to:
      - ensure compliance with the traffic operating conditions and other traffic related conditions of this consent;
      - manage the traffic impacts from contractors and subcontractors;
      - minimise traffic safety issues and disruption to local road users, including minimising potential for conflict with school bus operations;
      - minimise the transmission of dust and tracking of material onto the surface of public roads from vehicles exiting the site;
      - monitor driver behaviour; and
      - participate in transport management investigations initiated by Council;
  - (d) include a Drivers' Code of Conduct that includes procedures to ensure that drivers:
    - (i) adhere to posted speed limits or other required travelling speeds;
    - (ii) adhere to designated transport routes and travel times; **including GPS tracking**
    - (iii) implement safe and quiet driving practices, including restriction on the use of compression braking;
  - (e) describe the measures to be put in place to ensure compliance with the Drivers' Code of Conduct.
- B36. The Applicant must not commence construction or quarrying operations until the Traffic Management Plan is approved by the Planning Secretary.
- B37. The Applicant must implement the approved Traffic Management Plan.





# Map identifying existing & proposed quarry operators utilising Italia Road





## Seaham Quarry (Boral)

-  Project area
-  Existing quarry area
-  Proposed extraction area subject to SSD for quarry expansion










## Eagleton Quarry

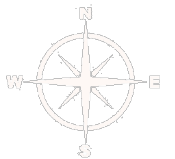
-  Project area
-  Proposed quarry

## Stone Ridge Quarry

-  License area
-  Project area
-  Proposed quarry

## Existing environment

-  Major road
-  Minor road
-  Vehicular track
-  Named watercourse
-  Named waterbody
-  Cadastral boundary
-  NPWS reserve
-  State forest
-  Kings Hill URA





# Existing Italia Road/ Pacific Highway intersection arrangement



Source: Nearmap image taken 7 August 2024



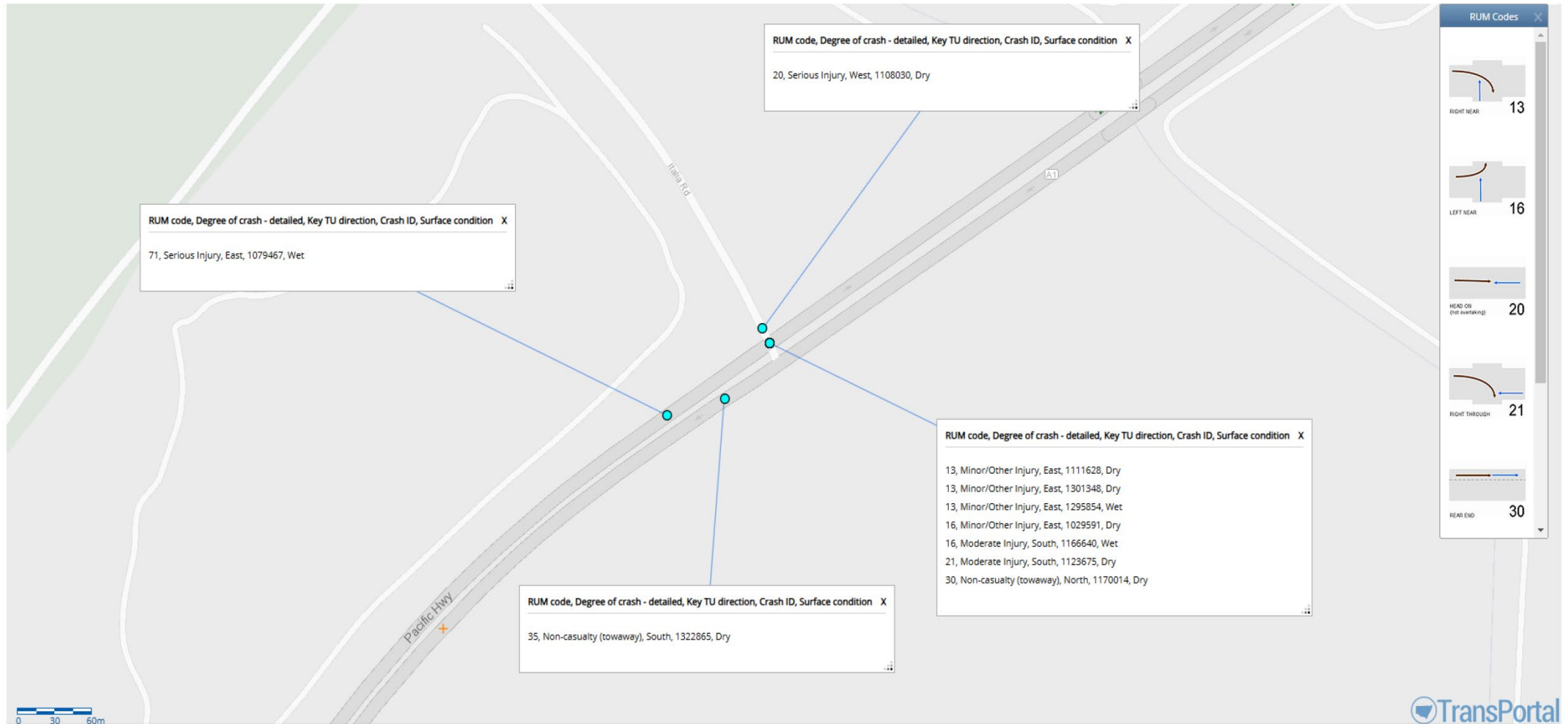
# Safe Intersection Sight Distance (SISD) assessment in accordance with the Austroads Guide to Road Design Part 4A Table 3.2



Source: Nearmap image taken 7 August 2024



# 10 year crash history – 250m radius from the Italia Road & Pacific Highway intersection – 2014 - 2023



Source: TfNSW TransPortal Spatial System



# Crash History

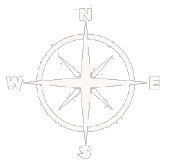
- 10 crashed in last ten years
- 7 intersection crashes, 3 involving the right turn out
- 13 people injured, 8 moderately or seriously injured
- 5 involved trucks

TfNSW Towards Zero Road Safety Policy requires action to reduce fatal and serious injury crashes

Risk is related to likelihood and severity.

Additional traffic volumes using the intersection increases likelihood.

Crash types are directly related to severity eg intersection crashes (T-bone) related to the right turn out usually have higher severity whereas side swipe crashes related to left turns out have lower severity



# Working collaboratively

- TfNSW has been working collaboratively with all three quarry operators (Boral, Eagleton & ARDG) since September 2019 to resolve an acceptable access solution.
- In 2020 TfNSW recommended grade separation for right turns out.
- Whilst grade separation may be desirable. Not the only solution.
- More recently (2023) all three quarry operators worked together to provide a traffic study (GHD Report - Pacific Highway / Italia Road Intersection Transport Impact Assessment 10 August 2023) to identify the traffic and safety impacts of the developments on the intersection with a view to understanding the impacts should the right turn out be restricted.
- Study showed the level of service (LOS) for the intersections with right turn out movements for future conditions was LOS F (not acceptable). Removal of the right turn for quarry traffic improved the LOS to D (within acceptable limits).





# Working collaboratively

- On 20 June 2022 TfNSW issued 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 separated interchange at Karuah. Construction of an left turn acceleration is required
- The environmental assessment for the strategic design is currently being considered under separate application (DA 16-2023-477). The proposal is deemed regionally significant development and the Hunter & Central Coast Regional Planning Panel (reference PPSHCC-279) are the determining authority for the DA.
- The planning panel are scheduled to meet on Tuesday 3 December 2024 to determine DA 16-2023-477
- Proposed conditions of consent for the three quarries (including Stone Ridge) support the strategic design solution



# Cumulative traffic impacts

- Seaham (Boral) expansion SSD-59254474 (Undetermined)
- Seaham (Boral) lowering of the pit floor DA 7-1985-2683-1 (Modification 6 approved)
- Stone Ridge Quarry (ARDG) SSD-10432 (Undetermined)
- Eagleton Quarry Project (ERS) SSD-7332 (Approved)
- Upgrade to intersection to service extractive industries DA 16-2023-477 (Undetermined)





# Long term solution

Transport is developing an access strategy for the at-grade intersections along the Pacific Highway between Raymond Terrace and Karuah, with the main ones being Italia Road, Meadowie Road and Bucketts Way.

Given the proximity of these three key intersections, there is a need to develop a solution for all three collectively rather than individually. This is likely to result in one or two grade separated interchanges with connecting service roads.

