

## HIGHLIGHTS TRRA SUBMISSION FOR SALT ASH PUBLIC MEETING – 31.1.13

### WHAT WE WANT..... WHY..... AND WHAT DO WE DO

(Presented by Margaret Wilkinson, Hon Secretary on behalf of TRRA Inc)

#### HIGHLIGHTS FROM TRRA SUBMISSION TO DEPARTMENT OF PLANNING AND INFRASTRUCTURE – NOVEMBER 2012 – MODIFICATION TO MACKAS SAND PTY LTD LICENCE TO CHANGE THE ACCESS ROAD FROM LOT 218

##### FROM TPK and Assoc. Pty Ltd Traffic Survey

Truck Movements from Lot 218 (new site) – Peak truck movements stated as 8 loaded trucks leaving the site and 8 empty trucks returning every hour. The study allows 16 hours a day operation. This equals a truck movement at the proposed intersection (adjacent No 2368 Nelson Bay Road) every 3.75 minutes. Returning trucks will have to U turn at Paul's Corner roundabout as there will be no right turn into the proposed road which is in the vicinity of No. 2368 Nelson Bay Road. It's left in, left out with a constructed acceleration/deceleration lane parallel to Nelson Bay Road.

##### FROM TPK and Assoc. Pty Ltd Traffic Survey (Vehicle Count)

Peak Traffic Flow	Date	Time	Cars/Hr	Cars in 3.75 Minutes
Morning	24-Jul-12	0745 to 0845	1252	78.3
Afternoon	23-Jul-12	1500 to 1600	1043	65.2

This means that at peak traffic flow one 33 tonne B double truck joins or leaves Nelson Bay Road every 3.75 minutes during the same period approximately 70 cars have passed the proposed intersection.

Figures for traffic, other than this count, come from old figures from 1995 and 2004. And yet we read in last weeks Examiner that our area has grown by 8% - one of the fastest rises in Australia as taken at the last census.

##### PROBLEMS

- Macka Sand currently holds an EPA licence to extract 500,000 tonnes /pa. A note on the licence refers to 1M,000,000 tonnes from lot 218 and 220. This note should be removed as it implies tacit approval for an extraction rate of 2M,000,000 tonne/pa. UPDATE ON LATEST EPA LICENCE CONDITIONS NEEDED. WE NOTICED THAT IT APPEARED TO BE DUE FOR RENEWAL ON 30.11.12
- The NSW Dept of Planning has also approved a total of 2M,000,000t/pa – 1M,000,000 tonnes from each site (Lot 218 and 220) These are production levels which should require a full mining haul road built to specifications, at least for the section of Nelson Bay Road which will be impacted. Yet we have single lane for most of the way.
- Mackas Sand in this latest modification application now proposes to operate for 24 hours a day 7 days a week. Noise impact on the area appears to have been ignored in the application as it contained information relating to the original Lavis Lane proposal. (In reviewing the current application the EPA has identified this missing information and requested as a condition of any approval, a noise abatement report for residents along Nelson Bay Road adjacent the proposed road. Note: Kate Washington advised at the public meeting that this has now been changed from 24 hrs to 16 hrs per day – 6 am to 10 pm)

- No mention of other sand mining operations in the area. Possible impacts if lot 220 (old) also extracts sand at same time. Impacts of combined truck movement on Paul's Corner roundabout have been ignored. A verbal reassurance from Macka is not enough (Newcastle Herald)
- There are currently no restrictions on the capacity of quarry operations. As one scenario, if to meet a contract Macka Sands decides to extract 450,000 tonnes in 10 weeks, the company would not be in breach of its licence provided that it only extracted 50,000 tonnes during the rest of the year. (To meet this tonnage they would need to extract 4800t/day operating 24 hours/day 7 days a week using 8 trucks/hr average say peak 12 trucks/hr. This could result in a truck movement every 2.5minutes – that is worst case assuming a truck cycle time of 1 hour)
- Whilst the current facility may not have this capacity, there is the option to take short term leases on loading equipment and trucks in order to meet the demands of a short term contract. That is why the licence needs to reflect the maximum daily capacity as well as approved annual tonnage.
- There is far too much ambiguity in the approval process, eg, \$2M from State Planning, ½ M tonnes from the EPA, destinations or truck cycle times. Because of this you cannot grant a licence based purely on tonnes per annum.
- There needs to be a more stringent EPA controls based on maximum hourly production which in turn automatically restricts truck cycle times.
- If they say in their modification application it's to be 8 loaded trucks per hour at peak production time, then this should be reflected in their licence.

## **WHAT DO WE WANT**

- For public safety reasons, Mackas Sand to use Lavis Lane and the Cabbage Tree Road roundabout and for this alternate road access to not be approved by the Minister for Planning and Infrastructure.

## **WHY**

- To reduce risk of a traffic accidents and save peoples' lives.
- Nelson Bay Road is too narrow at proposed intersection location (adjacent RMB 2368) & visibility is restricted.
- Too many truck movements at the roundabout at Paul's Corner. This roundabout handles all traffic to and from Nelson Bay and also Tilligerry Peninsula
- Noise and dust affecting local residents, particularly if night operations proceed

## **WHAT CAN WE TRY TO ACHIEVE**

- Lobby the Department of Planning and Infrastructure to have the application refused on public safety grounds (as per "What do we Want")
- Lobby to have the EPA licence modified as follows:-
  - Delete the reference to additional tonnage.
  - Add a maximum daily extraction rate of 2640 tonnes/day to the EPA Licence (An average of 5 trucks /hr for 16 hours as described in the Traffic Study included in their submission.)
  - Restrict the quarry operations to daylight hours Monday to Friday and to mid-day on Saturdays
  - Include the truck movements from lot 220 (current Oakvale Road exit) and any other quarry operations that rely on Nelson Bay Road.

- Include combined impact on Paul's Corner roundabout as trucks from lot 218 and 220 will be passing through.
- Lobby the Minister for Roads and Transport to request another Traffic Study based on the concerns above. ....Trucks returning to lot 218 will have to use Pauls Corner roundabout to do a U turn.

## **WHAT DO WE DO .....AND QUICKLY**

**(This Application has gone from “Proponent Reviewing Submissions” to “Assessment”)**

- Email the NSW Minister for Infrastructure & Planning [office@hazzard.minister.nsw.gov.au](mailto:office@hazzard.minister.nsw.gov.au) to stop approval
- Email the Environmental Protection Authority [office@parker.minister.nsw.gov.au](mailto:office@parker.minister.nsw.gov.au) to question the licence
- Email the NSW Minister for Roads and Transport [office@gay.minister.nsw.gov.au](mailto:office@gay.minister.nsw.gov.au) to question Appendix 5 of EA because this is the standard response from Mackas' consultant about safety.
- Lobby and General Manager and your local councillors – [council@portstephens.nsw.gov.au](mailto:council@portstephens.nsw.gov.au) about your safety concerns about Nelson Bay Road
- Lobby your state MP [portstephens@parliament.nsw.gov.au](mailto:portstephens@parliament.nsw.gov.au) as this is a NSW Government approval process
- Lobby your Federal MP [portstephens@parliament.nsw.gov.au](mailto:portstephens@parliament.nsw.gov.au) to raise his awareness of the issue and effect on his constituents
- Email your local paper [letters@pse.fairfax.com.au](mailto:letters@pse.fairfax.com.au) Everyone needs to know what's going on
- Talk to your neighbours, friends and workmates.
- Generally raise awareness – Refer to [www.trra.com.au](http://www.trra.com.au) Hot Issues link