

File No: NTH07/01158  
Your Ref: BE190043

The Director  
Zone Planning Group  
PO Box 3805  
BURLEIGH TOWN QLD 4680

Attention: Lance Newly – Senior Town Planner

Dear Lance,

### **Pre-Lodgement Advice – Proposed Expansion of Hanson's Tweed Sand Plant**

I refer to your email correspondence of 22 August 2019 requesting comments from Roads and Maritime in relation to a proposed expansion of the abovementioned development and the outcomes of a subsequent pre-lodgement meeting held between the applicant and Roads and Maritime on 23 September 2019.

### **Roles and Responsibilities**

The key interests for Roads and Maritime Services are the safety and efficiency of the road network, traffic management, the integrity of infrastructure assets and the integration of land use and transport.

Pacific Motorway (M1) is a declared Freeway and Roads and Maritime is the Roads Authority for freeways in accordance with Section 7 of the Roads Act 1993. Tweed Valley Way (679) is a classified (Regional) Road and a declared Controlled Access Road (CAR) in the subject area. Tweed Shire Council is the Roads Authority for all public roads in the local government area, including the Tweed Valley Way. However, Roads and Maritime can exercise Roads Authority powers in relation to classified roads and provides consent to any new connection with a Freeway or CAR in accordance with the Roads Act. Developer works are subject to the terms of a Works Authorisation Deed (WAD).

In accordance with Clause 101 of the *State Environmental Planning Policy (Infrastructure) 2007* the Consent Authority is to have consideration for the safety, efficiency and ongoing operation of the classified road as the development has frontage to a classified road. Roads and Maritime is given the opportunity under Clause 104 to comment on traffic generating developments listed under Schedule 3.

Roads and Maritime is also given the opportunity to comment under Clause 16 of the *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007* on development for the purposes of extractive industry that involves the transport of materials by public road.

The following pre-lodgement advice responds to the information provided in your submission and is not to be interpreted as binding upon Roads and Maritime. Our comments may change following formal assessment of any development application referred by the relevant consent authority.

### **Roads and Maritime Pre-lodgement Advice**

It is understood that the Developer is investigating a number of potential access arrangements for a proposed expansion of the existing Tweed Sand Plant (TSP) operation. The following response was informed by the 'Site Access Strategy' and Traffic Impact Assessment Scoping and Methodology' documents submitted prior to the pre-lodgement meeting. The attached annexure provides comment responding to questions raised in the meeting agenda of 23 Sept 2019.

Roads and Maritime request that a Traffic Impact Assessment (TIA) be prepared by suitably qualified person/s in accordance with the Austroads Guide to Traffic Management Part 12, the complementary Roads and Maritime Supplement and RTA Guide to Traffic Generating Developments. The TIA should include, but not be limited to the following;

- An explanation of assumptions and justification of adopted parameters informing the TIA. Where published resources are unavailable, it is recommended persons preparing the TIA seek agreement of the relevant Roads Authority to key assumptions.
- The TIA should demonstrate the total impact of existing and proposed development on the road network with consideration for 10 year horizons over the life of the proposed operation.
- Existing traffic volumes and background traffic growth expected on the surrounding road network and along proposed haulage route/s. Actual counts should be obtained to inform the base case.
- The daily and peak hourly volume and distribution of traffic generated by the proposed development. Flows should be demonstrated as network diagrams.
- Identification of existing and proposed turn treatments at affected intersections along the proposed haulage route/s, having reference to warrants provided in Austroads Guide to Traffic Management Part 6 and treatments identified in Austroads Guide to Road Design Part 4A.
- Modelling of intersection capacity using SIDRA analysis or similar to identify Level of Service (LOS) at affected intersections along the proposed haulage route/s.
- Assessment of existing road safety and consideration for any increased risk arising from trips generated by the proposed development, particularly at affected intersection. Available sight distances should be identified and addressed by the assessment.
- Details of proposed improvements to mitigate impacts on safety and efficiency of the surrounding road network. Swept path analysis to demonstrate accessibility for relevant design vehicles at the access points and identified intersections along the proposed haulage route/s.
- Impact on public transport (public and school bus routes) and consideration for alternative transport modes such as walking and cycling.
- Impacts of road traffic noise and dust generated along the proposed haulage route/s.
- Consideration for Clause 16(1) of the Mining SEPP including consideration of impacts on school zones and residential areas, a proposed Code of Conduct for haulage operators, and assessment of road safety along the proposed haulage route/s. Any Driver Code of Conduct could include, but not be limited to:
  - A map of the primary haulage route/s highlighting critical locations.
  - Safety initiatives for haulage through residential areas and/or school zones.
  - An induction process for vehicle operators and regular toolbox meetings.
  - A complaint resolution and disciplinary procedure.
  - Any community consultation measures proposed for peak haulage periods.

Where road safety concerns are identified at a specific location along the identified haulage route/s, Roads and Maritime suggests that the TIA be supported by a targeted Road Safety Audit undertaken by suitably qualified persons.

Current Austroads Guidelines, Australian Standards and Roads and Maritime Supplements are to be adopted for design and construction of any proposed works on the surrounding road network.

The Developer would be required to enter into a 'Works Authorisation Deed' (WAD) with Roads and Maritime for any works deemed necessary on a classified (State) road. The developer would be responsible for all costs associated with the works and administration for the WAD. A factsheet on undertaking private developments adjacent to classified roads can be accessed at: <http://www.rms.nsw.gov.au/projects/planning-principles/index.html>

If you have any further enquiries regarding the above comments please contact the undersigned at (02) 6640 1362 or via email: [development.northern@rms.nsw.gov.au](mailto:development.northern@rms.nsw.gov.au)

Yours faithfully,

A handwritten signature in blue ink, appearing to be 'MA', with a long horizontal flourish extending to the right.

Matt Adams  
Manager Land Use Assessment, Northern  
15 October 2019

Enc. Annexure – RMS comments on meeting agenda 23 Sep 2019.