

Our ref: STH09/01940/28
Contact: Andrew Lissenden 0418 962 703
Your ref: SSD 12469087

3 December 2021

Nagindar Singh
Resource Assessments
Department of Planning, Industry and Environment
BY EMAIL: information@planning.nsw.gov.au

STATE SIGNIFICANT DEVELOPMENT (SSD) 12469087 – THE GUNLAKE QUARRY CONTINUATION PROJECT - PUBLIC EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT

Dear Nagindar,

Transport for NSW (TfNSW) refers to the notification it received on 7 October 2021 regarding the above SSD application and apologises for the delay in providing its formal response.

TfNSW has completed a review of the information provided while focussing on the impact to the state road network. For this development, the key state/classified road is the Hume Highway to which the site has access via the local road network (e.g. Red Hills Road).

TfNSW notes:

- the SSD application is seeking, in part, to increase the maximum inbound and outbound truck movements via the primary transport route to 375 inbound and 375 outbound movements per day (currently approved at 295 inbound and 295 outbound movements per day) with no more than 4.2 million tonnes per annum of saleable products transported from the site in any calendar year (currently approved at 2.6 million tonnes in any calendar year);
- it has provided Secretaries Environmental Assessment Requirements (SEAR's) (refer to TfNSW letter dated 11 February 2021). A subsequent meeting was had with the operators of the quarry on 19 July 2021 to discuss the TfNSW SEAR's advice; and
- the development will generate additional traffic. The impact of this traffic on the state road network including its connections needs to be considered and adequately mitigated.

Having regard for the above, TfNSW does not believe sufficient information has been provided as part of the current SSD application to address the requirements as detailed in the TfNSW SEAR's letter dated 11 February 2021. TfNSW requests that the matters outlined in **Attachment 1** be addressed.

TfNSW staff would be happy to be involved in an MS Teams meeting with the Department of Planning, Industry and Environment staff and the applicant/quarry operator should there be a need to discuss/clarify the comments above. To expedite this suggested dates and times are provided in **Attachment 2**.

If you have any questions, please contact me on 0418 962 703.

Yours faithfully



Andrew Lissenden
Development Case Officer
Community and Place I South Region

Cc: Nagindar.Singh@planning.nsw.gov.au; and
Robert.Rutledge@transport.nsw.gov.au

1. TfNSW letter dated 11 February 2021: The following components of the TfNSW letter need to be adequately addressed as part of any provided response to submissions:

- a) Details on what measures will be implemented by the operator to ensure the most productive Performance Based Standards (PBS) vehicles possible are used for the life of the development to meet the freight task and therefore minimising the total trips required for the freight task.
- b) Details on the distribution of the traffic generated that will come from and be going to the north and south.
- c) Details on how compliance with the maximum hourly numbers and maximum daily numbers will be achieved and will be able to be monitored as well as reported on.
- d) An assessment of the impacts on the intersection of Red Hills Road and the Hume Highway. This includes, but is not limited to:
 - i. The suitability of the existing deceleration lane for vehicles entering via Red Hills Road. This includes an assessment of its compliance with current *Austrroads Guide to Road Design* requirements based on a design speed of 10km/h over the posted speed;
 - ii. The suitability of the existing acceleration lane for vehicles entering the Hume Highway from Red Hills Road. This includes an assessment of its compliance with current *Austrroads Guide to Road Design* requirements based on a design speed of 10km/h over the posted speed.
 - iii. Measures that will be implemented to stop/prevent vehicles departing the Hume Highway via Red Hills Road cutting the corner (southern side of the Red Hills Road/Hume Highway intersection) and damaging existing infrastructure within the road reserve (e.g. existing pits, etc);
 - iv. An assessment of the suitability of available lighting at the Red Hills Road/Hume Highway intersection inclusive of the deceleration and acceleration lanes and the need to provide lighting at these locations noting the increase in vehicle movements proposed and the 24/7 operation (e.g. does it comply with relevant standards). This includes details on what consultation has been had with the TfNSW to discuss lighting needs and associated technical standards (refer to the TfNSW letter dated 11 February 2021).
 - v. Need to upgrade the road pavement at the intersection of Red Hills Road/Hume Highway intersection (e.g. section that is current asphalt to concrete) noting that TfNSW has no current planned works in this area.

TfNSW notes that the ARRB Development Road Safety Assessment Report (Project No. 017134, dated 15 September 2021) does not look at the connection of Red Hills Road and the Hume Highway.

- e) An explanation as to why with such a significant increase in truck movements, there is no proposed change to the maximum number of approved truck movements along the Secondary Transport Route.
- f) Based on the proposed change to the road based operations (i.e. significant increase in heavy vehicle numbers), the proponent should assess a rail-based solution through a distribution centre in Sydney. As such, the proponent should conduct a 'Transport Options Review' which is consistent with the requirements as detailed in Schedule 3, Condition 29 of Land and Environment Court issued consent (Ref: Appeal No.2017/108663) which would include consideration as to why some of the materials cannot be transported by means other than by public road (e.g. unable to be undertaken by rail);
- g) Details on the Drivers Code of Conduct and how it is managed/enforced including for drivers who are not employed by the proponent/quarry operator. TfNSW notes that the Environmental Impact Statement (EIS) in Section 6.1.3 details that the 'Truck Driver Code of Conduct' is provided in Appendix E. Appendix E from the information provided is a 'Mitigation measures table'.
- h) Strategic/Concept Design: Should it be identified as part of preparing a response to the above that mitigation measures are required that will impact a state classified road (e.g. works required to prevent damage to existing infrastructure on the southern side of the Red Hills Road/Hume Highway intersection)

then a concept design for the proposed works will need to be prepared and submitted. This is needed to clarify the scope of works, demonstrate the works can be constructed within the road reserve and allow the consent authority to consider any environmental impacts of the works as part of their assessment.

The concept design submitted must include, but not be limited to, details such as legal property boundaries (including the existing road reserve boundaries based on a survey), existing and proposed lane configurations and lane widths at a number of locations along the length of the proposed works, etc. The design provided should be based on a design speed that is 10km/h over the posted speed limit and should demonstrate compliance with the applicable requirements in *Austroads Guide to Road Design* and the relevant TfNSW supplements.

- 7 December 2021 (Tuesday) – 12.00 pm to 1.00 pm
- 8 December 2021 (Wednesday) – 4.00 pm to 4.30 pm
- 9 December 2021(Thursday) – 11.00 am to 12.00 pm and 3.00 pm to 4.00 pm
- 10 December 2021 (Friday) – 2.30 pm to 3.30 pm
- 14 December 2021 (Tuesday) – 10.00 am to 10.30 am and 3.30 pm to 4.30 pm
- 15 December 2021 (Wednesday) – 3.00 pm to 4.00 pm