

28 July 2022

Our Ref: STH09/01940/30

Your Ref: SSD-12469087

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STATE SIGNIFICANT DEVELOPMENT APPLICATION 12469087 – THE GUNLAKE QUARRY CONTINUATION PROJECT - ADDITIONAL SUBMISSIONS

Transport for NSW (TfNSW) refers to its submission on the above State Significant Development (SSD) Application dated 31 May 2022. Following its submission, TfNSW has been contacted by and had a discussion with the applicant/quarry operator, has undertaken a site visit and has contacted Goulburn Mulwaree Council.

As a consequence of the above, TfNSW has re-reviewed its previously provided comments, specifically in relation to the intersection of Red Hills Road and the Hume Highway (Point 1 of Attachment 2 of its letter dated 31 May 2022) and wishes to provide the updated advice in **Attachment 1** for consideration in the Department of Planning and Environment (DP&E) assessment of this SSD application.

Should you require further information concerning the above please contact me on 0418 962 703.

Yours sincerely



Andrew Lissenden

Development Case Officer, Development Services (South Region)

1. Intersection of Red Hills Road and the Hume Highway:

TfNSW notes that all access to the site for heavy vehicles will be gained via the intersection of Red Hills Road and the Hume Highway. TfNSW also notes that the current SSD application will significantly increase heavy vehicles using this intersection to access the development site (i.e. a 21% increase over what is currently approved).

In its letters dated 3 December 2021 and 31 May 2022, TfNSW sought additional details from the applicant/quarry operator on 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 the edge of road pavement and infrastructure within the road reserve (e.g. existing pits, guide posts, etc). The cutting of this corner is evident when viewing Google maps/images (refer to **Attachment 3**) and from visiting the site.

Since its letter dated 31 May 2022, TfNSW has undertaken further investigations as to who manages the area of concern. As a consequence of this, it can advise that comments made in its last submission were incorrect with the area as shown in Attachment 3 being located outside the section of the Hume Highway that TfNSW understands it has the responsibility for ongoing management and maintenance. As such, the area falls within the responsibility of Goulburn Mulwaree Council for repair should it be damaged as well as for determination of what improvements may be required.

While noting the above and the response provided by the applicant/quarry operator in its Submissions Report dated 14 March 2022 which in summary deflected the responsibility for maintenance and implementation of improvements back to the road manager (refer to Page 18), TfNSW still believes that it should not be the responsibility of the asset manager/Council to provide infrastructure to prevent heavy vehicles from cutting the corner, given the number of heavy vehicles that this SSD application will generate turning left into Red Hills Road at this intersection (i.e. maximum of 375 inbound movements). It should be the applicant/quarry operator's responsibility to ensure that sufficient measures are implemented to prevent the damage that is done to existing assets, because of larger vehicles traversing outside the painted edge line. As such, TfNSW believes that the applicant/quarry operator should still be required to identify suitable measures that will be implemented to stop/prevent heavy vehicles departing the Hume Highway via Red Hills Road cutting the corner and damaging the infrastructure within the road reserve such as pits, guide posts, the edge of road pavement, etc. If the applicant/quarry operator is unwilling to identify and implement measures the Department of Planning and Environment (DP&E) should give consideration to the imposition of requirements, subject to the Council's advice, to enable the protection of road assets noting the increase in heavy vehicle movements proposed by SSD-12469087.

TfNSW believes that the above will require a concept design for what is being proposed to be submitted to the Council for review and approval (inclusive of swept paths) before the determination of the current SSD application. It is also important to note that should works be undertaken within three (3) meters of the travel lane of a state classified road (i.e. Hume Highway) or work that has the potential to impact traffic flow such as the use of traffic control devices or signage to protect workers, then a Road Occupancy Licence (ROL) from

the TfNSW Traffic Operations Unit (TOU) will need to be applied for and obtained before commencing works.

2. Reporting of truck movements:

TfNSW notes that the current approval for the Extension Project (SSD 15/7090) contains requirements in relation to monitoring and keeping track of product transport (i.e. Condition 23 in Schedule 3).

The information required by this condition is currently difficult to find on the applicant's website and when found, what is available contains minimal information (i.e. two lines per month one of which is the average movements and one of which is the max movements, only one report available). TfNSW is of the view the currently provided information does not comply with the requirements of Condition 23 in Schedule 3 (i.e. information on daily maximum movements, and reports for the 6 month periods prior to the currently published report).

TfNSW requests details are provided from the applicant on how this information will be provided as part of any new approval that is issued for the current SSD application. This includes, but is not limited to, where it will be located on the website so it is easier to find, the structure/layout of how it will be reported so it provides all required information, etc.



May 2021

Area of concern