

File No: NTH12/00063; CR2014/005840
Your Ref: SSD 5357

The Manager, Industry
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Ms Deana Burn – Planning Officer

Dear Ms Burn,

Exhibition of Environmental Impact Statement (EIS) for Proposed Remediation of the Former Urunga Antimony Plant, Lots 1 & 2 DP 874874 and Lot 253 DP 46013 Hillside Drive Urunga

I refer to your letter of 7 November 2014 regarding the abovementioned state significant development referred to Roads and Maritime Services for consideration.

Roles & Responsibilities

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

Hillside Drive is a local road and the Pacific Highway (HW10) is a classified (state) road. Bellingen Shire Council is the 'Roads Authority' for all public roads in the subject area pursuant to Section 7 of the *Roads Act 1993* (the Act). The concurrence of Roads and Maritime is required prior to Councils' approval of works under Section 138 of the Act. Developer works on the Pacific Highway are subject to the Works Authorisation Deed (WAD) process.

In accordance with Clause 101 of the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) 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 Response

Roads and Maritime has reviewed the exhibited information and provides the following comments to assist the your department in considering this application;

1. The EIS has identified peak traffic generation associated with the proposed activity and has provided an estimate of traffic volumes on the surrounding road network. The report has not provided an analysis of the peak turning movements at the Pacific Highway and Hillside Drive intersection. Such an analysis should generally be considered against the Austroads warrants provided under Figure 4.9 of the Austroads Guide to Road Design Part 4A to determine an appropriate intersection treatment.

2. The current Pacific Highway and Hillside Drive intersection has limited protection for northbound right turning vehicles and widening to accommodate a right-turn treatment is constrained by a batter and utility pole. It is acknowledged that the remediation project is of a temporary nature and that traffic control measures may be an appropriate alternative to undertaking extensive road works at this location.
3. The inclusion of a Traffic Management Plan (TMP) as an attachment to the Construction Environmental Management Plan (CEMP) is supported. The plan could identify appropriate measures for the management of vehicular access between the Pacific Highway and the development site. In particular the plan should include procedures and/or Traffic Control Plan/s (TCP) that address the arrival and departure of plant / equipment and suitable measures to maintain safe turning movements at the Pacific Highway and Hillside Drive intersection.
4. Consideration could be given to the preparation of a Driver's Code of Conduct for staff and subcontractors. It is suggested that the code address, but not be limited to, the following:
 - a. A map of the primary haulage routes highlighting critical locations;
 - b. Safety initiatives for trucks travelling through residential areas and school zones;
 - c. An induction process for vehicle operators;
 - d. Regular toolbox meetings;
 - e. A complaints resolution and disciplinary procedure; and
 - f. Any community consultation measures to address peak haulage periods.
5. Should the project approval require ancillary works on the Pacific Highway, the Developer may be required to enter into a 'Works Authorisation Deed' (WAD) with Roads and Maritime prior to the commencement of works on the classified road. All works will need to be designed and constructed in accordance with the current Austroads Guidelines, Australian Standards and Roads and Maritime Supplements. All works would need to be completed to the satisfaction of Roads and Maritime. The Developer would be responsible for all the costs associated with the works and administration for the WAD process.

The developer may wish to familiarise themselves with the WAD process and contact our office to obtain further advice where necessary. Further information on undertaking Private Developments adjacent to classified roads can be accessed at:

<http://www.rms.nsw.gov.au/documents/projects/factsheet-development-process.pdf>

Advice to the Consent Authority

Upon determination of the application, it would be appreciated if your department could forward a copy of the Project Approval for our records. Should you have any further enquiries regarding the above comments then please contact Matt Adams on 6640 1362 or via email at: development.northern@rms.nsw.gov.au

Yours sincerely



for Peter Lane
A / Network & Safety Manager, Northern Region
17 December 2014