

Appendix E

Traffic Impact Assessment, GHD 2024



Tocumwal Magazine Compound Upgrade


Traffic Impact Assessment

Orica Australia Pty Ltd

July 10, 2024

→ The Power of Commitment



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1. Introduction

1.1 Overview

GHD Pty Ltd (GHD) has prepared this Traffic Impact Assessment (TIA) on behalf of Orica Australia Pty Ltd (Orica) for the Tocumwal Magazine Compound Upgrade ('the project') near Tocumwal in Southern NSW. The project would include the construction of four new two hundred and fifty tonne high explosive (250 t HE) magazines and a single 10,000,000 capacity detonator (IE) magazine. The same quantity of explosives would be stored, and the operational procedures at the site would remain unchanged.

Existing magazines would either be repurposed or decommissioned upon completion of the four new 250t HE magazines, new detonator magazine and associated infrastructure. Potential repurposing or decommissioning of the old magazines would be undertaken in the future as a separate activity and is not considered in this TIA.

The main construction activities of this project are planned to commence during financial year 2023 – 2024. Construction activities would include the following activities:

- Site clearing
- Establishing hardstands and concrete slabs
- Magazine construction
- Construction of earthen blast mounds in front of three of the proposed 250t HE magazines
- Construction of sealed access roads to each of the four new 250t HE magazines and one detonator magazine, which would diverge from existing access roads on site.

More details on the proposed activity associated with the project are provided in Section 3.1.

1.2 The project

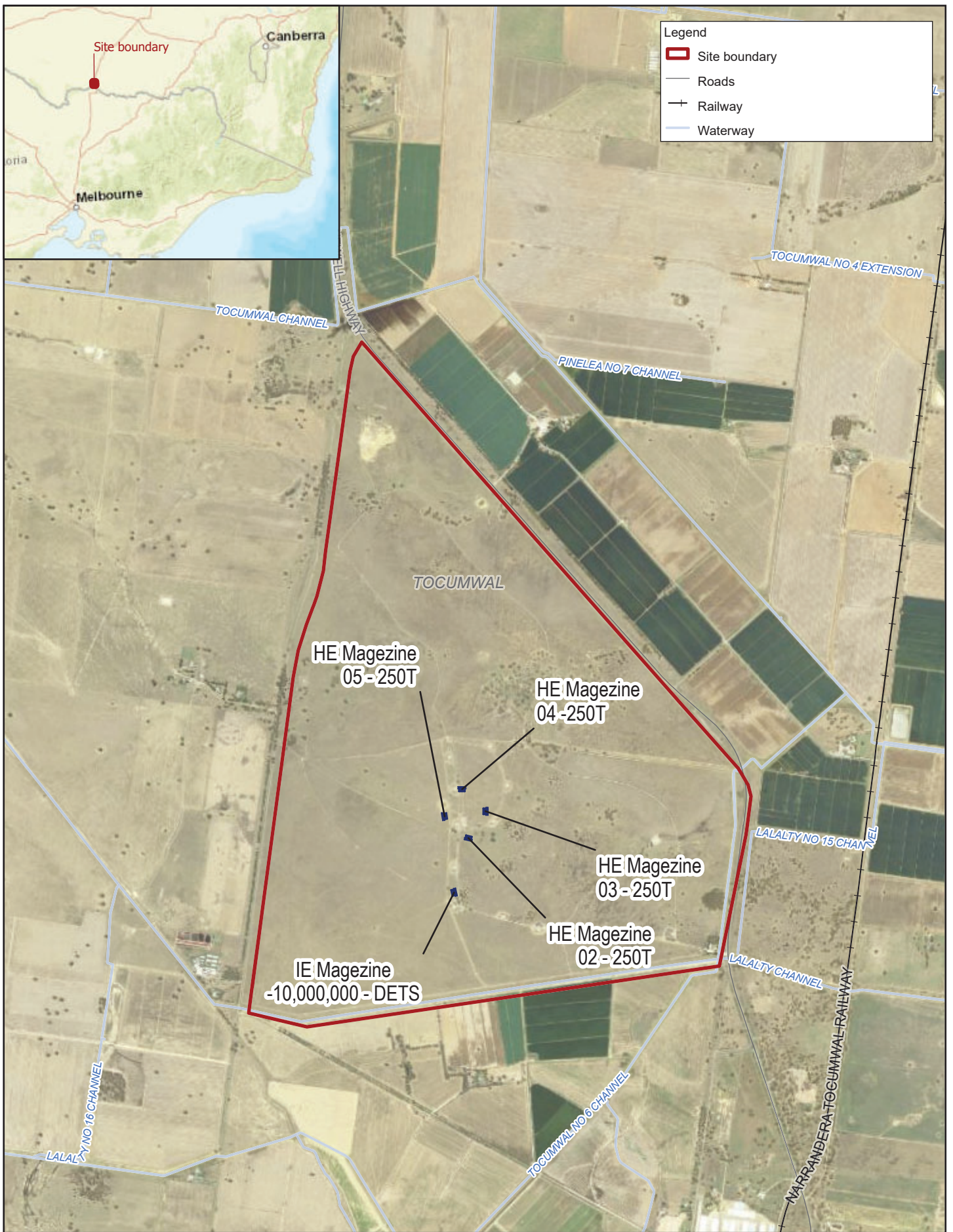
Orica is proposing to redevelop the Tocumwal Magazine Compound ("the project"). The project will take place on the Tocumwal Magazine Compound, located at 431 Newell Highway, approximately 4 km to the north of the township of Tocumwal. The site is situated within the Berrigan LGA on Lot 2, DP 225459 and is currently operated by Orica.

Currently, the existing magazines are not compliant with AS2187 Australian Standards Explosives - Storage, Transport and Use and the facility operates under an exemption from the NSW regulator. The project aims to remove the reliance on the exemption and become fully compliant with the Australian Standards and codes of practice.

The Tocumwal Magazine Compound is a fenced, open grazing property that is approximately 1,800 hectares (ha) in area, with a northern and eastern frontage of 4.7km to the Newell Highway (Figure 1-1). At its closest point, the Murray River is approximately 3.5km south of the project location. The western portion of the lot is bound by Chinamans Road. The closest townships to the Tocumwal Magazine Compound are Tocumwal and Finley which is approximately 4km to the south and 20km to the north respectively.

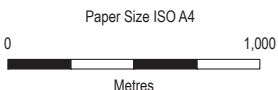
The site has two entrances from Newell Highway (A39) located at the south-eastern and northern corners of the site. Additionally, Chinamans Road provides two access points to the site from the west.

It is noted that Chinamans Road is only used for emergency access/egress (if required) for the existing magazines. All operational vehicular activity occurs via the access drive at the Newell Highway.



Legend

- Site boundary
- Roads
- Railway
- Waterway



Orica Australia Pty Ltd
Orica Tocumwal Magazine Compound Upgrade

Project No. 12597123
 Revision No. 0
 Date 16/04/2024

Map Projection: Transverse Mercator
 Horizontal Datum: GDA 1994
 Grid: GDA 1994 MGA Zone 55

Site Location

FIGURE 1.1

1.3 Secretary’s environmental assessment requirements

The Secretary’s environmental assessment requirements (SEARs) for the project were issued on 20 December 2023. Table 1-1 highlights the SEARs as they relate to traffic and transport related matters and where they have been addressed in this report.

Table 1-1 Traffic and transport SEARs

SEARs	Where addressed in this report
Traffic and Transport – a quantitative traffic impact assessment prepared in accordance with relevant Roads and Maritime Services and Austroads guidelines, that includes an assessment of the impact of traffic generation on the public road and rail network and measures employed to ensure traffic efficiency and road safety during construction, operation and decommissioning of the project (if applicable).	Whole Document
The potential impacts on the road network associated with the development during the lifetime of the project;	Section 3.4
An assessment of the existing and anticipated additional traffic generation on the surrounding road network, including vehicle types and average and peak traffic volumes;	Section 3.2, Section 3.3 and Section 3.4
Travel and haulage routes along the road network for vehicles to and from the development site including appropriate swept paths for large heavy vehicles or the potential for oversize and over-mass vehicle movements;	Section 3.1. Swept path analyses are presented in Figure 3-3.
Consideration of the cumulative impacts of the potential traffic generation when added to existing traffic volumes upon the surrounding road network shall be undertaken;	Section 3.4
An assessment of the likely transport impacts to the site access route and site access point, particularly in relation to the capacity and condition of the roads;	Section 3.4
Any works/upgrades required within the road network to accommodate the development including concept plans for these works;	Concept plans of the proposed access road upgrades are presented in Figure 3-1 and Figure 3-2.
The measures to be implemented to maintain the standard and safety of the road network, and the procedures to monitor and ensure compliance;	Section 4
A description of the measures that would be implemented to mitigate any transport impacts during construction;	Section 4

Whether a Construction Transport Management Plan and Driver Code of Conduct may be appropriate to outline measures to manage traffic related issues generated by the development.

Was not scoped for this TIA and should be compiled in the planning process.

1.4 State Environmental Planning Policy (Transport and Infrastructure) 2021

The project has been assessed in accordance with *State Environmental Planning Policy (SEPP) Transport and Infrastructure 2021*, clause 2.119 (development with frontage to a classified road).

The objectives of the clause are as follows:

- *To ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and*
- *To prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.*

The clause specifies that the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:

(a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and

It is noted that the magazine compound is an existing development and access/egress is provided from the Newell Highway. Additionally:

- There is no viable alternative access/egress to and from the Newell Highway
- There have been no crashes at the development's access driveway in the previous five years of available data

(b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—

(i) the design of the vehicular access to the land, or

(ii) the emission of smoke or dust from the development, or

(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and

It is noted that:

- The project is not expected to increase the operational traffic volumes at the magazine.
- The current access driveway and internal road will be spray sealed as part of the project, supporting improved outcomes, including a reduction in dust emissions.

(c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.

See above response, also noting the sealing of the access driveway will reduce dust emissions.

1.5 Purpose of this report

The purpose of this report is to identify the traffic and transport impacts of the proposed activities on the adjoining road network. The report:

- Identifies the traffic and transport facilities in proximity to the subject site.
- Assesses the impacts of the construction and operation of the project.
- Recommends measures to mitigate and manage the potential impacts identified.

1.6 Assumptions and qualifications

This report is based on the following assumptions and qualifications:

- Traffic volumes from the Newell Highway were sourced from publicly available data.
- No traffic surveys or intersection modelling has been undertaken.
- The site will generate negligible additional operational vehicle activity.
- During the construction of the project, up to seven workers would be employed, and up to six heavy vehicles would access/egress the project site per day.

1.7 Limitations

This report has been prepared by GHD for Orica Australia Pty Ltd and may only be used and relied on by Orica Australia Pty Ltd for the purpose agreed between GHD and Orica Australia Pty Ltd as set out in this report.

GHD otherwise disclaims responsibility to any person other than Orica Australia Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

2. Existing conditions

2.1 Current operation

During construction, the operations at the Tocumwal Magazine Compound would continue as normal to avoid disruptions to service. After the four new 250 t HE magazines and one detonator magazine have been constructed, operations would continue as present with no changes to current operational procedures being proposed.

Currently, the site operates in line with a number of existing procedures, including:

- An operating manual
- Environmental Management Plan (EMP)
- Site Safety Management Plan (SSMP)
- Emergency Response Plan (ERP)
- Site Security Plan
- Fire Risk Management Plan.

These operational procedures would remain in place after the project has been constructed.

2.1.1 Hours of operation

Existing operational hours, which would remain unchanged, as follows:

- Facility operating hours 6:30am to 15:30pm Monday to Friday
- Traffic arrival 24 hours, seven days a week.

2.1.2 Operational workforce

There are currently two to five permanent staff operating the Tocumwal Explosives Reserve at any one time. The operation of the new facility would continue to require the same number of staff after construction has been completed. Currently, from Monday to Thursday, five staff are present on the site (four permanent staff and one permanent part time), and on Fridays, four permanent staff are present on the site.

There is no proposed change to the overall operational workforce at the facility due to the project.

2.2 Existing road network

2.2.1 Road hierarchy

Functional road classification involves the relative balance of mobility and access functions. Transport for NSW (TfNSW) define four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility to high accessibility and low mobility. These road classes are:

- **Arterial Roads** – generally controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.
- **Sub-Arterial Roads** – can be managed by either TfNSW or local council. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a subregion or provide connectivity from arterial road routes (regional links).
- **Collector Roads** – provide connectivity between local roads and the arterial road network and typically carry between 2,000 and 10,000 vehicles per day.

- **Local Roads** – provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

2.2.2 Newell Highway

The Newell Highway is a national highway providing a major road link between Queensland and Victoria, passing through central New South Wales (Figure 2-1). The highway passes through several rural towns, including Dubbo, Parkes, Narrabri and Tocomwal.

The speed limit on most rural sections of the Newell Highway is 110km/h. The majority of the highway provides a single lane of travel in each direction, with overtaking lanes provided in both directions of travel. Along the Newell Highway, there are several major and minor rest areas.



Figure 2-1 431 Newell Highway, looking south

The current access from Newell Highway is unsealed as displayed in Figure 2-2. The project provides an opportunity to upgrade the access driveway, as detailed in Section 3.1.4.



Figure 2-2 Development access road at Newell Highway

2.2.3 Chinamans Road

Chinamans Road is a local rural road, connecting Newell Highway and Tuppal Road (refer Figure 2-3), with a default rural speed limit of 100km/h. There is no on-street parking provided on Chinamans Road.

As stated in Section 1.2, Chinamans Road is only used for emergency access/egress (if required) for the existing magazine.



Figure 2-3 Chinamans Road, looking from Newell Highway

Source: Google Maps modified by GHD

2.3 Crash data review

A review of crash data from the TfNSW Road Centre for Road Safety has been undertaken based on the last five years of data (2017 – 2021) (Figure 2-4).

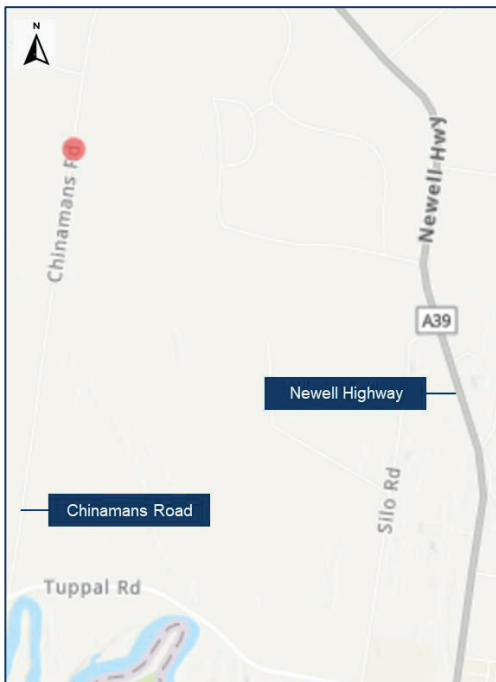


Figure 2-4 Crash data near the project site
 Source: Transport for New South Wales modified by GHD

The data indicates that there was one crash recorded on Chinamans Road in proximity to the site in 2018. The crash occurred when a vehicle went off-road and struck an object and resulted in no injuries.

2.4 Active and public transport

With respect to public and active transport:

- There are no active transport facilities in proximity to the project.
- There are school bus routes along Newell Highway travelling from Tocumwal to Finley, which operates on school days.
- The Albury to Echuca Regional Coach Service travels along Newell Highway near the site. The service operates in both directions three times a week.

In summary, there is a minor provision of public transport services in proximity to the project.

2.5 Freight routes

The TfNSW Restricted Access Vehicle (RAV) map indicates that the Newell Highway is authorised to accommodate vehicles up to the size of 26 metre B-doubles (Figure 2-5) and road-trains (including B-triple and AB-triple vehicles) ,as displayed in Figure 2-6.

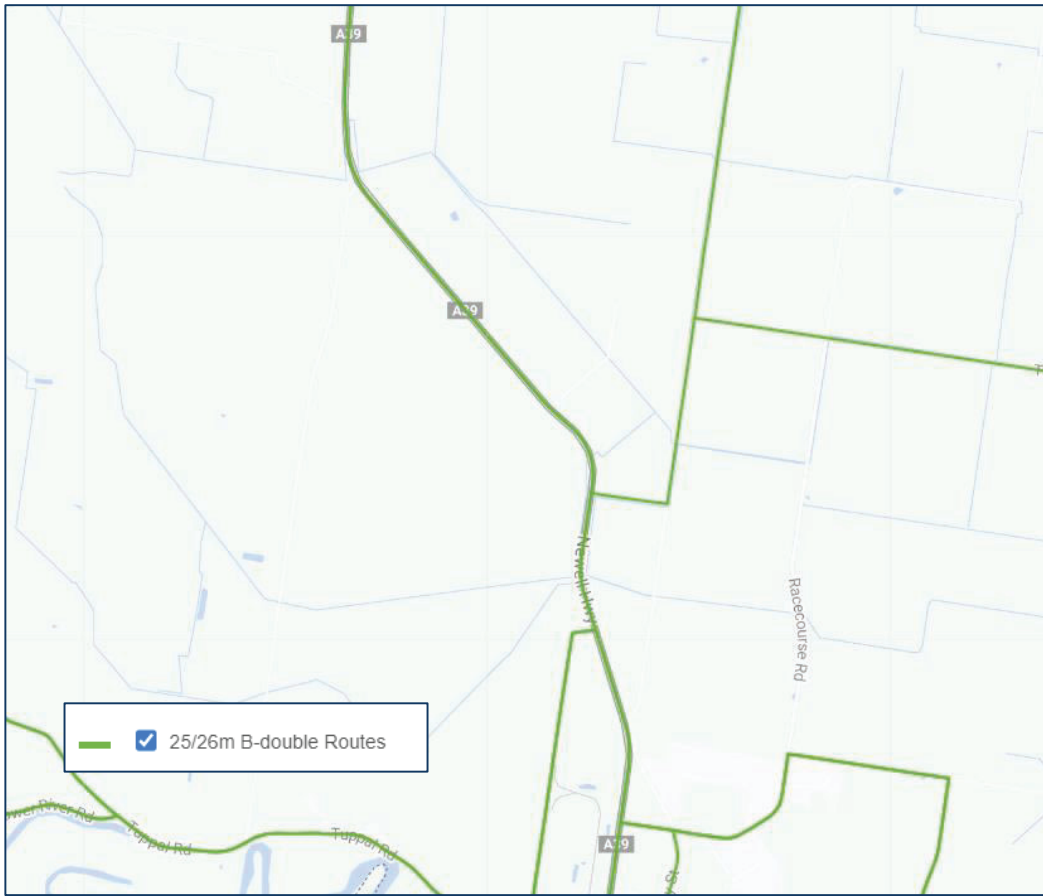


Figure 2-5 Restricted Access Heavy Vehicle Map near Tocumwal – B-doubles

Source: Transport for New South Wales, modified by GHD

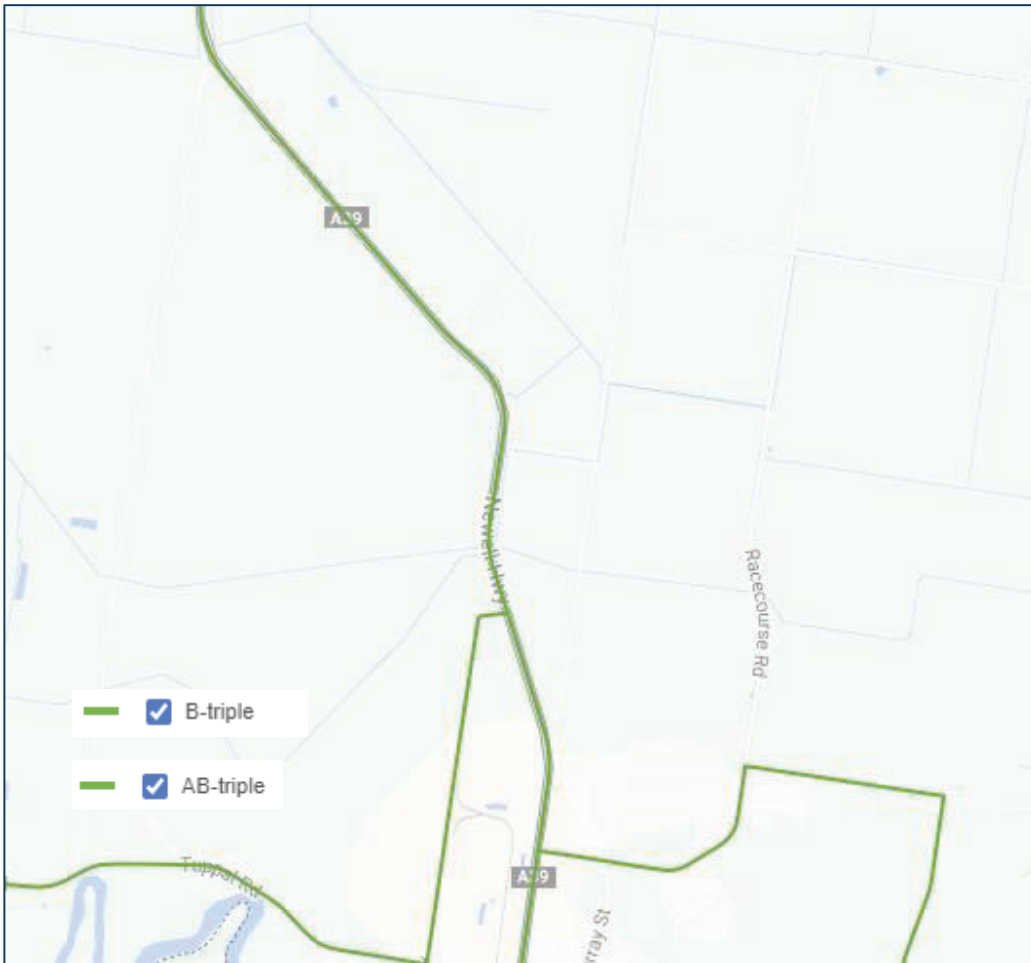


Figure 2-6 Restricted Access Heavy Vehicle Map near Tocumwal – road trains

Source: Transport for New South Wales, modified by GHD

2.6 Traffic data

TfNSW have provided traffic data for Newell Highway, approximately 57km to the north of 431 Newell Highway, Tocumwal, which was collected between 01 January 2021 and 31 December 2022 (Figure 2-7).

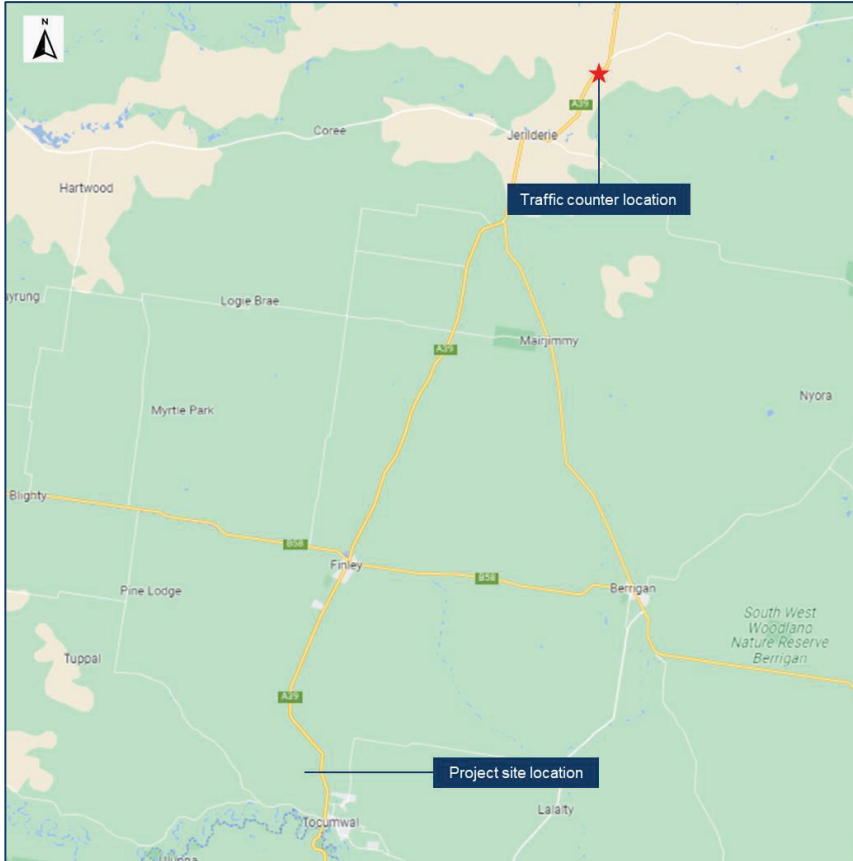


Figure 2-7 Location of Newell Highway traffic counter

Source: Google Maps modified by GHD

The average weekday traffic volumes for 2021 are displayed in Figure 2-8.

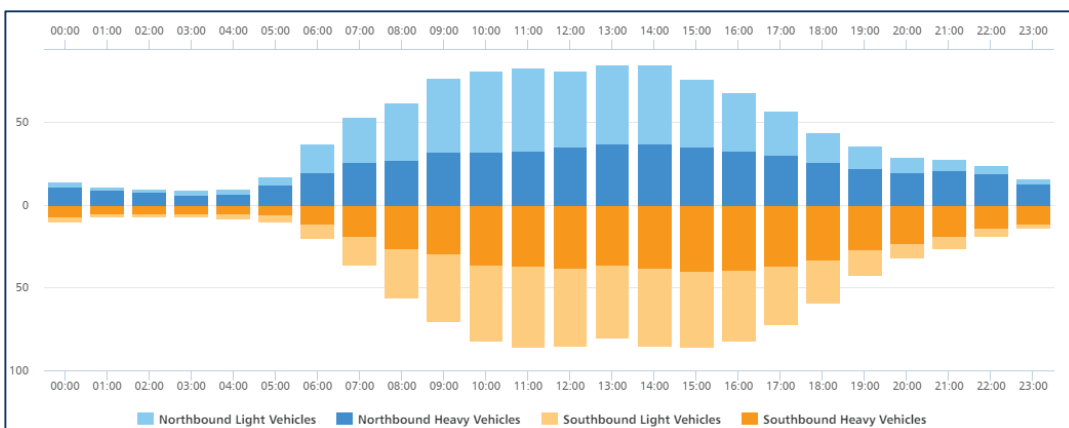


Figure 2-8 Daily traffic volumes on Newell Highway in 2022

Source: Transport for New South Wales modified by GHD

The data indicates that:

- The Newell Highway north of Tocumwal accommodates approximately 1,000 northbound vehicles and 1,000 southbound vehicles per day.
- Heavy vehicles constitute approximately 52 per cent of overall vehicle activity.
- Peak morning activity occurs between 11am–12pm, with 82 northbound vehicles and 85 southbound vehicles.
- Peak afternoon activity occurs between 2pm–3pm, with 84 northbound vehicles and 85 southbound vehicles.

Traffic data is not available for the local roads in proximity to the project site. However, in accordance with their rural location, it is expected that they accommodate negligible traffic volumes.

2.7 Road network performance

The *TfNSW Guide to Traffic Generating Developments* specifies that for rural roads with a speed limit of 100 kilometres per hour, a single travel lane in each direction, level terrain and 15 per cent heavy vehicles have a mid-block capacity (to a LOS D) of 1,410 vehicles per hour (bi-directional traffic).

Accounting for the higher traffic volumes and greater percentage of heavy vehicles at the TfNSW count station, the data in Figure 2-8 indicates that the Newell Highway is operating well within its mid-block capacity.

3. Impact assessment

3.1 Proposed development

3.1.1 Construction activities

The main construction activities of this project are planned to commence during early to mid-2024. A detailed design would be undertaken prior to the beginning of construction. Construction activities are expected to include:

- Earthworks: used to establish the concrete slabs under the four new 250t HE magazines and one detonator magazine.
- Construction of earthen blast mounds: the project would include the construction of earthen blast mounds in front of three of the proposed 250 t HE magazines. These blast mounds would be strategically positioned to minimise risk of knock-on detonation. The construction of these blast mounds would be finalised in a detailed design and presented in the EIS.
- Construction of new access roads: new roads would be built running from the existing entrance to the sites of the new magazines. These roads would be gravel during the construction of the new magazines and would then be sealed prior to normal operations using the new magazines starting.
- Construction of four new two hundred and fifty tonne high explosive (250 t HE) magazines.
- Construction of a single 10,000,000 capacity detonator (IE) magazine.
- A hard stand would be constructed at each new magazine site upon which the concrete slab would be built.

The new magazines would be constructed on concrete slabs which would include an approximately nine-metre-wide apron across the front of the new building to allow parking of B-double trucks for loading and unloading.

3.1.2 Construction hours

The construction activities would be carried out during the following hours, consistent with the recommended standard hours of the *Draft Construction Noise Guideline* (NSW EPA, 2020):

- 7am-6pm Monday to Friday
- 8am-1pm Saturdays
- No work on Sundays or Public Holidays.

3.1.3 Operation activities

During construction, operations at the Tocumwal Explosives Reserve would continue as normal to avoid disruptions to service. After the four new 250 t HE magazines and one detonator magazine have been constructed, operations would continue as present with no changes to current operational procedures being proposed.

As stated previously, there is no proposed change to the overall operational workforce at the facility due to the project.

3.1.4 Access arrangements

With respect to the access to the project site, it is proposed to spray seal the internal access road, including its intersection with the Newell Highway, in accordance with Austroads Guidelines. The proposed internal road upgrades are displayed in Figure 3-1 and the access intersection upgrade is displayed in Figure 3-2.

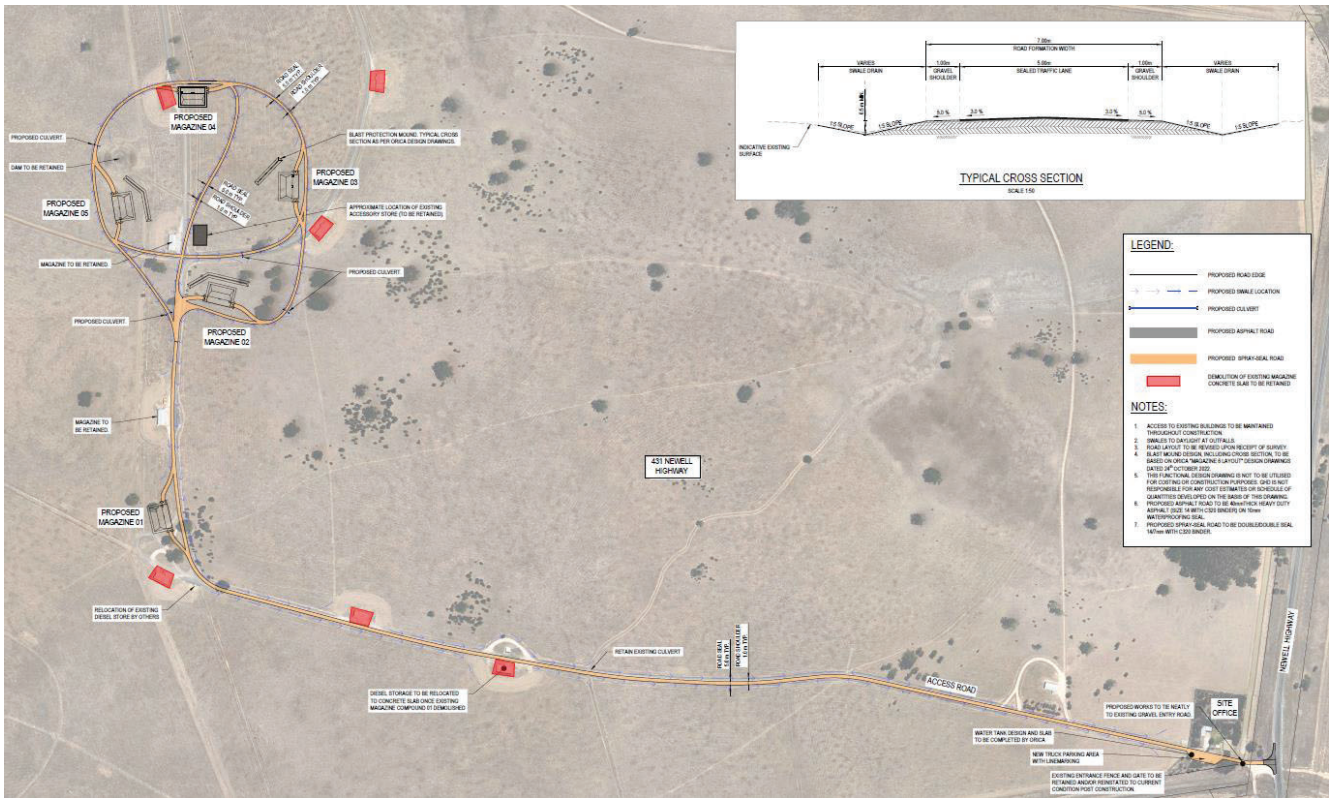


Figure 3-1 Proposed internal road upgrade



Figure 3-3 Swept path analysis

3.2 Traffic generation

As the number of workers at the site is not expected to change, the traffic generated from operation of the facility would remain the same and as such has not been considered further in this assessment.

The peak hour construction vehicle activity has been undertaken on a first principles basis in accordance with the expected volumes of workers and heavy vehicles as follows:

- Up to ten additional workers are expected at the site during the construction of the project.
- Workers will access the site in the morning and depart the site in the afternoon.
- To be conservative, it has been assumed that two heavy vehicles would access/egress the project site in a single hour during the peak hour.

For the purposes of this assessment, the highest hourly traffic generation for the project under the peak construction scenario is assumed to be up to 14 vehicle trips in total, which will consist of the following:

- AM peak hour:
 - Ten inbound light vehicles
 - Two inbound heavy vehicle movements
 - Two outbound heavy vehicle movements.
- PM peak hour:
 - Ten outbound light vehicles
 - Two inbound heavy vehicle movements
 - Two outbound heavy vehicle movements.

3.3 Traffic distribution

It is assumed all vehicles would access/egress the project site via the Newell Highway. For the purposes of analysis, it has been assumed that 50 per cent of vehicles will access/egress the site from the north and 50 per cent will access/egress the site from the south.

3.4 Site impacts

3.4.1 Impacts to traffic

With respect to the traffic impacts of the project, the following is noted:

- The available information indicates that the roads in proximity to the project site are operating with a good Level of Service during peak periods of road network activity.
- Operational vehicle activity is expected to be negligible.
- The vehicle activity associated with the construction of the project would be minor, up to 14 vehicles in a single hour, at an average of (approximately) one vehicle every four minutes.

Accordingly, the traffic impacts of the project are expected to be negligible and fall within the daily fluctuations of the adjoining arterial road network.

3.4.2 Impacts to public and active transport

As there are no active transport facilities in proximity to the project site, there will be no impact on such facilities.

There are some public transport routes on the Newell Highway, including the Albury to Echuca Regional Coach Service. However, given their infrequent nature as well as the small number of construction vehicles, the impact on public transport services is expected to be negligible.

3.4.3 Impacts to road safety

With respect to impacts on road safety:

- The crash review outlined in Section 2.3 shows there has been one recorded crash in proximity to the project site in the last five years on Chinamans Road.
- Appropriate traffic control measures in the vicinity of the site should be adopted to ensure that the safety of all road users is not impacted by construction-related vehicles travelling to and from the site.
- The construction/operational volumes generated by the project are minor.

Accordingly, the impacts of project construction and operational vehicles on road safety are expected to be negligible.

3.4.4 Impacts to parking

With respect to impacts on parking, the following is noted:

- Due to on-street parking not being permitted on Newell Highway in proximity to the project site, there is not expected to be any impact to on street parking.
- Parking for workers would be provided within the project site.

Accordingly, the impacts on parking associated with the construction and operation of the project are expected to be negligible.

4. Mitigation measures

Mitigation measures proposed to avoid or minimise traffic and transport impacts during construction and operation, of the project are listed in Table 4-1.

Table 4-1 Mitigation measures – traffic and transport

ID	Outcome	Mitigation measure	Timing
T1	Minimise environmental impacts associated with the movement of vehicles.	Rectify any road deposits caused by site vehicles, to maintain the safety of road users. Where possible, offset the construction vehicle activity from peak periods of road network activity.	Construction
T2	Minimise environmental impacts associated with the movement of vehicles.	Induct employees and contractors to raise awareness and understanding of traffic and transport mitigation measures to be implemented during construction.	Construction

5. Conclusion

Orica is proposing to redevelop the Tocumwal Magazine Compound . The site is situated within the Berrigan LGA on Lot 2, DP 225459, Newell Highway, Tocumwal and is currently operated by Orica.

Construction activities include:

- Vegetation clearing
- Earthworks
- construction of earthen blast
- Construction of new access roads
- The construction of four new two hundred and fifty tonne high explosive (250 t HE) magazines.
- The construction of a single 10,000,000 capacity detonator (IE) magazine.

During construction, operations at the Tocumwal Magazine Compound would continue as normal to avoid disruptions to service. After the four new 250 t HE magazines and one detonator magazine have been constructed, operations would continue as present with no changes to current operational procedures being proposed.

For the purposes of this assessment, the highest hourly traffic generation for the project under the peak construction scenario is assumed to be up to 14 vehicle trips in total, which will consist of the following:

- AM peak hour:
 - Ten inbound light vehicles
 - Two inbound heavy vehicle movements
 - Two outbound heavy vehicle movements.
- PM peak hour:
 - Ten outbound light vehicles
 - Two inbound heavy vehicle movements
 - Two outbound heavy vehicle movements.

Additionally:

- The traffic impacts of the project site are expected to be negligible and fall within the daily fluctuations of the adjoining arterial road network.
- There is no active transport in proximity to the project site.
- There are infrequent bus routes in proximity to the site that operate at most once a day. The impact of the construction activity on these services are expected to be negligible.
- The crash review outlined in Section 2.3 shows there has been one crash recorded in proximity to the project site in the last five years that took place on Chinamans Road. The crash resulted in no injuries and occurred as a result of the vehicle hitting an object off-road.
- The impacts of project construction and operational vehicles on road safety are expected to be negligible.
- During construction, car parking for workers will be provided in proximity to the new magazine locations.

In conclusion, the impacts of the construction and operation of the project on the adjoining traffic and transport networks are expected to be negligible.

6. References

Transport for New South Wales (2002) – *Guide to Traffic Generating Developments*

Australian Standard (1998) AS 2187.1 – *Explosives – Storage, transport and use – Storage*

New South Wales Consolidated Regulations (2014) – *Road Rules*

