



26 June 2015

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The Manager  
Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

Attention: Thomas Piovesan

**SSD-6882 – PROPOSED INTENSIVE LIVESTOCK DEVELOPMENT - POULTRY FARM, LOTS 1, 41, 42, 44, 45 & 54 DP750898, LOT 1 DP1054064, STURT HIGHWAY (HW14), NARRANDERA.**

I refer to your correspondence regarding the subject Application which was referred to the Roads and Maritime Services for assessment and comment.

Roads and Maritime Services has reviewed the information provided, including the Environmental Impact Statement dated May 2015 prepared by SLR Consulting Australia. From this information it is understood that the proposal is for the establishment of an intensive poultry broiler production complex on the subject site to house up to 3.9 million birds at any one time. The proposal is to develop the complex in 5 separate Poultry Production Units (PPU) with each unit to consist of 16 poultry sheds housing 784,000 birds. The development proposal also includes the construction of 10 dwellings and associated support infrastructure and staff amenities for the poultry production complex.

The subject site is located approximately 4 kilometres to the south of the Sturt Highway (HW14) and will not be visible from the Sturt Highway. The submitted documentation indicates that access to the proposed poultry production facility and dwellings is to be via an easement for access road to the Sturt Highway over adjoining land (Lots 39 DP 750876 and Lots 12 & 15 DP 760898). Lot 39 DP 750876 has frontage to the Sturt Highway. The intersection of the proposed access road with the Sturt Highway is to be located within a 100 km/h speed zone. Roads and Maritime requires that any access to the Sturt Highway comply with appropriate standards for location, construction and ongoing maintenance for the prevailing speed limit.

The submitted information includes a Traffic Impact Assessment (TIA) dated March 2015 prepared by Roadnet. The supporting documentation indicates that the traffic generation due to the development proposal is in the order of 3000 vehicles (6000 movements) per 9 week cycle which equates to approximately 48 vehicles (96 movements) a day on average. Of this approximately 65 percent will be a mix of rigid and articulated heavy vehicles. The majority of traffic to the subject is anticipated to be from Griffith therefore vehicles entering the site will make a right turn manoeuvre from the carriageway of the Sturt Highway.

The submitted traffic assessment recommends the construction of a BAR/BAL treatment at the intersection of the new access driveway with the Sturt Highway. As the Sturt Highway is an approved road train route the intersection treatment is to be designed and constructed to the appropriate standards for road train vehicles. The TIA in section 3.5.3 recommends that the intersection with the Sturt Highway be constructed to the standard of a public road intersection and bitumen sealed for a minimum length of 50 metres and that the access road be built to a minimum width of 6.5 metres with a pavement and road surface suitable for B-Doubles. As the roadways and intersections are not intend to be built to accommodate vehicles larger than a B-Double Heavy vehicle into the development site the development should be conditioned to deny any larger vehicles.

A development of the scale and type proposed has the potential to generate substantial traffic during the construction phase of the development therefore it is considered appropriate that the intersection treatment with the Sturt Highway and access roadway be constructed prior to the commencement of construction of the sheds/buildings for housing of the birds.

Given the location of the subject development relative to the Sturt Highway and the prevailing winds measures are to be taken to control dust from the internal access road from the Sturt Highway. To address this it is considered that the access road be sealed for at least 50 metres from its intersection with the Sturt Highway. It would be appropriate to require a management plan to be prepared to provide measures to suppress dust generation from the access road to the satisfaction of the Council and Roads and Maritime Services.

Roads and Maritime Services is mainly concerned with the provision of safe access between the subject site and the public road network and the impact of the development on the safety and efficiency of the road network. As the subject site is to be accessed via a new driveway proposed to intersect with the Sturt Highway within a 100 km/h speed zone the following conditions are proposed for road safety reasons.

Roads and Maritime Services has assessed the Development Application based on the documentation provided and would raise no objection to the development proposal subject to the Consent Authority ensuring that the development is undertaken in accordance with the information submitted as amended by the inclusion of the following as conditions of consent (if approved):-

1. Access to the development for vehicles larger than a B-Double heavy vehicle configuration is denied.
2. A maximum of One (1) driveway is permitted to the Sturt Highway (HW14) to provide for access to the development site. Any redundant driveways or gates between the Sturt Highway and Lot 39 DP 750876 are to be removed and the road reserve restored to match the surrounding roadside in accordance with Council requirements. Any damage or disturbance to the road reserve of the Sturt Highway is to be restored to match surrounding landform in accordance with Council requirements.
3. The intersection of the Sturt Highway (HW14) and the proposed access road is to be located and the roadside maintained so as to provide the required Safe Intersection Sight Distance (SISD) in either direction in accordance with the Austroads Publications as amended by the Roads and Maritime Services supplements for the prevailing speed limit. Compliance with this requirement is to be certified by an appropriately qualified person prior to construction of the vehicular access.
4. As a minimum the intersection of the Sturt Highway (HW14) and the proposed access road shall be constructed to the standard of a public road intersection with a Basic Right Turn (BAR) and Basic Left Turn (BAL) intersection treatment in accordance with the Austroads Guide to Road Design for a Road Train route as amended by the supplements adopted by Roads and Maritime Services for the prevailing speed zone on the Sturt Highway.

5. The intersection of the proposed access road with the Sturt Highway shall be designed and constructed so that any vehicles entering or exiting the development are not required to cross to the opposing travel lane of the highway in order to perform the access or egress manoeuvre to/from the proposed access road.
6. For at least 50 metres from the carriageway of the Sturt Highway the access roadway shall be constructed perpendicular (or at an angle of not less than 70 degrees) to the carriageway of the highway and with a minimum width to accommodate two way movement for the largest vehicle likely to access the development.
7. As a minimum the proposed access road is to be line marked to separate the swept path of vehicles entering and exiting the development. Associated directional marking and signage is to be installed and maintained in accordance with Australian Standards.
8. The proposed access road shall be bitumen sealed for a minimum length of 50 metres from the carriageway of the Sturt Highway. A management plan to provide measures to suppress dust generation from the development site and the access road shall be prepared and implemented to the satisfaction of Council and Roads and Maritime Services.
9. The intersection of the proposed access road with the Sturt Highway is to be designed, constructed and maintained to prevent water from proceeding onto, or ponding within, the carriageway of the highway. If a culvert is to be installed and is to be located within the clear zone of the highway for the prevailing speed zone it is to be constructed with a traversable type headwall.
10. Conditions relevant to the construction of the intersection and access road are to be completed prior to issue of the Construction Certificate for the construction of sheds for the housing of birds on the subject site. This is to ensure safe access arrangements are provided for the construction activities on the development site.
11. A management plan to address construction activity access is to be prepared prior to commencement of construction activity on the development site. Appropriate signage and fencing is to be installed and maintained to effect this requirement for the duration of the construction works.
12. The Sturt Highway (HW14) is part of the State Road network. For works on the State Road network the developer is required to enter into a Works Authorisation Deed (WAD) with Roads and Maritime Services before finalising the design or undertaking any construction work within or connecting to the road reserve. The applicant is to contact the Land Use Manager for the South West Region on Ph. 02 69371611 for further detail.

The developer will be required to submit detailed design plans and all relevant additional information including cost estimates and pavement design details for the works, as may be required in the Works Authorisation Deed documentation, for each specific change to the state road network for assessment and approval by Roads and Maritime Services. However, the developer is encouraged to submit concept plans of the layout of the proposed works for checking by Roads and Maritime Services prior to undertaking the detailed design phase.

13. Any works within the road reserve of the Sturt Highway (HW14) requires concurrence from Roads and Maritime Services under section 138 of the Roads Act 1993 prior to commencement of any such works. The developer is responsible for all public utility adjustment/relocation works, necessitated by the development and as required by the various public utility authorities and/or their agents.
14. Any works associated with the proposed development shall be at no cost to Roads and Maritime Services.

Under the provisions of the Environmental Planning & Assessment Act it is the responsibility of the Consent Authority to assess the environmental implications, and notify potentially affected persons, of any development including conditions.

Any enquiries regarding this correspondence may be referred to the Manager, Land Use for Roads and Maritime Services (South West Region), Maurice Morgan, phone (02) 69371611.

**Please forward a copy of the Notice of Determination for this Development Application to the Roads and Maritime Services at the same time as advising the applicant.**

Yours faithfully



Per:  
Mr Lindsay Tanner  
Regional Manager  
South West Region