



Our ref: STH19/00029/02
Contact: Melissa Steep 4221 2771
Your ref: SSI 9816

25 March 2019

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Department of Planning and Environment
Information@planning.nsw.gov.au

CC: Tim.Stuckey@planning.nsw.gov.au
Mike.Luger@jacobs.com

STATE SIGNIFICANT INFRASTRUCTURE APPLICATION SSI 9816 – GEOTECHNICAL EXPLORATIONS COMPONENT OF THE SHOALHAVEN HYDRO EXPANSION PROJECT

Dear Sir,

Roads and Maritime Services (RMS) refers to correspondence received from Mike Luger of Jacobs (see attachment A) dated 21 March 2019 regarding RMS' response to the subject State Significant Infrastructure.

RMS has reviewed the additional information provided and notes the following:

- There is approximately 21m of storage space available at the intersection of Moss Vale Road and the Promised Land Trail.
- Prior to any large vehicle arriving, the site manager will open the gate located on the Promised Land Trail to ensure the heavy vehicle can continue onto the Trail, without needing to store in the abovementioned storage area.

Given the sight distance available at the intersection of Moss Vale Road and the Promised Land Trail is less than the required Safe Intersection Sight Distance (SISD), as outlined in Austroads Guide to Road Design Part 4A, RMS considers a Traffic Management Plan (TCP) should be in place to manage the risks associated with the identified heavy vehicle access at this location.

Having regard for the above, RMS will not object the application subject to the following being included in the conditions of any development consent issued:

- A Traffic Management Plan (TMP) to manage the impact of the heavy vehicle accessing the site via the intersection of Moss Vale Road and The Promised Land Trail shall be developed in consultation with RMS Southern Traffic Operations Unit and Council's Local Traffic Committee (LTC). The TMP (and associated Traffic Control Plans) shall be submitted to Council's LTC for final acceptance.

- A copy of the accepted TMP shall be forwarded to RMS (via development.southern@rms.nsw.gov.au) prior to any transportation occurring or works commencing on site for this development

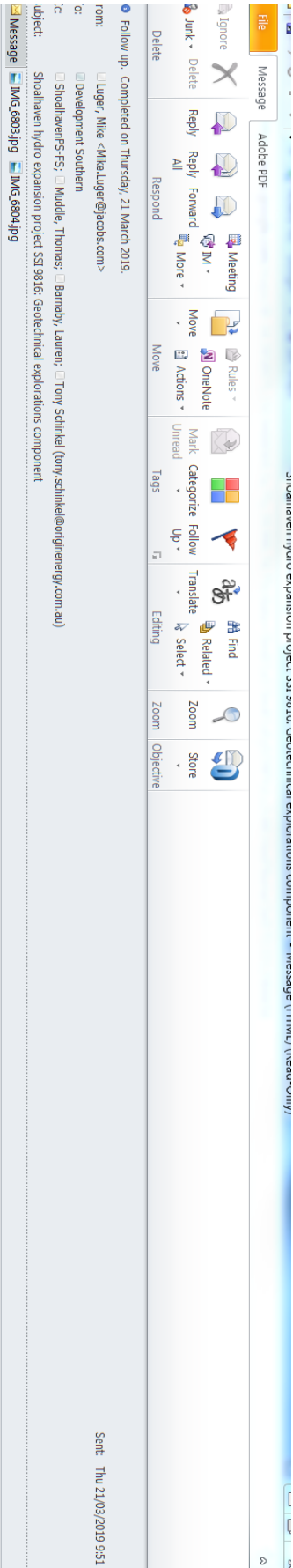
RMS highlights that in determining the DA under Part 4 of the Environmental Planning and Assessment Act, 1979, it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary to the development. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of development consent (i.e. insert). Depending on the level of environmental assessment undertaken to date and nature of the works, the consent authority may require the developer to undertake further environmental assessment for any ancillary road works.

Upon determination of this matter, it would be appreciated if Council could send a copy of the Notice of Determination to development.southern@rms.nsw.gov.au.

Yours faithfully,



Chris Millet
Manager Land Use
Southern Region



Dear Melissa

Many thanks for your letter dated 11 March 2019 in connection with the above. As per my voicemail, we have pleasure in providing some further information on the intersection of the Moss Vale Road and Promised Land Trail.

1. The works will only entail one large vehicle, namely that conveying the larger drilling rig. This vehicle is not expected to be over 20m in length, but this cannot be confirmed until a drilling contractor has been engaged. This vehicle would make two trips during the investigation: one trip at commencement to deliver the drill rig from Moss Vale Road southbound lane turning right through the gate and progressing along the Promised Land Trail; and another trip upon completion to collect the drill rig from the Promised Land Trail turning left onto the northbound lane of Moss Vale Road.
2. Prior to the large vehicle arriving at the gate, the Origin or Jacobs Site Manager will unlock and open the gate to make sure that the truck can drive straight onto the Promised Land Trail without any impacts on the through traffic on Moss Vale Road. Similarly when leaving, the Site manager will open/ close the gate so that the truck can drive straight onto the Moss Vale Road without having to stop to close/ lock the gate.
3. We have measured the distance of the gate (which opens inwards away from the Moss Vale Road) to the edge of the Moss Vale Road at approximately 21m. The area can easily accommodate two or three vehicles (see attached photos) and therefore there would be no intrusion into the through lanes of Moss Vale Road for the smaller trucks and utility vehicles during the project when they have to stop to open/ close the gate.
4. Based on the above arrangements and information, the traffic entering and leaving the Promised Land Trail would have minimum impacts on Moss Vale Road.

Please can you give me a call to discuss.

Kind regards

Mike

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