

28 January 2020

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

Attention: Bianca Thornton

**NEW ENGLAND HIGHWAY (H9): SSD-9418, RAVENSWORTH COMPOSTING FACILITY,
LOT: 10 DP: 1204457, 74 LEMINGTON ROAD RAVENSWORTH**

Transport for NSW (Transport) advises that legislation to bring Roads and Maritime Services and Transport together as one organisation came into effect on 1 December 2019 so we can deliver more integrated transport services across modes and better outcomes to customers and communities across NSW. Other than a name change from Roads and Maritime to Transport, it's business as usual and you can continue to enjoy the same service you do today.

Reference is made to the Department of Planning, Industry and Environment's (DPIE's) referral received 20 November 2019, regarding the abovementioned application which was referred to Transport for comment pursuant to Section 4.36 of the *Environmental Planning and Assessment Act 1979*. Clause 23 of Schedule 1 of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP) identifies development for the purpose of resource recovery or recycling facilities that handle more than 100,000 tonnes per annum (tpa) of waste as being a State Significant Development (SSD).

Transport understands the proposal to be for a nutrient recycling facility with a handling capacity of up to 200,000 tpa. The site currently has consent to receive up to 76,000 tpa.

Transport Response

Transport's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

The New England Highway (H9) is a classified State road and Lemington Road is a local road. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*. Transport has reviewed the referred information including the Traffic Impact Assessment (TIA) by Pavey Consulting Services, dated 12 March 2019, and

provides the following comments to assist the consent authority in making a determination:

- The submitted TIA does not assess the PM peak hour impact, stating that the AM is the critical peak. There is no evidence within the report to support this claim.
- The distribution of development trips have not been shown diagrammatically, as required in the SEARs issued 11 July 2018.
- The TIA has not considered the use of Lemington Road to access the Golden Highway, which is located at the southern intersection, and the impact of the development traffic on the operation of that intersection.
- The intersection has not been modelled as a seagull (or staged crossing) as per the Sidra Intersection User Guide.

Advice to DPIE

Transport recommends that the following matters should be considered by DPIE in determining this development:

- The property is affected by a road widening proposal shown by pink colour on attached map. Any improvements to the property are to exclude the area required for road widening purposes. Where a road widening proposal affects an existing building, Transport does not object to normal maintenance and repairs or minor alterations and additions to that existing building
- The property has a common boundary with the New England Highway, which has (in part) been declared as Controlled Access Road by notification in Government Gazette No 137 of 15-11-1974 Folio 4401 & Gaz No 39 of 16-3-1990 Folio 2333. Direct access across this boundary is restricted.

On DPIE's determination of this matter, please forward a copy of the Notice of Determination to Transport for record and / or action purposes. Should you require further information please contact Marc Desmond on 0475 825 820, or by emailing development.hunter@rms.nsw.gov.au.

Yours sincerely



Peter Marler
Manager Land Use Assessment
Hunter Region