

13 December 2019

File No: NTH07/01158/15

Your Ref: SSD10398

The Director
Planning Industry & Environment

Attention: Anthony Barnes
anthony.barnes@planning.nsw.gov.au

Dear Sir,

SEARS Request - Project SSD10398 (PAE – 1387) - Hanson's Tweed Sand Plant Expansion: Tweed Coast Road, Cudgen

I write to you from Transport for NSW, which was formerly Roads and Maritime Services.

Reference is made to your email dated 25 November requesting comments from Transport for NSW (TfNSW) in relation to the proposed expansion of Hanson's Tweed Sand Plant project. It is noted that the development is State Significant Development.

Roles and Responsibilities

The key interests for TfNSW are the safety and efficiency of the transport network, the integrity of State infrastructure and the integration of land use and transport in accordance with *Future Transport Strategy 2056*.

TfNSW is given the opportunity to review and provide comment on the subject development under Clause 16 of the *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007*.

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 will access a State classified road. TfNSW is given the opportunity under Clause 104 to comment on traffic generating developments listed under Schedule 3.

It is emphasised that the comments provided below are based on the current proposal and the information provided at this time. They are not to be interpreted as binding upon TfNSW and may change following formal assessment of any application referred by the relevant consent authority.

Transport for NSW (TfNSW) Response

1. The location of the proposed point of access onto the Tweed Valley Road Interchange, and the proposed design for that access has not been provided in the documentation to date. This should be provided with the EIS document, and should include a strategic concept

plan/drawing showing the proposed access. It should include vehicles taking access to and from the site.

2. TfNSW requests that a Traffic Impact Assessment (TIA) be prepared by suitably qualified person/s in accordance with the Austroads Guide to Traffic Management Part 12, the complementary TfNSW Supplement and RTA Guide to Traffic Generating Developments. The TIA should include, but not be limited to, the following;
 - The total impact of existing and proposed development on the road network with consideration for a 10 year horizon.
 - The volume and distribution of traffic generated by the proposed development. Details of all daily and peak traffic and transport movements likely to be generated during both construction and operation of the development should be included.
 - Details of the type of heavy vehicles likely to be used (eg, B-doubles) during both construction and operation will be required, and the impact of heavy vehicles on nearby intersections.
 - Existing traffic volumes and background traffic growth expected along the proposed haulage routes. This should take account of traffic from surrounding commercial development.
 - Identification of impacted intersections along the proposed haulage routes; including the intersections with the classified (State) road network (particularly the Pacific Highway, and Pacific Highway/Tweed Valley Way interchange).
 - Consideration of turning lane warrants and identification of appropriate intersection treatments for the identified intersections along the proposed haulage routes, based on Austroads Guide to Traffic Management Part 6 and Austroads Guide to Road Design Part 4A.
 - Capacity analysis using Sidra or similar, if required, to identify Level of Service (LOS) at identified intersections along the proposed haulage routes. Intersections mentioned above must be modelled.
 - Swept path analysis for the largest design vehicle at identified intersections along the proposed haulage routes.
 - Available sight distances at identified intersections along the proposed haulage routes.
 - Details of proposed improvements required at identified intersections to mitigate impacts on safety and capacity. This should include an assessment of the existing and future performance of the key intersection providing access to the site, and any upgrades proposed.
 - Impact on public transport (public and school bus routes) and consideration for alternative transport modes such as walking and cycling.
 - Impacts of road traffic noise and dust generated along the proposed haulage routes.
 - Consideration for Clause 16(1) of the Mining SEPP where relevant, regarding;
 - Impact on school zones and residential areas.
 - Code of Conduct for haulage operators
 - Road safety assessment of approved haulage routes

Where road safety concerns are identified at a specific location along the proposed haulage

routes, TfNSW suggests that the TIA be supported by a targeted Road Safety Audit undertaken by suitably qualified persons.

3. It is possible that sections of the State road network may become 'freeway' in the future which would mean that any future application could be integrated development. It is suggested that the applicant and the consent authority check the status of the road network with TfNSW before lodgement of any development application.
4. The point of access to the Interchange used by the Australian Bay Lobster facility traverses land owned by TfNSW (formerly known as Roads and Maritime). They have a licence to traverse that land. Should Hanson's require access across this Agency's land, a licence will be required, and it is suggested that they discuss that requirement with TfNSW early in the development process.
5. A pre-lodgement meeting was held with officers from TfNSW and the applicant on 23 September 2019. Correspondence was forwarded as a result of that meeting, and as the letter gave a significant amount of advice to the proponent which is still relevant, a copy is attached for your information and consideration.

Any future roadwork on the classified (State) road will need to be designed and constructed in accordance with the current Austroads Guidelines, Australian Standards and [TfNSW Supplements](#).

The developer will be required to enter into a Works Authorisation Deed (WAD) with TfNSW for any roadwork deemed necessary on the classified (State) road. The developer will be responsible for all costs associated with the roadwork and administration for the WAD. It is recommended that developers familiarise themselves with the requirements of the WAD process. Further information can be accessed using the following link:

<http://www.rms.nsw.gov.au/projects/planning-principles/index.html>

If you have any further enquiries regarding the above comments please do not hesitate to contact Cheryl Sisson, Development Assessment Officer on (02) 6640 1362 or via email at: development.northern@rms.nsw.gov.au

Yours faithfully,



For Matt Adams
Manager Land Use Assessment, Northern