



Our ref: STH11/00053/08
Contact: Emma-Rose Cooper 02 4221 2548
Your ref: SSD-10422

25 August 2020

Shaun Williams
NSW Department of Planning and Environment
BY EMAIL: shaun.williams@planning.nsw.gov.au

SEARS APPLICATION SSD-10422 - 416 AND 524 BERRIMA ROAD MOSS VALE, NEW BERRIMA BRICKWORKS

Dear Shaun

Transport for NSW (TfNSW, formerly Roads and Maritime Services) refers to your correspondence dated 27 July 2020 regarding the subject development.

TfNSW has completed an assessment of the development, based on the information provided and focussing on the impact to the state road network. For this development, the key state road is the Hume Highway and in particular the connecting on and off ramps at Medway Road and Mereworth Road.

TfNSW notes the following:

- The development may generate additional traffic. The impact of this traffic needs to be considered and adequately mitigated.

The application does not provide enough information to assess the development. TfNSW requires the matters outlined in Attachment 1 to be addressed.

If you have any questions please contact Emma-Rose Cooper on 4221 2548.

Please ensure that any further correspondence is sent to development.southern@rms.gov.au

Yours faithfully

A handwritten signature in black ink, appearing to read 'E Cooper'.

Emma-Rose Cooper
Development Assessment Officer
Community and Place | South Region

1. TfNSW notes B-Doubles are being proposed to service this development. TfNSW notes an extension to the gazetted B-Double route is being sought (attachment 2). TfNSW advises this request would need to be submitted to the National Heavy Vehicle Regulator (NHVR). The NHVR will then forward the request to the road manager (in this case, Wingecarribee Shire Council) for consideration. TfNSW does not have a role in considering the application although, if gazetted, TfNSW would be responsible for mapping the route.

Further to the above, TfNSW recommends the proponent give consideration to opportunities to utilise higher productive vehicles to service the site. In this regard, TfNSW draws the proponent's attention to both the NSW Freight and Ports Plan as well as the Performance Based Standards (PBS) scheme (links to both documents provided below). TfNSW recognises the merit of using PBS vehicles for any particular development needs to be considered on a case by case basis, including matters such as the cost/benefits from the proponent's perspective, the suitability of the road environment and the environmental benefits or impacts from a community perspective.

<https://www.transport.nsw.gov.au/projects/strategy/nsw-freight-and-ports-plan>

<https://www.transport.nsw.gov.au/operations/freight-hub/heavy-vehicle-access-policy-framework>

2. The submitted EIS mentions opportunities for material exportations, however it is unclear if this relates to the export container area identified on the submitted site plan. TfNSW seeks clarification on how the export container area will operate and the traffic volume associated with it.
3. The construction traffic assessment provided in the submitted TIA is to be amended to include details of the types of heavy vehicles to be used during the construction phase of the development.
4. TfNSW notes that the submitted EIS and TIA mentions an extraction limit of 150, 000 tpa of shale/clay from the New Berrima Quarry. However, the EIS also mentions that 200, 000 tpa of Ashfield shale will be supplied from the New Berrima Quarry to the Brickworks facility. The proponent is to clarify the volume of shale/clay and confirm what figures have been used to determine the traffic generation. TfNSW notes that this may have an impact on the submitted traffic assessment given additional shale/clay tonnage may result in additional traffic generation to and from the site.

