

31 July 2020

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

Attention: Ania Dorocinska – ania.dorocinska@planning.nsw.gov.au

Dear Ania,

RE: BAIADA INTEGRATED POULTRY PROCESSING FACILITY (SSD 9394) – REQUEST FOR ADDITIONAL INFORMATION FOR TfNSW

I refer to your correspondence dated 23 July 2020 regarding a request for additional information from Transport for NSW (TfNSW). A response is provided below to each of the matters raised.

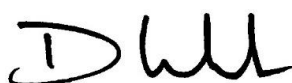
MATTERS RAISED	APPLICANT'S RESPONSE
1. We are generally satisfied that matters raised in our correspondence dated 23 August 2019 have been addressed and will form the basis of the decision and aid in formulating conditions of any approval granted. Notwithstanding that, there are still a few matters that should be further considered and clarified during the assessment process and we ask that the Consent Authority be satisfied that they have been addressed. They are as follows:	Noted.
<ul style="list-style-type: none"> The new access road, which will connect to Armstrong Street should be constructed and provide the same or greater access for heavy vehicles (25/26m B-Double at HML), noting the objective of the Heavy Vehicle Access Policy Framework. 	The new access road connecting to Armstrong Street will be constructed to accommodate 25/26m B-Doubles. This can be conditioned accordingly.
<ul style="list-style-type: none"> Clarification of heavy vehicle type used to dispatch finished rendered products should be provided. Table 3.2 suggested large rigid, however Page 21 suggested B-Doubles. The proponent could investigate the use of vehicles that carry higher capacity noting the surrounding road network can support up to 25/26m B-Double at HML. Using vehicles with a higher carrying capacity will reduce the number of heavy vehicle movements for the given freight task. 	Both large rigids and B-Doubles will be used to transport finished rendered product. However, in response to ultimate production volumes, B-Doubles will be predominantly used for the dispatch of finished rendered products.
<ul style="list-style-type: none"> It is suggested that about 90 per cent of 140 finished product truck trips will travel west towards Gunnedah. However, there are only 14 trips to/from the west on Oxley Hwy. Trip numbers should be accurately provided. 	This matter has been checked with TTPP who have confirmed that there is a typographical error in the report. It should read "10 percent towards Gunnedah, 90 percent towards Tamworth" (i.e. the numbers are correct, just error in text).

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<ul style="list-style-type: none"> <i>There appears to be an anomaly in staff's nominal start time and nominal end time for loading docks (night shift). These times should be clarified as they could affect traffic numbers and movements.</i> 	<p>In practice, it is likely that only 5 of the night shift loading dock workers stay after midnight and that those 5 staff members start later than 3pm. However for the purposes of the assessment, it has been assumed they arrive with the others. The movement of the small number of vehicles (5 vehicles) does not occur during peaks and will not make any difference to peak hour or daily forecasts.</p>
<ul style="list-style-type: none"> <i>The applicant has noted that, given construction traffic will use the same access road and that traffic numbers will be lower than operational traffic, a construction traffic assessment is not warranted. However, the proponent should provide the details of heavy vehicle types to be used during construction phases and loading/unloading space requirements to show that it will be a safe and efficient operation.</i> 	<p>A Preliminary Staging Plan has been prepared and was submitted as part of the response to submissions. As shown on the plans, the development is expected to be constructed in 3 Stages as follows:</p> <ol style="list-style-type: none"> 1. Site Compound, Workshop Lane extension, Internal Access Roads connecting to the existing Rendering Plant. 2. Bulk Earthworks, site preparation, detention basins, perimeter landscaping, screening mounds and planting. 3. Processing Building, car park and roads, office building, maintenance , waste water treatment, plant buildings, evaporation ponds. <p>As indicated in the staging plan, the project will commence with the establishment of an on-site construction compound with sufficient space for equipment and staff parking, storage and manoeuvring of all construction vehicles.</p> <p>Initially, heavy vehicles and construction vehicles will access the site via the existing site entrance from the Oxley Highway. Construction of the Workshop Lane extension will commence from the north and proceed in a southerly direction. Once the access road is made suitable for construction vehicles, this will be used by all construction vehicles for the remainder of the construction phase.</p> <p>Heavy vehicles utilised during construction will include light vehicles, small to large rigid trucks, semi-trailers and occasional B-Doubles (if required).</p> <p>Final heavy vehicle requirements will be determined as part of the detailed design process for the project. It is recommended that a Construction Traffic Management Plan is prepared and submitted to RMS / TRC for approval prior to commencement of works on the site. This can be conditioned accordingly.</p>
<ul style="list-style-type: none"> <i>The receival and dispatch areas for rendering raw materials and finished rendered products appear unclear in the site plan. This should include swept path analysis of the largest vehicle (it is unclear whether a B-Double or a large rigid will be used as noted previously).</i> 	<p>Additional plans showing the swept paths as requested are provided as Attachment 1.</p> <p>The plans show the following activities:</p> <p>Live Birds: incoming and outgoing B-Double Trucks delivering birds to the live bird shed, parking in the marshalling area, and existing the site.</p> <p>Rendering Plant: incoming trucks (small rigid and semi-trailers) bringing material to the site for</p>


MATTERS RAISED	APPLICANT'S RESPONSE
	rendering. Please note that all by-products from the new processing plant will be pumped via pipelines to the rendering plant, negating a large majority of the incoming trips with fresh material to be rendered on-site. Rendering Plant: B-Doubles collecting finished rendered products for transport off site.
<ul style="list-style-type: none"> Identification of the truck marshalling area for both inbound and outbound trucks should be shown in the site plan. So that traffic flow can be safely and efficiently managed. 	Additional plans showing the B-Double swept paths are provided as Attachment 1 .
2. TfNSW highlights that in determining the application under the Environmental Planning and Assessment Act 1979, it is the Consent Authority's responsibility to consider the environmental impacts of any roadworks 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 project approval.	Noted.

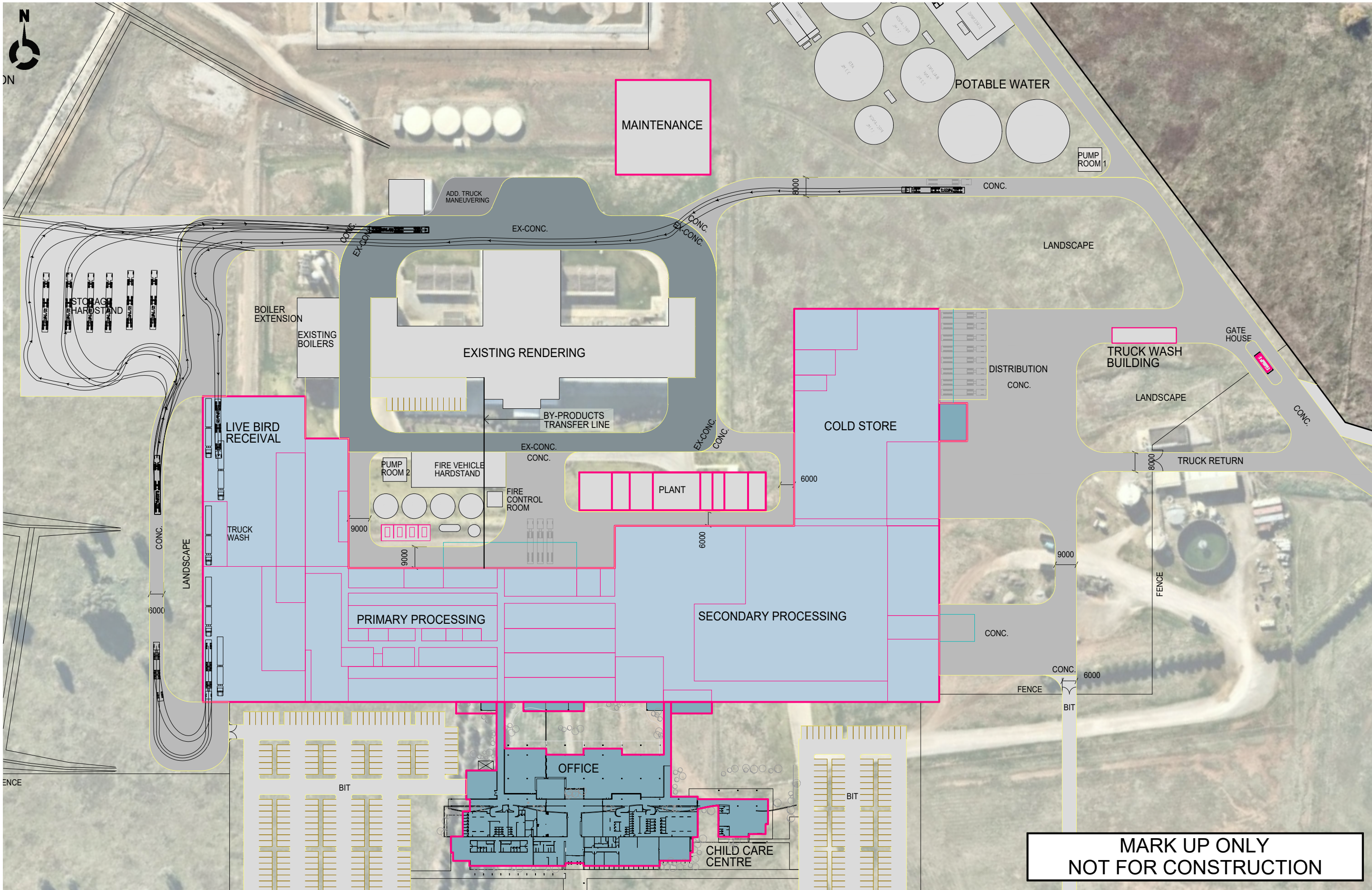
I trust this information provides a full response to the matters raised by TfNSW. Please do not hesitate to contact either myself or Nicole Boulton on telephone number (07) 3220 0288 should you have any questions or wish to discuss.

Regards,



David Ireland
Director - Planning
PSA Consulting (Australia) Pty Ltd

VERSION	DATE	DETAILS	AUTHOR	AUTHORISATION
V2	31 July 2020	FINAL	Nicole Boulton	 David Ireland



REVISION	DESCRIPTION	BY	DATE
1	ORIGINAL ISSUE	D.O	29.07.2020



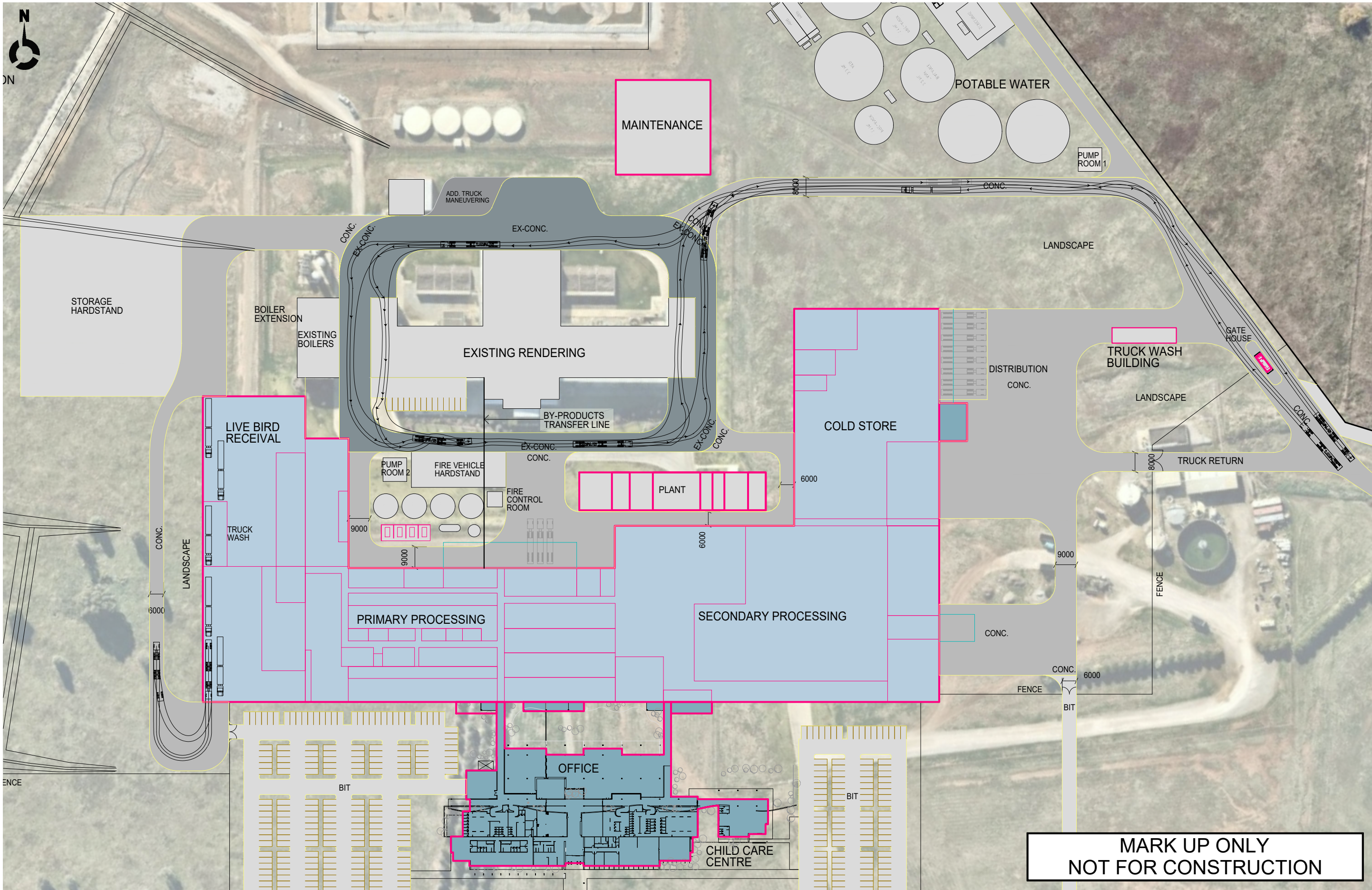
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DRAWING TITLE
CLIENT
PROJECT
LOCATION

B-DOUBLE SWEEP PATH (LIVE BIRD TRUCK ROUTE)
BAIADA (TAMWORTH) PTY LIMITED
OAKBURN PROCESSING PLANT
1154 GUNNEDAH ROAD, WESTDALE

DRAWING DATE	29 JULY 2020	DRAWN BY	D.O
ORIGINAL SIZE	A1	SCALE A3:	1:1500
SCALE	0 15 30 45m	CHECKED BY	D.I
APPROVED BY	D.I	DRAWING NO.	0788
PROJECT NO.	0788	REVISION	SK07 1



REVISION	DESCRIPTION	BY	DATE
1	ORIGINAL ISSUE	D.O	29.07.2020



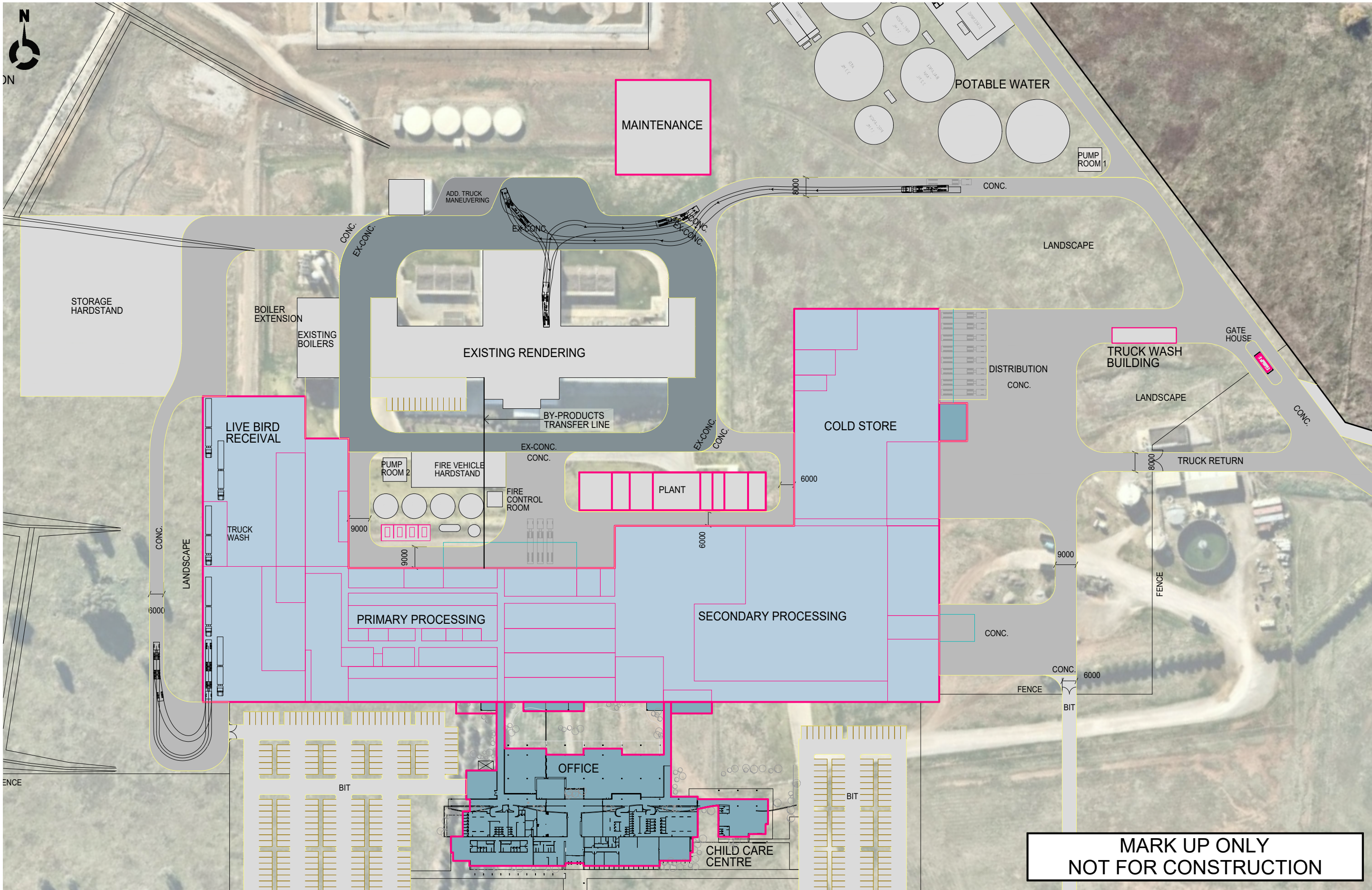
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DRAWING TITLE	B-DOUBLE SWEEP PATH (RENDERING TRUCK ROUTE)
CLIENT	BAIADA (TAMWORTH) PTY LIMITED
PROJECT	OAKBURN PROCESSING PLANT
LOCATION	1154 GUNNEDAH ROAD, WESTDALE

DRAWING DATE	29 JULY 2020	DRAWN BY	D.O
ORIGINAL SIZE	A1	CHECKED BY	D.I
SCALE	SCALE A3: 1:1500	APPROVED BY	D.I
0 15 30 45m	SCALE 1:750(A1)	PROJECT NO.	0788
		DRAWING NO.	SK08
		REVISION	1



REVISION	DESCRIPTION	BY	DATE
1	ORIGINAL ISSUE	D.O	29.07.2020



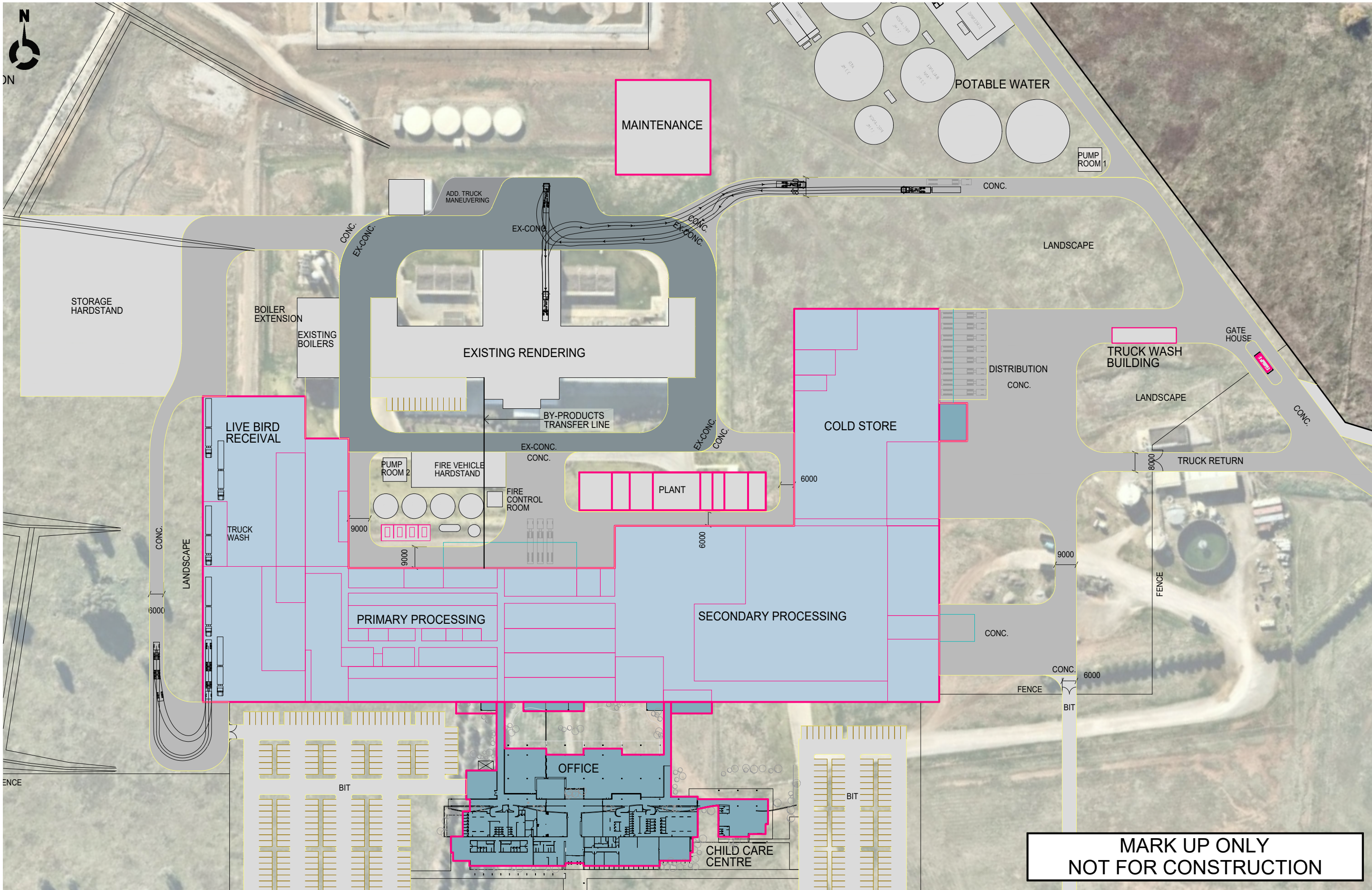
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DRAWING TITLE	SEMI TRAILER SWEEP PATH (RENDERING TRUCK ROUTE)
CLIENT	BAIADA (TAMWORTH) PTY LIMITED
PROJECT	OAKBURN PROCESSING PLANT
LOCATION	1154 GUNNEDAH ROAD, WESTDALE

DRAWING DATE	29 JULY 2020	DRAWN BY	D.O
ORIGINAL SIZE	A1	SCALE A3:	1:1500
SCALE	0 15 30 45m	CHECKED BY	D.I
APPROVED BY	D.I	DRAWING NO.	0788
PROJECT NO.	SK09	REVISION	1



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1	ORIGINAL ISSUE	D.O	30.07.2020



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DRAWING TITLE
CLIENT
PROJECT
LOCATION

COMMERCIAL TRUCK SWEEP PATH (RENDERING TRUCK ROUTE)
BAIADA (TAMWORTH) PTY LIMITED
OAKBURN PROCESSING PLANT
1154 GUNNEDAH ROAD, WESTDALE

DRAWING DATE	30 JULY 2020	DRAWN BY	D.O
ORIGINAL SIZE	A1	SCALE A3:	1:1500
SCALE	0 15 30 45m	CHECKED BY	D.I
APPROVED BY	D.I	DRAWING NO.	0788 SK10
PROJECT NO.		REVISION	1