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12 April 2013

The General Manager  
Greater Hume Shire Council  
P.O. Box 99  
HOLBROOK NSW 2664

Attention: Colin Kane

<b>GREATER HUME SHIRE COUNCIL</b>	
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**Transport**  
Roads & Maritime  
Services

**DA42-12/13 – PROPOSED ORGANIC COMPOSTING FACILITY, LOT 9 DP10665 & LOT 1 DP174425, “KALAWA”, OLYMPIC HIGHWAY (MR78), GEROGERY.**

I refer to your correspondence regarding the subject Development Application which was referred to the Roads and Maritime Services (RMS) for assessment and comment.

It is understood that the proposal is for the establishment of an organic composting facility on the subject site. The facility is proposed to have the capacity to process up to 40,000 tonnes of organic waster per annum with approximately 18,000 tonnes of compost generated. The facility is to be a regional facility servicing centres such as Albury, Wodonga, Corowa and surrounding region. The application is supported by an Environmental Impact Statement dated October 2012 which includes a Traffic & Transport Assessment.

The facility is proposed to be sited on a rural property known as “Kalawa” which is located approximately 3.5 km south of Gerogery. The subject property is accessed via Paterson Road and Rogers Lane which intersect with the Olympic Highway within a 100 km/h speed zone. In addition to farming activities a paint ball facility, reception and accommodation facility and a quarry operation also exist on the subject property and are accessed via the same access route from the Olympic Highway.

Access to the proposed facility is to be via the existing access route to the subject property via Rogers Lane which intersects with the Olympic Highway near the base of the southern ramp to the road rail overpass referred to as “Five Mates Crossing”. The current intersection of Rogers Lane with the Olympic Highway provides the required design criteria for an intersection within a 100 Km/h speed zone.

The supporting documentation notes that Paterson Road and Rogers Lane are currently unsealed and proposes to seal these roads to the property entrance and undertake works to the intersection of Paterson Road with Rogers Lane and Rogers Lane with the Olympic Highway. The submitted documentation acknowledges the need to address the current configuration of these intersections particularly due to their relative proximity. It is noted that a median or traffic control device is proposed to align vehicles through the intersection of Paterson Road with Rogers Lane and square to the Olympic Highway. This is to be addressed in the detailed design stage. Any intersection works within close proximity to the Olympic Highway will be required to be designed and constructed to RMS standards. Any works within the road reserve of the Olympic Highway require concurrence from RMS under Section 138 of the Roads Act, 1993.

**Roads and Maritime Services**

The documentation submitted with the application indicates that the peak heavy vehicle traffic generation for the facility is up to 22 loads of waste to be delivered to the site per day and an average of 5 loads of compost to be exported from the site per day with the peak traffic flow for the operation stated as being 6 vehicles per hour. It is understood that staff vehicles movements are outside heavy vehicle movement periods. Based on these figures and the current AADT for the Olympic Highway the submitted documentation acknowledges the need for the intersection of Rogers Lane with the Olympic Highway to be constructed as a Basic Right Turn (BAR) and Basic Left Turn (BAL) treatment. This assessment is based on the submitted figures given. Should the proposal generate more traffic than stated in the figures outlined above a higher level of treatment may be required at the intersection. Therefore any expansion of the facility should be subject to further application and assessment of the required intersection treatment.

The submitted information also states that as the existing sealed shoulders are currently 3 metres in width that the Basic treatment is provided. The current Austroads publications require that the seal for a BAR treatment be a minimum of 6.5 metres in width. Notwithstanding the width of the seal the roadside safety barrier is to be setback from the through lanes and the BAR/BAL treatment in accordance with RMS standards.

As part of the development the Traffic & Transport Assessment identifies the intention to extend the existing roadside safety barrier along the western side of the Olympic Highway opposite its intersection with Rogers Lane. This extension to the safety barrier is to include the required flare on the approach side to the safety barrier. This is to be conditioned to be in accordance with RMS standards.

It is understood that the surrounding area is subject to fog periods with reduced visibility at the intersection. The periods and intensity of such events is unknown. Whilst it is understood that the development provides a service to several Local Government Areas for household garbage collection which is undertaken on a weekly basis no matter what the weather conditions there may be options to address the collection times and therefore the delivery times to the subject site. The distribution of the composted material from the site can be managed to be outside such events as fog when sight distances are limited. For safety reasons it would be appropriate for a requirement for the preparation and submission of a Management Plan for fog periods to address the collection and transportation of the refuse material to the subject site and the distribution of composted material from the subject site during periods of Fog. Such plan may address times of delivery of material to and from the site and the installation of means to provide for improved sight distance and intersection warning. The submitted documentation acknowledges the need for such a plan.

The Traffic & Transport Assessment addresses the proposal in 2 phases being the construction and operation phases. RMS notes the conclusion of the Traffic & Transport Assessment to require the development of a Construction Traffic Management Plan (CTMP) as part of the detailed design stage.

The submitted documentation does not provide any details for signage. No signage that would be visible from the carriageway of the Olympic Highway is approved as part of this development proposal.

A major focus of RMS is the safety and efficiency of the classified road network and the level of service provided by these roads and their associated infrastructure. The primary function of the classified roads should be to serve through traffic with local roads serving access needs to local development and properties.

Roads and Maritime Services has assessed the Development Application in regards to the information provided and notes the mitigation measures within the EIS prepared by GHD dated October 2012, and would raise no objection to the proposal subject to the Consent Authority ensuring that the development is undertaken in accordance with the information submitted as amended by the inclusion of the following as conditions of consent;

1. The intersection of Rogers Lane and Olympic Highway and the roadside is to be maintained so as to provide the required Safe Intersection Sight Distance (SISD) in either direction in accordance with the Austroads Publications as amended by Roads and Maritime Services supplements for the prevailing speed limit. Compliance with this requirement is to be certified by an appropriately qualified person prior to construction of the works.
2. As a minimum the intersection of Rogers Lane and the Olympic Highway is to be constructed to provide a sealed Basic Right Turn (BAR) and Basic Left Turn (BAL) treatment in accordance with the Austroads Guide to Road Design as amended by the Roads and Maritime Services supplements for the prevailing speed limit and to cater for largest size vehicle likely to access the site.
3. Alterations to the existing roadside safety barrier along the Olympic Highway are to be designed and installed in accordance with the standards adopted by Roads and Maritime Services (RMS). The roadside safety barrier is to be setback from the through lanes and the BAR/BAL treatment in accordance with RMS standards.
4. Any intersection to the Classified Road Network is to be appropriately signposted and line marked in accordance with the signposting and line marking policy adopted by Roads and Maritime Services.
5. Modified advance intersection signage is to be installed at 300 metres prior to the intersection in either direction along the Olympic Highway to the satisfaction of Roads and Maritime Services (RMS).
6. For road safety and driver safety reasons a Traffic Management Plan for fog conditions shall be prepared to the satisfaction of the Council and Roads and Maritime Services. This plan may include implications for traffic movements to and from the development and the placement of physical measures along the Olympic Highway (MR78). The approved plan shall be implemented for the lifetime of the proposed development on the subject site.
7. The proposed design and construction of the road works to be undertaken to Rogers lane and Paterson Road is to be to the satisfaction of the Council. Any proposed works within 50 metres of the Olympic Highway shall also be to the satisfaction of Roads and Maritime Services (RMS). These works shall be designed and constructed to prevent water from proceeding onto the carriageway of the highway. If a culvert is to be located within the clear zone of the highway for the prevailing speed zone it is to be constructed with a traversable type headwall.
8. A Construction Traffic Management Plan to address construction activity and access to the subject site is to be prepared to the satisfaction of the Consent Authority prior to the commencement of works.
9. Any damage or disturbance to the road reserve of the Olympic Highway (MR78) is to be restored to match surrounding landform in accordance with Council requirements.

10. Detailed design plans for any proposed works, or works required by a condition of consent, within the road reserve of a classified road are to be submitted to Roads and Maritime Services prior to the commencement of such works. The design and specifications and Traffic Control Plan for the works must be completed and certified by an appropriately qualified person. On Classified Roads the geometric design and pavement designs must be in accordance with the standards adopted by Roads and Maritime Services.
11. For works to the carriageway of the Olympic Highway (MR78) the developer may be required to enter into a Works Authorisation Deed (WAD) with Roads and Maritime Services before finalising the design or undertaking any construction work within or connecting to the road reserve. The applicant is to contact the Land Use Manager for the South West Region on Ph. 02 6938 1111 for further detail.

For a WAD the developer will be required to submit detailed design plans and all relevant additional information including cost estimates and pavement design details for the works, as may be required in the Works Authorisation Deed documentation, for each specific change to the state road network for assessment and approval by Roads and Maritime Services (RMS). However, the developer is encouraged to submit concept plans of the layout of the proposed works for checking by Roads and Maritime Services (RMS) prior to undertaking the detailed design phase.

12. Prior to works commencing within the road reserve the applicant must apply for and obtain approval under Section 138 of the Roads Act, 1993 from the road authority (Council) and concurrence from Roads and Maritime Services. Any works within the road reserve require a Traffic Control Plan in accordance with the Traffic Control at Work Sites Manual adopted by Roads and Maritime Services.
13. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed works and as required by the various public utility authorities and/or their agents. It should be noted that the relocation of any utility service within the road reserve will require concurrence from Roads and Maritime Services under section 138 of the Roads Act, 1993 prior to commencement of works.
14. Any works associated with the proposed development shall be at no cost to Roads and Maritime Services.

Please be advised that under the provisions of the Environmental Planning & Assessment Act it is the responsibility of the Consent Authority to assess the environmental implications, and notify potentially affected persons, of any development including conditions.

Any enquiries regarding this correspondence may be referred to the Land Use Manager for RMS (South West Region), Maurice Morgan, phone (02) 69371611. **Please forward a copy of the Notice of Determination for this Development Application to the Roads and Maritime Services at the same time as advising the applicant.**

Yours faithfully



Mitch Judd  
Acting Regional Manager  
South West Region