

File No: NTH14/00038; CR2015/000202
Your Ref: 17372-Y9MT/tld; DA2014/078

The General Manager
Tenterfield Shire Council
Po Box 214
TENTERFIELD NSW 2372

Attention: Ms Tamai Davidson – Senior Planner

Dear Ms Davidson,

Additional Information relating to Proposed Extension and Continued Operation of Doves Quarry – 688 Mount Lindsay Road, Tenterfield

I refer to your email correspondence of 15 January 2015 requesting comment in relation to additional information submitted to Roads and Maritime Services by the applicant for DA2014/078.

Roles & Responsibilities

The key interests for Roads and Maritime are the safety and efficiency of the road network, traffic management, the integrity of infrastructure assets and the integration of land use and transport.

Mt Lindsay Road (MR622) is a classified (regional) road and the New England Highway (HW9) is a classified (state) road. Tenterfield Shire Council is the Roads Authority in accordance with the *Roads Act 1993*. In accordance with Section 61 of the *Roads Act 1993* the carrying out of work on a classified (state) road must only be undertaken with the consent of Roads and Maritime. Consent is provided through the 'Works Authorisation Deed' (WAD) process.

In accordance with *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007* Clause 16(3), Roads and Maritime is given the opportunity to review and provide comment on the subject development application.

Roads and Maritime Response

Roads and Maritime has reviewed the applicant's Response to Submission (RTS) and provides the following comments to assist Council in making a determination;

1. Roads and Maritime supports the Developer's intention to upgrade site access points on the classified road network; including both the quarry access point and the two access points to the Sunnyside Crushing facility.
2. It is reiterated that any proposed works on the New England Highway and Mount Lindsay Road are to be designed and constructed in accordance with the current Austroads Guidelines, Australian Standards and Roads and Maritime Supplements.
3. Generally site access points should be consistent with the Rural Property Access standard for articulated vehicles as demonstrated in Austroads Guide to Road Design Part 4 Figure 7.4. Note that this requires access points to be aligned at 90 degrees to the public road and sealed to the property boundary.

Roads & Maritime Services

Should the applicant wish to retain the northern access to the crushing facility further consideration of its use and design will be required. Council may wish to include a condition to manage vehicle movements at this access. A Driver's Code of Conduct and a Vehicle Management Plan (VMP) may be appropriate. Further to this any design for the access will need careful consideration to ensure it meets current guidelines, standards and supplements.

4. The Auxiliary Right (AUR) turn treatment, as recommended under Point 3 of the RTS, is not recognised under the current NSW guidelines. Based on the traffic data provided in the Key Intersection Report, submitted as part of the RTS, a Basic Right (BAR) turn treatment is considered appropriate for the entry to the crushing facility from the New England Highway. Should the applicant wish to enhance safety at this location, as discussed in the Key Intersection Report, then a Channelised Right (CHR) turn treatment would be required.
5. Roads and Maritime acknowledges the findings of the assessment undertaken of the New England Highway and Old Ballandean Road intersection. To manage vehicle movements a Driver's Code of Conduct and a Vehicle Management Plan (VMP) may be appropriate.
6. Any Driver's Code of Conduct relating to the transport of materials on public roads should address, but not be limited to, the following:
 - A map of the primary haulage routes highlighting critical locations;
 - Procedures and/or safety initiatives for trucks travelling through residential areas and school zones;
 - An induction process for new operators;
 - Regular toolbox meetings;
 - A complaints resolution and disciplinary procedure; and
 - Any community consultation measures required to address busy haulage periods.
7. For all works on Mt Lindsay Road the Developer will need to submit an application to Council under Section 138 of the *Roads Act 1993*. Council should refer the application to Roads and Maritime for concurrence once satisfied that the works are consistent with the applicable guidelines and standards. The specified timeframe for completion of such works is a matter for Council's consideration.
8. For all works on the New England Highway the Developer will be required to enter into a 'Works Authorisation Deed' (WAD) with Roads and Maritime. All works under the WAD are to be completed by a pre-qualified contractor to the satisfaction of Roads and Maritime within 12 months of the development consent. The Developer will be responsible for all the costs associated with the works and administration for the WAD process. It is recommended that developers familiarise themselves with the requirements of the WAD process and contact our office to obtain further advice where necessary. Further information on undertaking Private Developments adjacent to classified roads can be accessed at:

<http://www.rms.nsw.gov.au/documents/projects/factsheet-development-process.pdf>

Advice to the Consent Authority

Upon determination of the application, it would be appreciated if Council could forward a copy of the Notice of Determination for our records. If you have any further enquiries regarding the above comments please do not hesitate to contact Matt Adams on 6640 1362 or email development.northern@rms.nsw.gov.au.

Yours faithfully



2 February 2015

Monica Sirol
Network & Safety Manager, Northern Region