



File No: NTH16/00077/02  
Your Ref: GP:KT

The General Manager  
Glen Innes Severn Council  
PO Box 61  
GLEN INNES NSW 2370

Attention: Graham Price – Director of Development, Planning & Regulatory Services

Dear Sir / Madam,

**Development Application No. 41-16/17: Extractive Industry - Wattle Vale Quarry Stage 2  
Lots 87, 101 & 113 DP 753319, 1323 Gwydir Highway, Matheson**

I refer to your letter of 25 January 2017 requesting comment from Roads and Maritime Services in relation to the abovementioned development application.

**Roles and Responsibilities**

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

The Gwydir Highway is a classified (State) road. In accordance with Section 7 of the *Roads Act 1993* (the Act) Glen Innes Severn Council is the Roads Authority for all public roads in the subject area. Roads and Maritime has responsibilities for classified roads in accordance with the Act.

In accordance with Clause 16 of the *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007*, Roads and Maritime is given the opportunity to review and provide comment on the subject development application as it proposes the transport of extracted materials on a public road.

**Roads and Maritime Response**

Roads and Maritime has reviewed the development application and provides the following comments to assist the Consent Authority in making a determination;

1. All ingress to the quarry development is proposed via shared access with the Glen Innes Wind Farm (GIWF). GIWF is responsible for constructing a shortened channelised right-turn treatment (CHR/S) and a shortened auxiliary left-turn treatment (AUL/S). Where the access is not constructed by the GIWF, the quarry developer will be required to determine an appropriate access treatment in consultation with Roads and Maritime and construct the access prior to the commencement of traffic generated by the quarry.
2. The Traffic Impact Assessment (TIA) has concluded that the CHR/S and AUL/S to be constructed by GIWF will accommodate the traffic volumes generated by the operational phase of the GIWF and the quarry development. It should be noted that this is based on the assumption that no quarry traffic will be accessing the site from the west.

Therefore it is suggested that the development approval restrict quarry trucks from accessing the site from the west. Alternatively further assessment could be requested to consider deceleration and storage requirements to cater for westbound quarry trucks.

3. The TIA has identified that the proposed egress to the Gwydir Highway will require an Austroads basic left-turn (BAL) treatment and appropriate regulatory signage to restrict ingress movements. This upgrade will require the approval of Roads and Maritime and a concept design should be prepared and forwarded to [development.northern@rms.nsw.gov.au](mailto:development.northern@rms.nsw.gov.au).

It is recommended that Council seek in-principle agreement from Roads and Maritime to the concept design as soon as possible, and prior to development approval, to enable the concept design to be included in the conditions of approval.

4. The current Austroads Guidelines, Australian Standards and Roads and Maritime Supplements are to be adopted for the proposed works on the Gwydir Highway.

The developer will be required to enter into a Works Authorisation Deed (WAD) with Roads and Maritime for all works deemed necessary on the classified (State) road (Gwydir Highway). The developer will be responsible for all costs associated with the works and administration for the WAD. Further information on undertaking private developments adjacent to classified roads can be accessed at:

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

5. Prior to the commencement of quarry traffic movements a Driver Code of Conduct for heavy vehicle operators should be prepared to include, but not be limited to;
  - A map of the primary haulage route/s highlighting critical locations;
  - Safety initiatives for haulage along school bus routes and through residential areas and/or school zones;
  - An induction process for vehicle operators and regular toolbox meetings;
  - A complaint resolution and disciplinary procedure; and
  - Any community consultation measures for peak haulage periods.

If you have any further enquiries regarding the above comments please do not hesitate to contact Liz Smith, Manager Land Use Assessment on (02) 6640 1362 or via email at: [development.northern@rms.nsw.gov.au](mailto:development.northern@rms.nsw.gov.au)

Yours faithfully



For Monica Sirol  
Network & Safety Manager, Northern Region  
20 February 2017