



22 July 2021

File No: NTH21/00154/01
Your Ref: DA 1989/0062.01

The General Manager
Richmond Valley Council
Locked Bag 10
CASINO NSW 2470

Attention: Jessica Ind

Dear Sir / Madam,

**RE: Development Modification 1989/0062.01 – Woodview Quarry
Lot 3 DP 833453 and Lot 1 DP 1136818, 4250 Bruxner Highway, Woodview.**

I refer to referral through the NSW Concurrence and Referrals Portal of 6 July 2021 requesting comment from Transport for NSW (TfNSW) in relation to the proposed development modification to increase the annual extraction for Woodview Quarry.

Roles and Responsibilities

Our key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with Future Transport Strategy 2056.

Bruxner Highway (HW16) is a classified (State) road under the *Roads Act 1993* (Roads Act). Richmond Valley Council is the Roads Authority for all public roads (other than freeways or Crown roads) in the local government area pursuant to Section 7 of the Roads Act. TfNSW is the roads authority for freeways and can exercise roads authority functions for classified roads in accordance with the Roads Act. Any proposed works on a classified (State) road will require the consent of TfNSW and consent is provided under the terms of a Works Authorisation Deed (WAD) or other suitable arrangement as agreed to by TfNSW.

In accordance with Clause 101 of the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) the Consent Authority is to have consideration for the safety, efficiency and ongoing operation of the classified road as the development has frontage to a classified road.

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

Transport for NSW Response

TfNSW understands the following in regard to the modification application:

- Woodview Quarry is an existing quarry located approximately 10 km west of Casino and has an existing Development Consent DA 1989/62, which permits the extraction and transportation of up to 50,000m³ (139,000 tonnes) per annum.
- This modification proposes to increase the extraction limit from previously approved 50,000m³ (136,000 tonnes) up to 73,740m³ (205,000 tonnes) per annum with no change to the quarry footprint. It is unclear if there is set timeframe for this modification.

- The modification proposes to change the truck type from a vehicle with a payload of approximately 25 tonne per truck to a truck able to accommodate a load size of 38 tonnes per load and as such, no increase in truck movements are proposed. It is unclear if the vehicle type is changing.

TfNSW has reviewed the documents supporting the proposed modification and provides the following information to assist the Consent Authority in making a determination.

1. TfNSW notes that the *Statement of Environmental Effects (SoEE)* has not addressed the relevant heads of consideration under *Clause 16* of the *MSEPP*. TfNSW suggests the Consent Authority condition the *Traffic Management Plan (TMP)* is updated to include a *Driver Code of Conduct (DCoC)* in accordance with *Cl.16 (1) (c)* of the *MSEPP*, prior to commencement of the proposed modification.
2. TfNSW notes that the supporting *Traffic Advice (TA)* has identified the current access arrangement from the Bruxner Highway as an auxiliary right-turn (AUR). TfNSW identifies that as documented in the [TfNSW Supplements](#), AUR treatments are not supported by TfNSW. The Consent Authority should be satisfied that the current arrangement does not impact on the safety of other road users.
3. TfNSW notes that RAV vehicles are not currently permitted to access the site, it is understood that a previous request to permit RAV vehicles to access the site. TfNSW advises that if the applicant proposes to use RAV vehicles to access the site, the current access arrangement will require upgrading to meet current TfNSW and Austroads standards.

Any roadwork on classified (State) road/s is to be designed and constructed in accordance with the current *Austroads Guidelines*, *Australian Standards* and [TfNSW Supplements](#).

The developer will be required to enter into a *Works Authorisation Deed (WAD)* with TfNSW for any roadwork deemed necessary on the classified (State) road. The developer will be responsible for all costs associated with the roadwork and administration for the WAD. It is recommended that developers familiarise themselves with the requirements of the WAD process. Further information can be obtained from the TfNSW [website](#).

Advice to the Consent Authority

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.

If you have any further enquiries regarding the above comments please do not hesitate to contact Leisa Sedger, Development Services Case Officer or the undersigned on (02) 6640 1362 or via email at: development.northern@transport.nsw.gov.au

Yours faithfully,



for Matt Adams
Team Leader, Development Services
Community and Place | Region North
Regional & Outer Metropolitan
Transport for NSW