

Our Ref: STH22/00105
Your Ref: DA2022/029

20 October 2022

Carrathool Shire Council
By email: council@carrathool.nsw.gov.au

Attention: **Leigh Jackson**

DA2022/029 (CNR-37819) – PROPOSED EXTENSION OF EXISTING EXTRACTIVE INDUSTRY (WESTERN RIVERINA QUARRY), LOT 1 DP821515, WILTSHIRE ROAD, RANKINS SPRINGS

I refer to your correspondence regarding the subject Application which was referred to Transport for NSW (TfNSW), for assessment and comment.

From the information provided it is understood that the proposal is for the continued operation and extension of the Western Riverina Quarry (“the Quarry”). The subject site is located approximately 10km north of the Mid Western Highway and is accessed by Munros Road and Quarry Access Road.

Subsequent to the comments below Transport for NSW has assessed the Development Application based on the documentation provided and would raise **no objection subject to conditions** on the basis that the Consent Authority ensures that the development is undertaken in accordance with the information submitted as amended by the inclusion of the **conditions listed in Attachment 1**.

TfNSW has completed an assessment of the application, based on the information provided and focusing on the impact to the state road network. TfNSW notes for this application:

- The proposal is supported by an Environmental Impact Statement (EIS) prepared R.W. Corkery & Co Pty Limited and a Traffic Impact Assessment (TIA) prepared by The Transport Planning both dated February 2022 on behalf of the applicant;
- The Quarry currently has approval to extract and process up to 5,000 m³ of basalt per year, or approximately 13,000 tonnes per annum (tpa).
- This application represents an extension of operations to include a total disturbance area of approximately 40.5ha and an increase in the annual extraction rate to 250,000 tpa. The product transportation will involve a maximum of 60 laden heavy vehicle movements per day and a peak of 12 laden heavy vehicle movements per hour;
- The TIA anticipates “that approximately 80% of heavy vehicle traffic would travel westwards on the Mid Western Highway on an annual basis with the remaining 20% travelling eastwards”.
- A detailed intersection plan prepared by JME Civil dated October 2022 (**Attachment 2**) generally satisfies TfNSW’s intersection requirements of a BAR turn intersection treatment;
- Upgrade works required to the intersection (as shown in **Attachment 2**) includes reconstructed pavement from the existing edge of bitumen and widening of the existing culvert on Munros Road to be 3m from the edge line.

OFFICIAL

TfNSW highlights that in determining the DA under Part 4 of the *Environmental Planning and Assessment Act, 1979*, it is the consent authority's responsibility to consider the environmental impacts of any road works 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 development consent. Depending on the level of environmental assessment undertaken to date and nature of the works, the consent authority may require the developer to undertake further environmental assessment for any ancillary road works.

Any enquiries regarding this correspondence may be referred to the writer, TfNSW (South Region), phone 0417 508 107.

Yours faithfully



Cam O'Kane
Case Officer, Development Services South

OFFICIAL

General Conditions

1. Works to the intersection of the Mid Western Highway and Munros Road shall be located, designed and constructed in accordance with the Austroads Guide to Road Design to the satisfaction of Transport for NSW to provide the following:
 - a) As a minimum the intersection shall be constructed as a sealed Basic Right Turn (BAR) treatment in accordance with the Austroads Guide to Road Design for the posted speed limit as per (**attachment 2**)
 - b) Works within the road reserve of the Mid Western Highway shall be designed and constructed so as not to interfere with the capacity of the current roadside drainage network and to prevent water from proceeding onto, or ponding within, the carriageway.
 - c) As a minimum the pavement design on the Mid Western Highway shall be in accordance with Austroads standards and to the satisfaction of Transport for NSW.
 - d) The works to the Mid Western Highway shall be line marked in accordance with the Austroads Guide to Road Design for the posted speed limit.
 - e) The design vehicle for the works shall be a Road Train heavy vehicle.
2. Works associated with the development shall be at no cost to Transport for NSW.

Prior to the issuing of a Construction Certificate, the developer must:

1. Enter into a Works Authorisation Deed (WAD) with the TfNSW, or other suitable arrangement as agreed to by TfNSW, for all works on the Mid Western Highway.

Notes:

- A WAD is a legally binding contract between TfNSW and the developer, authorising the developer to undertake works on a State road.
- To progress the WAD, the developer needs to email a copy of the conditions of development consent to development.southern@rms.nsw.gov.au.
- All roadworks and traffic control facilities must be undertaken by a pre-qualified contractor. A copy of pre-qualified contractors can be found on the TfNSW website at: www.rms.nsw.gov.au/business-industry/partners-suppliers/tenders-contracts/prequalified-contractors.html
- More information on WADs can be found at: www.rms.nsw.gov.au/documents/projects/factsheet-development-process.pdf

Prior to the commencing works within the road reserve, the developer must:

1. Obtain Section 138 consent under the Roads Act, 1993 for the works associated with the WAD.

Notes:

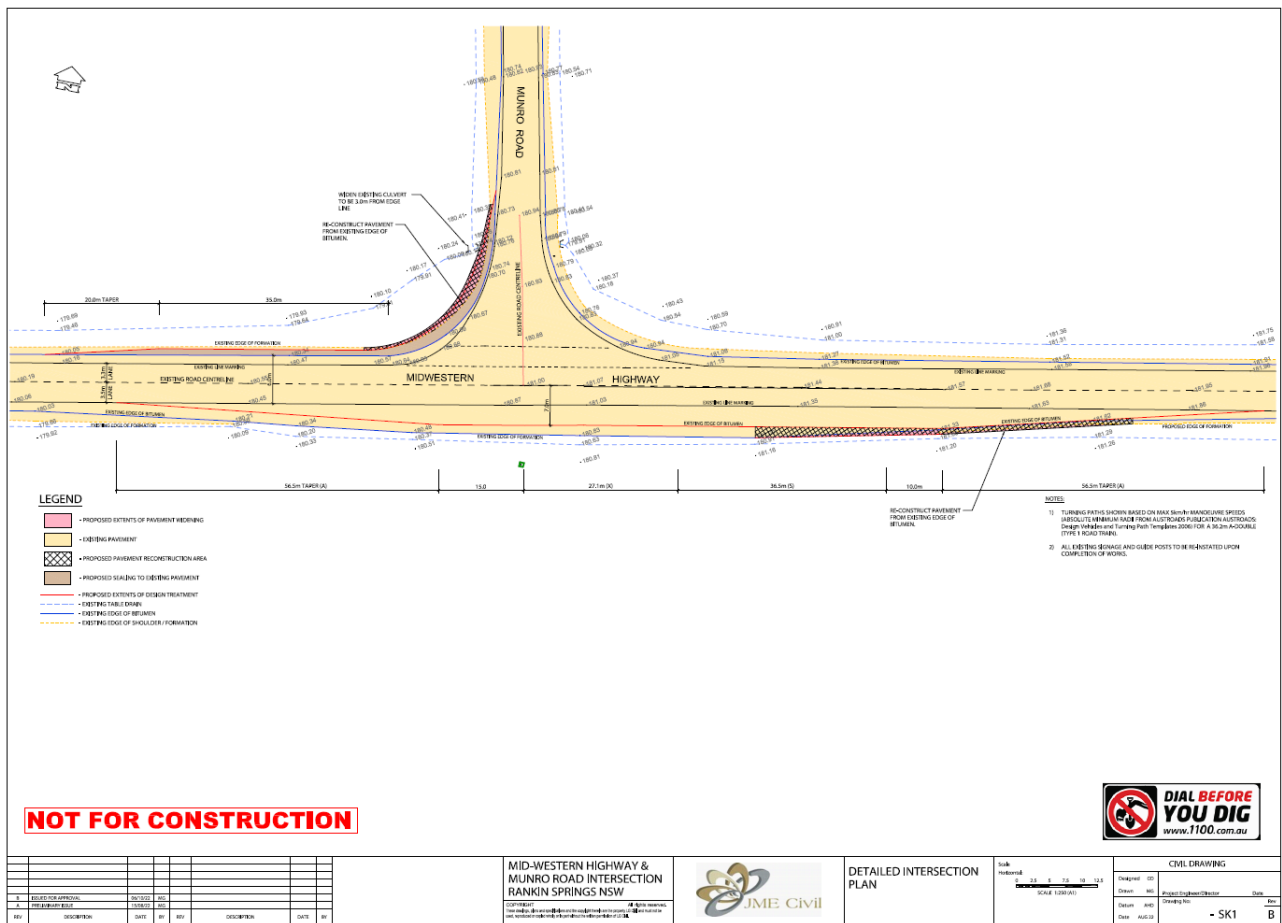
- TfNSW will be exercising its powers under Section 64 of the Roads Act, 1993 to become the roads authority for works associated with the WAD and therefore responsible for issuing the Section 138 consent for those specific works.
2. Apply for, and obtain a Road Occupancy Licence (ROL) from the TfNSW Traffic Operations Unit (TOU) prior to commencing roadworks on a State road or any other works that impact a travel lane of a State road or impact the operation of traffic signals on any road.

Notes:

- For information on the ROL process and to lodge an ROL application, please visit <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>
- The applicant will need to create an account (this may take a few days to register), prior to submitting the ROL application. The applicant must submit the ROL application 10 business days prior to commencing work. It should be noted that receiving an approval for the ROL within this 10 business day period is dependent upon TfNSW receiving an accurate and compliant TMP.
- The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Speed Zone Authorisation will also be required from the TOU.
- An approved ROL does not constitute an approval to commence works until an authorisation letter for the works has been issued by TfNSW Project Manager.

Prior to the issuing of the Occupation Certificate, the developer must:

1. Provide evidence to Transport for NSW to demonstrate that all works within the road reserve have been completed in line with the approved plans and documentation.



OFFICIAL