

Progressive Rural Solutions  
PO Box 74  
Deniliquin NSW 2710  
0408 577 248  
clare@prsltd.com.au

Murray River Council  
PO Box 906  
MOAMA NSW 2731  
C/O email: acartlidge@murrayriver.nsw.gov.au



Development Application: 10.2024.45.1  
PAN: 398428  
Transport for NSW reference: STH24/00308/001  
Our Reference: J323.0

24<sup>th</sup> July 2024

To the Assessing Officer,

### **RE: Transport for NSW response – Comments for Council's consideration**

Thank you for the provision of the Transport for NSW response. We note that this Authority nominates that Council may consider the following in its determination:

- 1. The submitted documentation does not address the routes which will be taken by heavy and light vehicles accessing the site. Noting that the proposed development will result in significant traffic generation, particularly during harvest season, TfNSW recommends that Council require this information be provided.*
- 2. TfNSW believes that it would be appropriate for the DA documentation to consider other intersections which may be impacted by the proposed intensification of the existing facility, particularly by vehicles travelling to/from the north transporting whole almonds and almond waste products (hulls and shells).*

To assist with Council's consideration of this development, please find following the address of the routes proposed for heavy vehicles. The routes proposed to be taken by light vehicles was detailed in the submitted documents however consists of nearly all vehicles travelling south towards Murray Downs and Swan Hill.

It is also important to recognize that the region has significant Almond plantations and there are multiple options for Almond processing. Current field production exceeds the production capacity of Australia's processing facilities – particularly those that are 'local' which creates long transport distances through NSW, Victoria and South Australia for the annual harvest to be processed. The Murray Downs facility has been proposed to reduce a portion of the transport distance.

The following describes the known access roads to current Almond orchards and their current and proposed transport routes with relation to the facility. A map showing the location of the roads and their intersections is shown on the last page for reference.

#### **Weimby Road (88168) & Windomal Road (88613)**

These two roads are local roads located within the Balranald Shire Council area. They are classified as suitable for Type 1 A-double Heavy Vehicles - with conditions. Windomal Road and a significant proportion of Weimby Rd is sealed with the remaining portion gravel. These roads service a significant farming area which includes almond orchards owned by the Applicant. All harvested produce from within this area is transported north to the intersection with the Sturt Highway. There are no changes proposed relating to the traffic volume on these roads.

ACN: 634 646 825  
ABN: 58 634 646 825

PO Box 74, Deniliquin, NSW 2710  
t. 0408 577 248  
e. admin@prsltd.com.au

**Intersection - Sturt Highway & Windomal Rd**

Currently harvest trucks turn either east or west at this intersection pending the location of the shelling and hulling processor that has the capacity to receive the almonds. The proposed traffic treatment for the majority of trucks utilizing this intersection will be to the east in the future.

**Sturt Highway (14-A20)**

The Sturt Highway is a State classified road and is used to transport almonds from a significant number of orchards to Hanwood, NSW or through Robinvale prior to entry into Victoria or South Australian processing facilities. The Sturt Highway in the proposed Development will be used as a transport route for the purpose of carrying the harvested volume east from Weimby and Windomal Road through to Yanga Way for a short length of road and to deliver hulls and shells where the market is available.

**Yanga Way (MR694)**

Yanga Way is a State Road and is currently used to transport produce southwards to Victoria or northwards to the Sturt highway, delivering to either Hanwood or Robinvale through to Victoria and South Australia. A significant proportion of produce grown around the Goodnight and Koraleigh area also use this road to transport produce south over the bridge to Victorian processing areas or north to the NSW processing facilities. Many of these are not owned by the applicant, however the Murray Downs facility will be a likely location for the processing of produce from this area in the future.

**Yanga Way/Sturt Highway intersection**

This intersection currently facilitates vehicles turning north from the Yanga Way onto the Sturt Highway from Goodnight/Koraleigh and orchards along the Yanga Way. Trucks turn either east or west pending the location of the processing facility taking harvested produce. The Murray Downs facility also currently takes up to 30,000T of field produce from the east along the Sturt Highway to the Murray Downs facility. Trucks carting to Murray Downs turn south into this intersection or west out of it to return to farm.

**Yanga Way/Koraleigh/Goodnight/Tooleybuc Bridge**

Currently harvested volumes of produce are transported either south over the Tooleybuc bridge or north towards the Sturt highway to either NSW or Robinvale back into Victoria and South Australia. Murray Downs has the ability to facilitate the processing from these orchards which would see all produce change to travelling northwards on Yanga Way to the Stoney Crossing Road intersection.

**Stoney Crossing Road**

Stoney Crossing Road is a regional road that is classified suitable for Type 1A-double or similar vehicles. This road is currently not commonly utilised for almond traffic however will become the main route for produce delivered to Murray Downs except for a small volume. Traffic will connect to this road via the Yanga Way and the Swan Hill Road.

**Yanga Way/Stoney Crossing Road**

The intersection has a significant sight distance available and a large swept path radius for turning vehicles. This intersection is currently not used for almond traffic turning however will become the main route for produce delivered to Murray Downs except for a small volume. Traffic will turn into and out of this intersection north and south on Yanga way. Hulls and shells delivered to NSW will also utilize this route.

**Stoney Crossing/Swan Hill Road**

This intersection has received a significant upgrade and currently maintains a BAL and BAR turning treatment. The Stoney crossing road intersection with the Swan Hill Rd also has a significant swept path radius to allow for turning trucks of all sizes. This intersection is proposed to support nearly all northern movements of traffic from the Murray Downs facility.

**Swan Hill Road & property access**

The Swan Hill Road is a Regionally classified road and connects the Murray Downs property to the road network. The traffic control plan prepared by Traffic Works detailed the connection and traffic movements into and out of the site and the recommended turning treatments (BAL and BAR) have been completed as part of the existing site construction works. As described in the provided traffic assessment, the following has been identified:

- Field produce from orchards arrives from the north with empty trucks returning north

- Hull and shells trucks arrive and depart 80% to the north and 20% to the south. Some field trucks have the ability to backload hull and shells from the site.
- Kernels arrive and depart 90% to the south and 10% to the north.
- Staff, visitors and deliveries all arrive and depart from the south.

We trust that this response provides sufficient information for Council's considerations as recommended by Transport for NSW. Should you have any further questions with relation to this, please do not hesitate to contact us.

Yours faithfully,

A handwritten signature in black ink, reading "Blake Fitzpatrick". The signature is written in a cursive, flowing style.

**Director**

**Progressive Rural Solutions**

Image showing the location of Almond Processing Facilities

