CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Rushes Creek Poultry Production Farm

Prepared for:

ProTen Tamworth Pty Ltd
PO Box 1746
North Sydney NSW 2060

SLR Ref: 620.30288-R01
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BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with ProTen Tamworth Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

DOCUMENT CONTROL

Reference	Status	Date	Prepared	Checked	Authorised
620.30288-R01-v0.3	Draft for Road Authority Review	7 April 2021	Chris Lawlor	Jeff Baczynski	Chris Lawlor
620.30288-R01-v1.0	Final – Post Road Auth. Review	11 June 2021	Chris Lawlor	Jeff Baczynski	Jeff Baczynski

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1 Introduction

1.1 Context

SLR Consulting Australia Pty Ltd (SLR) has been engaged by ProTen Tamworth Pty Ltd (ProTen) to prepare a Construction Traffic Management Plan (CTMP) for the Rushes Creek Poultry Production Farm (Rushes Creek PPF or the Development) located at Rushes Creek Road, Rushes Creek NSW.

The CTMP is required to satisfy Schedule 2, Part B (*Environmental Conditions*), Conditions B10 and B11 (*Construction Traffic Management Plan*) of the Development Consent issued by the NSW Government Department of Planning, Industry and Environment (DPIE) on 16 April 2020 (Development Consent).

This CTMP has been prepared by Chris Lawlor, whom DPIE has approved as 'a suitably qualified and experienced person'. A copy of this approval is included at Appendix A.

1.2 CTMP Requirements

This CTMP has been prepared to satisfy the requirements of Schedule 2, Part B, Conditions B10 and B11 of the Development Consent, and to manage the potential impacts of the traffic demands associated with the construction phase of the Development on the surrounding road network. The specific requirements of the conditions to prepare a CTMP are reproduced in Table 1 along with a response as to how each requirement has been addressed herein.

This CTMP is intended to be a living document that will be implemented effectively over the life of the project to manage safety for all road users. Details of the CTMP monitoring, review and an improvement process that is triggered by any incidents that may occur is identified in Section 7.0.

Table 1 CTMP Requirements: Schedule 2, Part B, Conditions B10 and B11

Item	Condition Requirement	CTMP Section
B10.	*Prior to the commencement of construction, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must:*	-
(a)	*be prepared by a suitably qualified and experienced person(s);*	Section 1.1 & Appendix A
(b)	*be prepared in consultation with Council and Transport for NSW;*	Section 1.3, Appendix B & Appendix C
(c)	*detail the measures that are to be implemented to ensure road safety and network efficiency during construction;*	Section 6
(d)	*detail heavy vehicle routes, access and parking arrangements;*	Sections 3.3, 3.4, 6.2 & 6.3.2
(e)	*include a Driver Code of Conduct to:* *(i) minimise the impacts of earthworks and construction on the local and regional road network;* *(ii) minimise conflicts with other road users;* *(iii) minimise road traffic noise; and* *(iv) ensure truck drivers use specified routes;*	Section 6.1 & Appendix I
(f)	*include a program to monitor the effectiveness of these measures; and*	Section 7.3
(g)	*if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.*	Section 6.5
B11.	*The Applicant must:*	-
(a)	*not commence construction until the Construction Traffic Management Plan required by condition B10 is approved by the Planning Secretary; and*	Section 7.1
(b)	*implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of construction.*	Section 7.1

1.3 Road Authority Consultation

Schedule 2, Part A (*Administrative Conditions*), Condition A11 (*Evidence of Consultation*) of the Development Consent states the following with regard to consultation for management plans:

"Where conditions of this consent require consultation with an identified party, the Applicant must:

(a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and

(b) provide details of the consultation undertaken including:

(i) the outcome of that consultation, matters resolved and unresolved; and

(ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved."

Schedule 2, Part B, Condition B10(b) requires that the CTMP "*be prepared in consultation with Council and Transport for NSW*". Reflective of the above, Transport for NSW (TfNSW) and Tamworth Regional Council (TRC) have been contacted by SLR. A summary of the road authority consultation is provided at Appendix B and evidence of the consultation is included at Appendix C.

Importantly it is noted that this final version of the CTMP incorporates updates based on stakeholder input received on the draft version of the CTMP. In particular, this finalised version of the CTMP identifies monitoring, review and improvement processes that will be implemented to address any issues identified throughout the project lifecycle.

1.4 Previous Traffic Assessments

Reference is made to the following traffic assessments which have previously been prepared in relation to the operational phase of the Development:

- *Traffic Impact Assessment* report dated 25 June 2018 prepared by RoadNet (RoadNet TIA);
- *Supplementary Traffic Assessment* dated 20 December 2018 prepared by SLR (SLR STA).

The above traffic assessments are referred to herein where necessary.

2 Development Overview

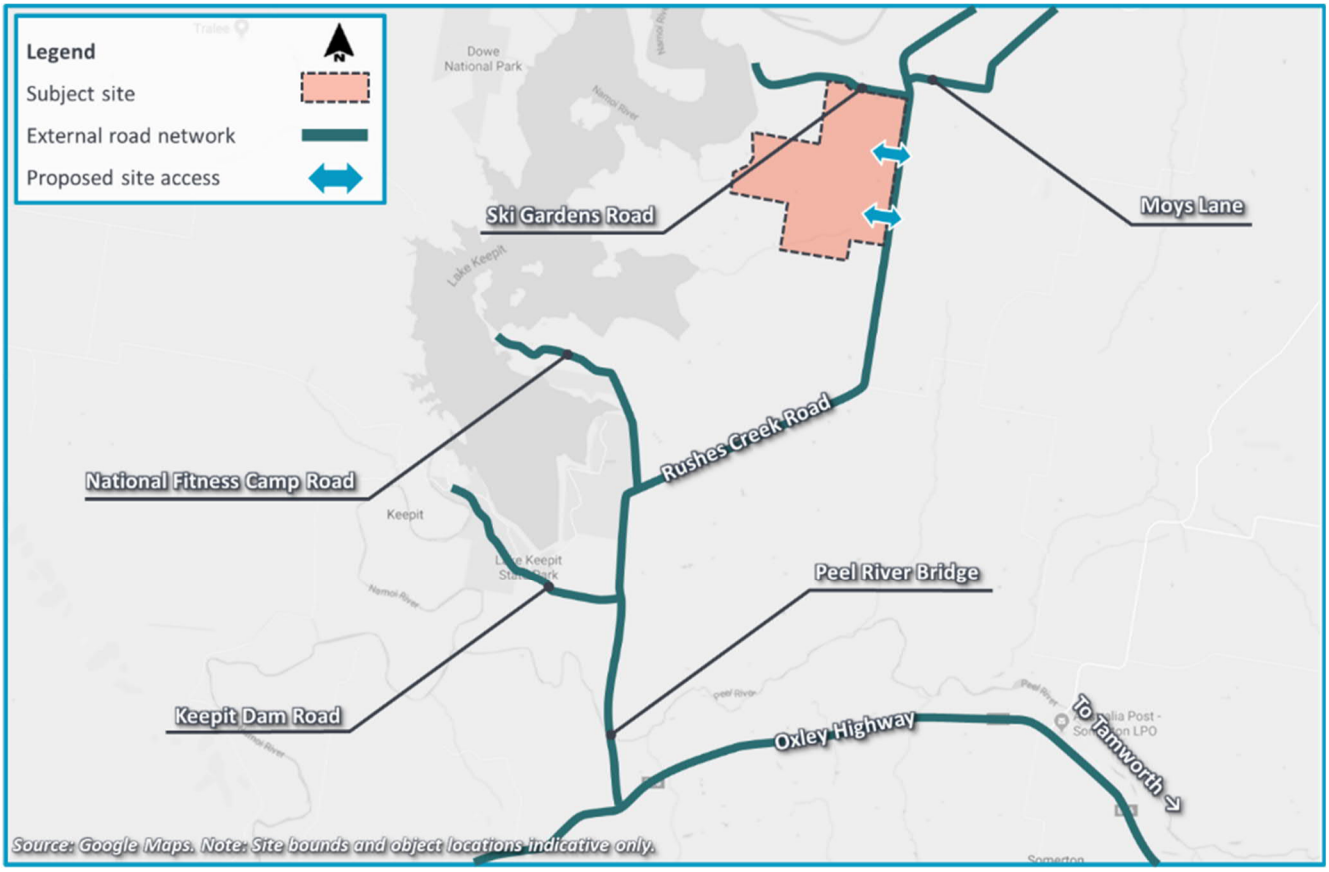
2.1 Site Location

The subject site comprises approximately 1,016 hectares (ha) of rural land in an area known as Rushes Creek situated approximately 43 kilometres (km) northwest of Tamworth and 33km northeast of Gunnedah within the Tamworth Regional Local Government Area (LGA) in the New England North West Region of NSW.

The site is zoned as 'RU1 Primary Production' under the provisions of the Tamworth Regional Local Environmental Plan (Tamworth LEP) and is bound by Rushes Creek Road to the east and rural uses in all other directions. Rushes Creek Road is a sealed two-lane rural road and connects the subject site to the Oxley Highway (NSW State Route B56) to the south. The Namoi River is located to the north of the site and Lake Keepit is located to the west and southwest.

The site is shown in the context of the surrounding area on Figure 1.

Figure 1 Site Location



2.2 Surrounding Road Network

Details of the key roads surrounding the subject site are detailed in Table 2.

Table 2 Key Roads

Road Name	Classification	Authority	Existing form	Posted Speed
Oxley Highway	State Road	TfNSW	Two lane, undivided single carriageway (~7.0m + shoulders), rural cross-section (swales)	100km/h
Rushes Creek Road	Unclassified	TRC	Two lane, undivided single carriageway (6.5 – 7.0m seal width), rural cross-section (swales)	100km/h

Of note, the previous traffic assessments (i.e. RoadNet TIA and SLR STA) conducted for the operational phase of the Development identified the following of relevance in relation to the Oxley Highway/Rushes Creek Road intersection and Rushes Creek Road:

- No patterns of crashes or existing safety deficiencies were identified;
- The existing linemarking and signage provided in the vicinity of the Oxley Highway/Rushes Creek Road intersection is generally compliant with current design standards;
- Appropriate allowances are available at the existing Oxley Highway/Rushes Creek Road intersection in order to accommodate 25m B-Double movements (note, both the Oxley Highway and Rushes Creek Road are approved 25/26m B-Double routes);
- That Rushes Creek Road is of a suitable existing form to accommodate 25m B-Double movements.

2.3 Approved Development

Schedule 1 of the Development Consent permits the following development on the subject site:

"Construction and operation of the Rushes Creek Poultry Production Farm, including:

- *Four poultry farms consisting of a total of 54 fully enclosed, tunnel ventilated poultry sheds;*
- *A maximum operational capacity of 3,051,000 birds at any one time;*

Additional works, as described in the application include:

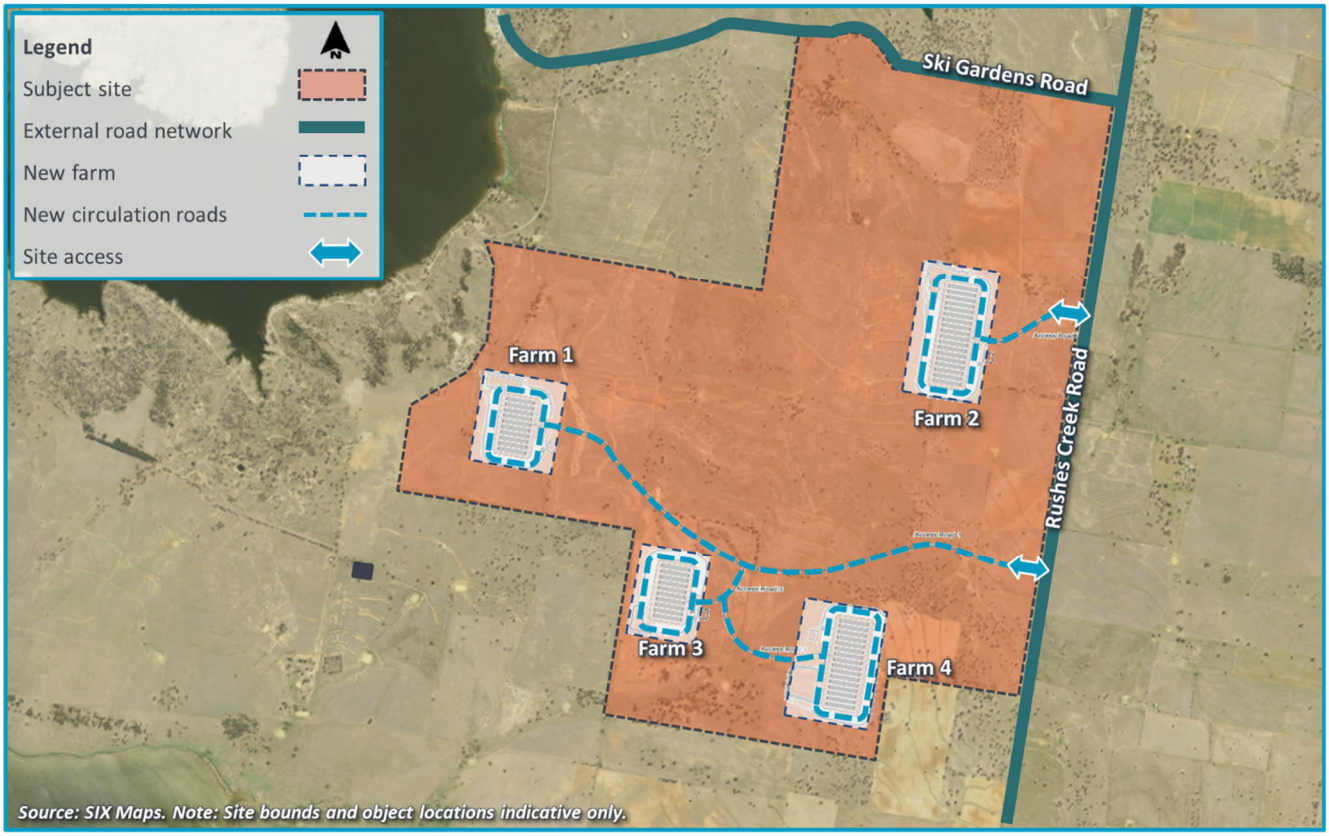
- *Eight manufactured homes to accommodate farm managers;*
- *Two access driveways from Rushes Creek Road and internal access roads;*
- *Water supply infrastructure to extract, transfer, treat and store water from the Namoi River;*
- *Reticulated electrical supply infrastructure;*
- *Bedding material storage shed;*
- *Two dead bird freezers; and*
- *Boundary adjustments."*

A summary of aspects of relevant aspects of the Development is provided in Table 3 and the approved site layout and external access arrangements are indicatively illustrated on Figure 2.

Table 3 Summary of Approved Development

Farm	Number of Sheds	External Site Access
1	10 sheds	Via southern driveway crossover
2	18 sheds	Via northern driveway crossover
3	10 sheds	Via southern driveway crossover
4	16 sheds	Via southern driveway crossover

Figure 2 Approved Site Layout and External Access Arrangements



2.4 Development Traffic Generation – Operational Phase

The RoadNet TIA indicated that the Development is anticipated to generate the following peak traffic demands during the operational phase:

- Up to 72 vehicles per day (vpd) consisting of 26 light vehicle movements and 46 heavy vehicle movements;
- AM peak hour:
  - Light vehicles: 12 vehicles per hour (vph) (9vph inbound, 3vph outbound);
  - Heavy vehicles: 5vph (3vph inbound, 2vph outbound);
  - Total: 17vph (12vph inbound, 5vph outbound).
- PM peak hour:
  - Light vehicles: 12 vehicles per hour (vph) (3vph inbound, 9vph outbound);
  - Heavy vehicles: 5vph (2vph inbound, 3vph outbound);
  - Total: 17vph (5vph inbound, 2vph outbound).

The traffic distribution adopted by the RoadNet TIA for Development traffic was as follows:

- Light vehicles:
  - 80% to east via Oxley Highway;
  - 15% to west via Oxley Highway;
  - 5% to north via Rushes Creek Road.
- Heavy vehicles: 100% to east via Oxley Highway.

3 Construction Phase Overview

3.1 Construction Activities and Staging

Construction of the Development is proposed to occur over two separate stages as summarised in Table 4, along with the key activities proposed and anticipated duration of each stage. Indicative staging plans for the construction phase of the Development have been prepared by Agribiz and are included at Appendix D. A detailed breakdown of construction activities and associated traffic volumes has been provided by Agribiz and is included at Appendix E.

Table 4 Construction Stages and Duration

Stage	Key Activities	Duration
1	A. Construction of the northern site access to Rushes Creek Road.	15 months
	B. Construction of the Farm 2 (18 sheds)	
2	A. Construction of the northern site access to Rushes Creek Road.	15 months
	B. Construction of the Farm 4 (16 sheds)	
	C. Construction of the Farm 3 (10 sheds)	10 months
	D. Construction of the Farm 1 (16 sheds)	10 months
Total		50 months

At this stage, it is anticipated that construction of Stage 1 of the Development will commence in mid-2021, with completion in 2022. Construction of Stage 2 is expected to commence in 2022, with completion anticipated in 2025. It is understood that each individual farm will begin operating immediately following the completion of construction.

The majority of construction activities will occur wholly within the subject site, with the exception of construction of the northern and southern site access to Rushes Creek Road, and also for the installation of water and electrical supply infrastructure under Ski Gardens Road. It is understood that no import/export of fill/cut external to the site is required as part of the construction phase of the Development.

3.2 Hours of Operation

As per Schedule 2, Part B, Condition B25 of the Development Consent, earthworks and construction activities are restricted to the following hours of work:

- Monday to Friday: 7AM to 6PM;
- Saturday: 8AM to 1PM.

Schedule 2, Part B, Condition B26 of the Development Consent permits works that are inaudible at the nearest sensitive receivers can be undertaken outside of the above hours.

3.3 Site Access

The construction of the proposed site accesses to Rushes Creek Road will be staged as follows:

- The northern site access construction (i.e. Stage 1A) will occur prior to the construction of Farm 2;
- The southern site access construction (i.e. Stage 2A) will occur prior to the construction of Farms 4, 3 and 1.

Each of the new site accesses will consist of the following treatments:

- Sealed driveway crossovers between Rushes Creek Road and the site boundary, sufficient to accommodate the swept paths of 25m B-Doubles entering and exiting the site;
- Site access roads will be sealed for a minimum of 50m into the site from Rushes Creek Road;
- Pavement widening will be provided on Rushes Creek Road to accommodate Basic Left (BAL) turn treatments.

There are existing site accesses off Rushes Creek Road that are available for vehicles associated with the site preparation works, and therefore vehicles associated with the construction of the site accesses are able to park, unload and load within the subject site (i.e. vehicles are not required to stand within the road reserve external to the site).

3.4 Internal Circulation Roads, Car Parking and Loading Unloading Areas

Indicative construction staging plans have been prepared by Agribiz are included at Appendix D. The plans indicate the following proposed provisions for the construction phase of the Development:

- Internal circulation roads will be consistent with that proposed for the operational phase of the Development as indicated on Figure 2 (i.e. all-weather type unsealed roads);
- Unsealed car parking areas will be provided for contractors. It is anticipated that a maximum of 27 contractors will be present on-site at any one time during the construction of each farm, and hence car parking should be provided to accommodate up to 27 vehicles. The spatial provisions indicated on the plans provided at Appendix D are broadly consistent with this requirement;
- A number of laydown areas are proposed within each farm construction site for the loading/unloading of heavy vehicles.

Car parking and laydown areas should be signed accordingly to assist in identification of these areas for contractors and delivery drivers.

3.5 Construction Phase Traffic Demands

A detailed breakdown of construction activities and associated traffic volumes has been provided by Agribiz and is included at Appendix E. The breakdown of traffic volumes for each month throughout the construction phase of the Development indicates the following peak monthly traffic demands for each stage of the construction:

- Stage 1 (month 5 of construction):
  - Light vehicles: 1,358 trips (97% of total);
  - Heavy vehicles: 54 trips (3% of total);
  - All vehicles: 1,412 trips.
- Stage 2 (month 5 of construction):
  - Light vehicles: 1,358 trips (97% of total);
  - Heavy vehicles: 54 trips (3% of total);
  - All vehicles: 1,412 trips.

The peak monthly construction phase traffic volumes were broken down into peak daily volumes using the following conservative assumptions:

- Average month of 30 days;
- Consistent with the hours of operation as per Section 3.2, 5.5 work days per week;
- Reflective of the above assumptions, adopting an average of 23.6 working days per month (i.e. 30/7 X 5.5 = 23.6).

Reflective of the above assumptions, the peak daily traffic volumes anticipated during the construction phase of the Development are presented in Table 5.

Table 5 Construction Phase - Peak Daily Traffic Volumes

Stage/Access	Light Vehicles	Heavy Vehicles	All Vehicles
Stage 1 – Northern site access	58vpd	2vpd	60vpd
Stage 1 – Southern site access	58vpd	2vpd	60vpd

vpd = vehicles per day

Table 5 indicates that the construction phase of the Development is forecast to generate up to 60vpd during peak months, consisting of 58 light vehicle trips and two heavy vehicle trips per day. As indicated by the information provided at Appendix E, the largest anticipated design vehicle is a 20m Articulated Vehicle (AV) (i.e. 'semi trailer').

The peak daily traffic volumes in Table 5 have been converted into peak hour traffic in Table 6 using the following conservative assumptions:

- All light vehicles (i.e. primarily associated with site personnel and contractors) would enter or exit the site during peak hour periods (i.e. 50% of daily trips during the AM peak hour, 50% of daily trips during the PM peak hour);
- Heavy vehicle trips (i.e. primarily associated with deliveries of equipment or machinery) would be distributed across the day, with 10% of trips occurring during the AM and PM network peak hours.

Table 6 Construction Phase - Peak Hour Traffic Volumes

Stage/Access	Light Vehicles	Heavy Vehicles	All Vehicles
Stage 1 – Northern site access	29vph	0vph	29vph
Stage 2 – Southern site access	29vph	0vph	29vph

vph = vehicles per hour

The following distribution of light and heavy vehicle trips has been adopted for the construction phase of the Development generally consistent with the RoadNet TIA:

- Light vehicle trips:
  - East via Oxley Highway: 85%;
  - West via Oxley Highway: 15%.
- Heavy vehicle trips:
  - East via Oxley Highway: 100%.

Conservatively, all trips during the AM peak hour have been assumed to be inbound trips, and all trips during the PM peak hour have been assumed to be outbound trips.

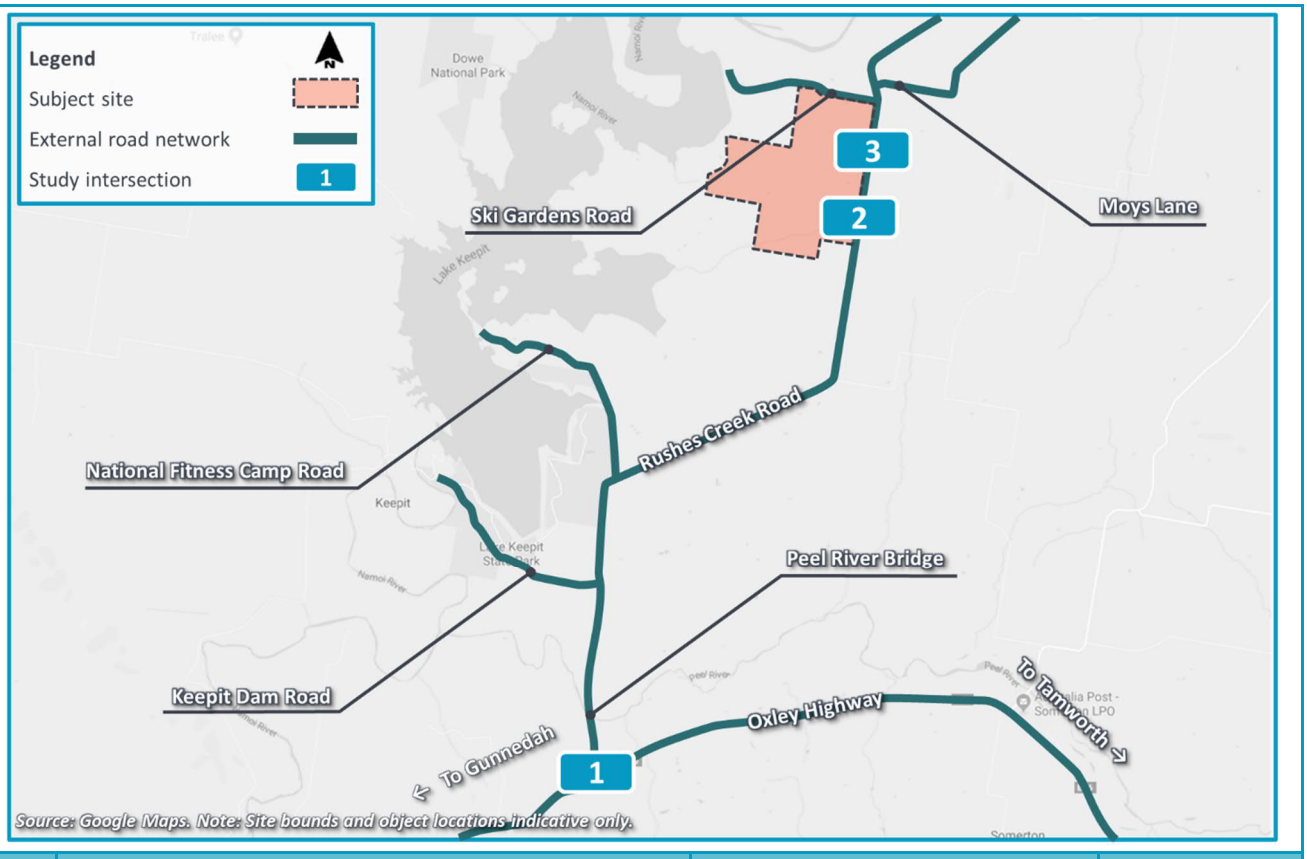
Reflective of all assumptions documented above, the traffic volumes utilised for the operational assessment are included at Appendix F.

4 Operational Assessment

4.1 Study Intersections

A detailed analysis of the potential impacts of the combination of construction and operational phase traffic demands associated with the Development on the operation of the external road network has been undertaken at the locations indicated on Figure 3.

Figure 3 Study Intersections



ID	Intersection	Intersection Form	Authority
1	Oxley Highway/Rushes Creek Road		TfNSW
2	Rushes Creek Road/Southern Site Access		GCC
3	Rushes Creek Road/Northern Site Access		GCC

4.2 Assessment Scenario

An operational assessment of study intersections has been undertaken for a conservative assessment scenario consisting of the following traffic demands:

- 2025 background traffic demands (i.e. based on surveyed traffic volumes and 2% per annum growth on all roads as per the RoadNet TIA); *plus*
- Development operational phase traffic demands (i.e. as per the RoadNet TIA); *plus*
- Development construction phase traffic demands (i.e. as per Section 3.5 herein).

The operation of the road network has been assessed for the above scenario during both the weekday AM and PM peak hour periods in SIDRA Intersection. Assessment traffic volumes are included at Appendix F.

4.3 Performance Criteria

Study intersections have been assessed in SIDRA Intersection; an industry recognised analysis tool used to estimate the capacity and performance of intersections based on input parameters, including geometry and traffic volumes. SIDRA Intersection provides an estimate of an intersection's Degree of Saturation (DOS), queues and delays. The performance thresholds adopted for the operational assessment reported herein are detailed below.

4.3.1 Degree of Saturation

The maximum DOS thresholds identified by the Austroads *Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments* (AGTM12-20) for each intersection type are reproduced in Table 7.

Table 7 Degree of Saturation Thresholds

Intersection Type	DOS Threshold
Signalised intersections	Less than or equal to 0.90
Roundabouts	Less than or equal to 0.85
Priority controlled intersections	Less than or equal to 0.80

DOS values exceeding those presented in Table 7 indicate that an intersection is nearing its practical capacity and upgrade works may be required. Above these threshold values, users of the intersection are likely to experience rapidly increasing delays and queuing.

4.3.2 Critical Delay

The RMS (now TfNSW) *Guide to Traffic Generating Developments* (2002) recommends that the average delay statistic for the critical movement provides a better indication of intersection performance and safety for roundabouts and priority-controlled intersections than DOS. A summary of the delay thresholds recommended by TfNSW is provided in Table 8.

Table 8 Critical Delay Thresholds

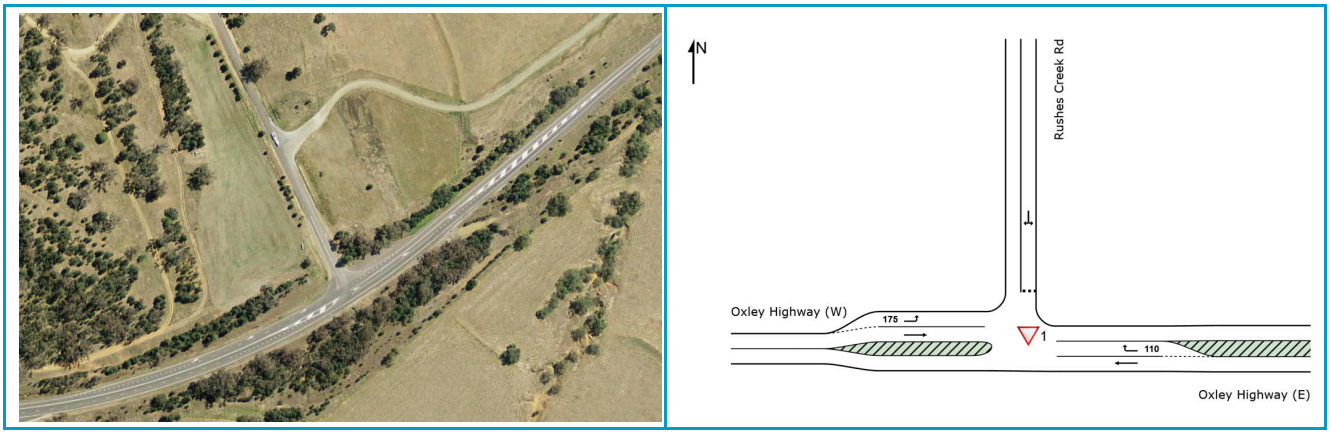
LOS	Description	Critical Delay (sec/vehicle)
A	Good operation	< 14 sec
B	Acceptable delays and spare capacity	15 - 28 sec
C	Satisfactory	29 - 42 sec
D	Near capacity	43 - 56 sec
E	At capacity, requires other control mode	57 - 70 sec

4.4 Intersection Assessment

4.4.1 Oxley Highway/Rushes Creek Road Intersection

The Oxley Highway/Rushes Creek Road intersection is currently a priority controlled T-intersection. The existing configuration and assessed SIDRA layout of the intersection are shown on Figure 4. The results of the SIDRA assessment are presented in Table 9. Detailed SIDRA outputs are provided at Appendix G.

Figure 4 Oxley Highway/Rushes Creek Road Intersection – Existing Intersection Form



Source: SIX Maps

Table 9 SIDRA Outputs: Oxley Highway/Rushes Creek Road Intersection

Scenario	AM Peak Hour			PM Peak Hour		
	DOS	Critical Delay	95th %ile Queue	DOS	Critical Delay	95th %ile Queue
Existing priority controlled intersection						
2025 Background With Development & Construction	0.10	11 sec	2m (E)	0.10	11 sec	3m (N)

The SIDRA analysis summarised in Table 9 identifies that the existing intersection layout performs well within typically adopted performance (i.e. DOS of 0.80 for a priority-controlled intersection) and safety (i.e. critical delay of 57 seconds or less) thresholds for all assessed scenarios.

4.4.2 Rushes Creek Road/Southern Site Access

The Rushes Creek Road/Southern Site Access proposed as a priority controlled driveway crossover. The assessed SIDRA layout of the proposed access is shown on Figure 5. The results of the SIDRA assessment are presented in Table 10. Detailed SIDRA outputs are provided at Appendix G.

Figure 5 Rushes Creek Road/Southern Site Access – Proposed Access Form

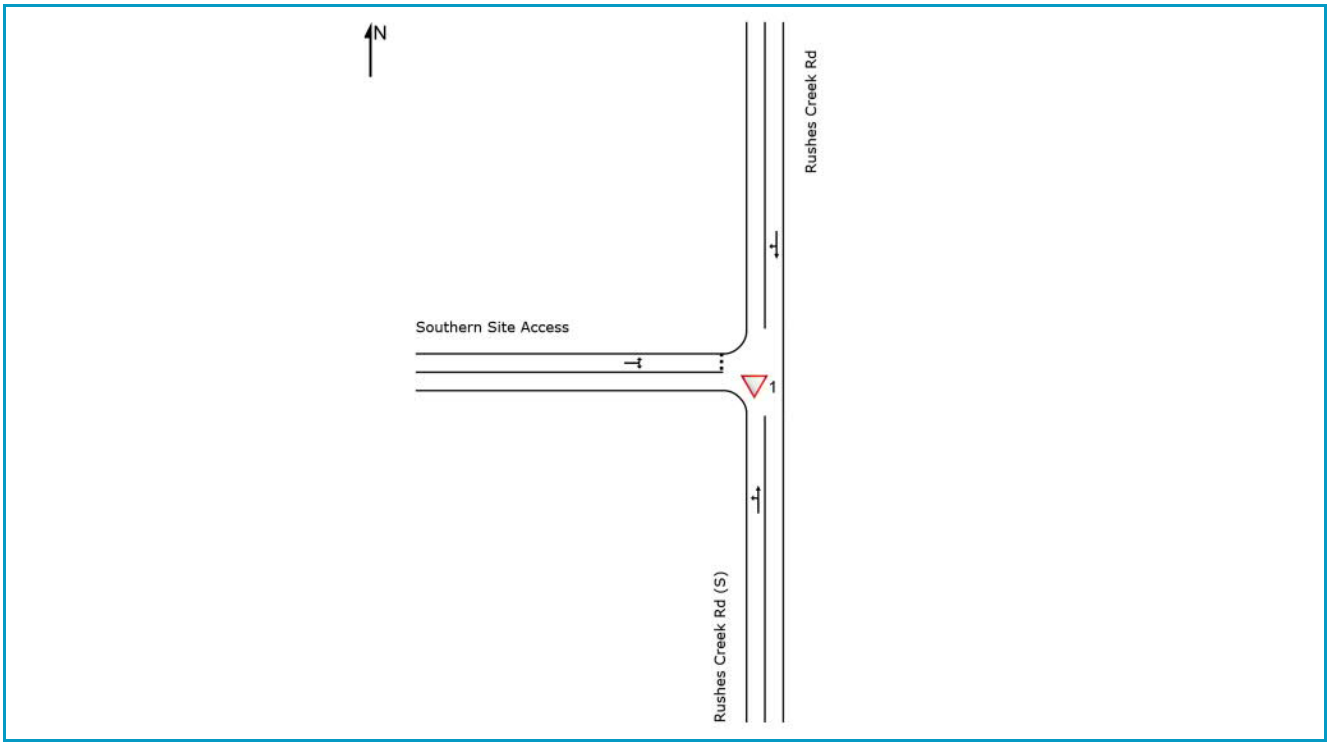


Table 10 SIDRA Outputs: Rushes Creek Road/Southern Site Access

Scenario	AM Peak Hour			PM Peak Hour		
	DOS	Critical Delay	95th %ile Queue	DOS	Critical Delay	95th %ile Queue
Proposed priority controlled access						
2025 Background With Development & Construction	0.04	8 sec	1m (W)	0.04	9 sec	1m (W)

The SIDRA analysis summarised in Table 10 identifies that the proposed access layout performs well within typically adopted performance (i.e. DOS of 0.80 for a priority-controlled intersection) and safety (i.e. critical delay of 57 seconds or less) thresholds for all assessed scenarios.

4.4.3 Rushes Creek Road/Northern Site Access

The Rushes Creek Road/Northern Site Access proposed as a priority controlled driveway crossover. The assessed SIDRA layout of the proposed access is shown on Figure 6. The results of the SIDRA assessment are presented in Table 11. Detailed SIDRA outputs are provided at Appendix G.

Figure 6 Rushes Creek Road/Northern Site Access – Proposed Access Form

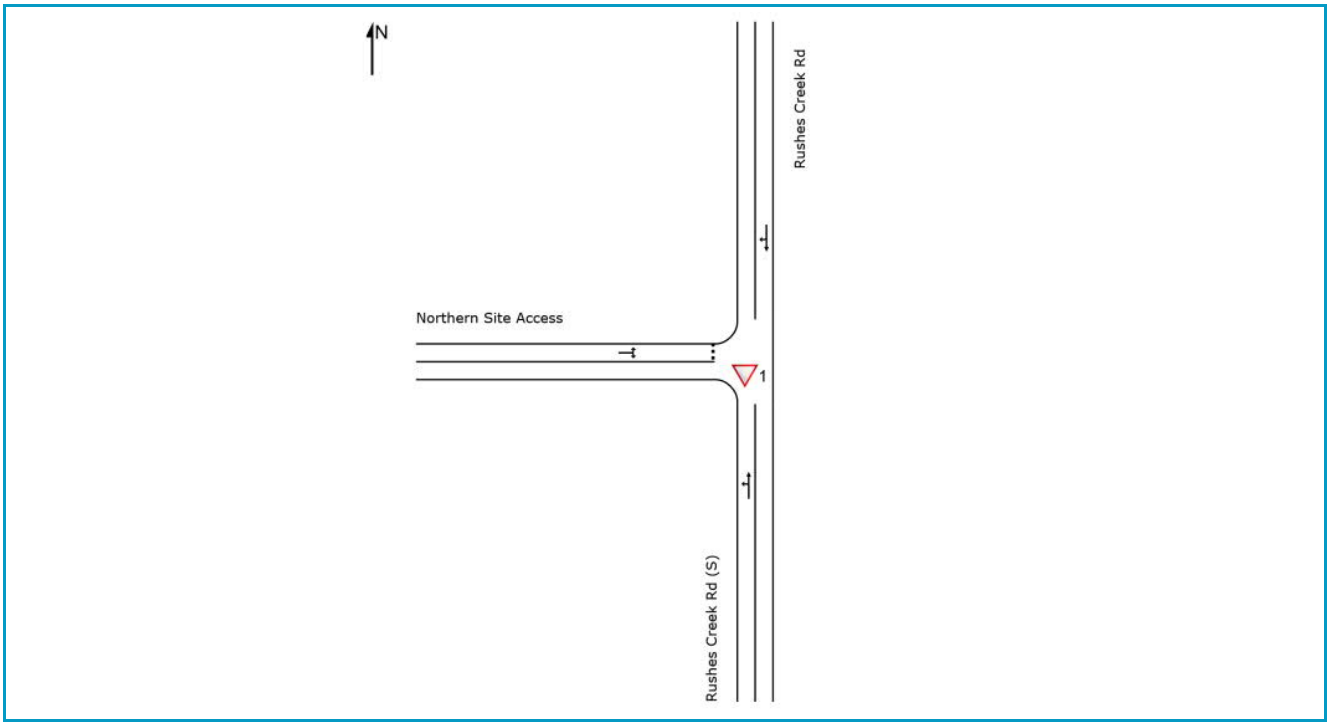


Table 11 SIDRA Outputs: Rushes Creek Road/Northern Site Access

Scenario	AM Peak Hour			PM Peak Hour		
	DOS	Critical Delay	95th %ile Queue	DOS	Critical Delay	95th %ile Queue
Proposed priority controlled access						
2025 Background With Development & Construction	0.04	8 sec	1m (W)	0.04	9 sec	1m (W)

The SIDRA analysis summarised in Table 11 identifies that the proposed access layout performs well within typically adopted performance (i.e. DOS of 0.80 for a priority-controlled intersection) and safety (i.e. critical delay of 57 seconds or less) thresholds for all assessed scenarios.

4.5 Mitigation Measures

Based on the results of the operational assessment presented above, it is evident that the existing road network has sufficient capacity to accommodate the conservative Development traffic scenario (i.e. combination of operational and construction phase traffic demands at the 2025 design year) assessed herein. On this basis, no additional measures are considered necessary to offset the operational impacts of traffic associated with the construction phase of the Development.

5 Safety Assessment

5.1 Site Accesses

The following is noted in relation to the suitability of the proposed northern and southern site accesses to Rushes Creek Road to accommodate traffic associated with the construction phase of the Development:

- The SLR STA indicated that the location of the proposed northern and southern site accesses to Rushes Creek Road catered for appropriate sight distance in accordance with the relevant design standard, being the Australian Standards for *Parking facilities Part 2: Off-street commercial vehicle facilities* (AS2890.2);
- A turn warrant assessment of both site accesses to Rushes Creek Road, a summary of which is included at Appendix H, was conducted using the 2025 design traffic volumes at Appendix F and demonstrates that the proposed BAL site access forms are suitable to accommodate the anticipated peak hour traffic demands generated by the combination of construction and operational phases of the Development;
- The largest anticipated design vehicle for the construction phase of the Development is a 20m AV, which is smaller than the largest design vehicle for which the site accesses have been designed to accommodate (i.e. a 25m B-Double).

5.2 Rushes Creek Road and Oxley Highway Intersection

The following is noted in relation to the suitability Rushes Creek Road (i.e. to the south of the site accesses) and the Oxley Highway/Rushes Creek Road intersection to accommodate traffic associated with the construction phase of the Development:

- As discussed in Section 3.5 herein, the construction phase of the Development will generate an additional two (2) heavy vehicle movements (i.e. on peak days) to Rushes Creek Road and the Oxley Highway/Rushes Creek Road intersection for the duration of construction;
- As per Section 2.2 herein, Rushes Creek Road is an approved route 25/26m B-Double route. Furthermore, Rushes Creek Road and the Oxley Highway/Rushes Creek Road intersection have previously been assessed a suitable to accommodate 25m B-Double movements. Notwithstanding, the construction phase of the Development will utilise design vehicles of up to 20m AV size (i.e. smaller than a 25/26m B-Double);
- A turn warrant assessment of the Oxley Highway/Rushes Creek Road intersection, a summary of which is included at Appendix H, was conducted using the 2025 design traffic volumes at Appendix F. The assessment demonstrates that the existing intersection form is suitable to accommodate the anticipated peak hour traffic demands generated by the combination of construction and operational phases of the Development.

5.3 Mitigation Measures

Based on the above commentary, no specific safety measures are considered to be warranted in order to accommodate the traffic demands associated with the construction phase of the Development. Notwithstanding, it is proposed to implement a suite of construction traffic management measures, which are detailed in Section 6 herein, to ensure that traffic associated with the construction phase of the Development does not impact on the safety of the surrounding road network.

6 Construction Phase Traffic Management Measures

6.1 Drivers Code of Conduct

This CTMP provides additional details to supplement the *Rushes Creek Poultry Production Farm (Construction Phase): Drivers Code of Conduct* document (Drivers Code of Conduct), which is included at Appendix I. As part of the mandatory site induction, all heavy vehicle drivers entering the construction site are required to read the Drivers Code of Conduct, complete and sign the *Confirmation of Understanding* section, and return to authorised site personnel for secure storage onsite.

6.2 Site Management

The following procedures are to be observed by all vehicle drivers accessing the subject site:

- The construction site has a drug and alcohol policy which includes random testing;
- Drivers are to obey all site signage and the directions of site personnel;
- Vehicles are to use designated circulation roads within the site where possible;
- All vehicles are to park and load/unload within the site using designated parking and loading areas where possible. Vehicles are not to park or load/unload within the public road reserve;
- All drivers are required to operate vehicles in a safe and courteous manner, within and external to the subject site.

6.3 Heavy Vehicle Management

6.3.1 General Requirements

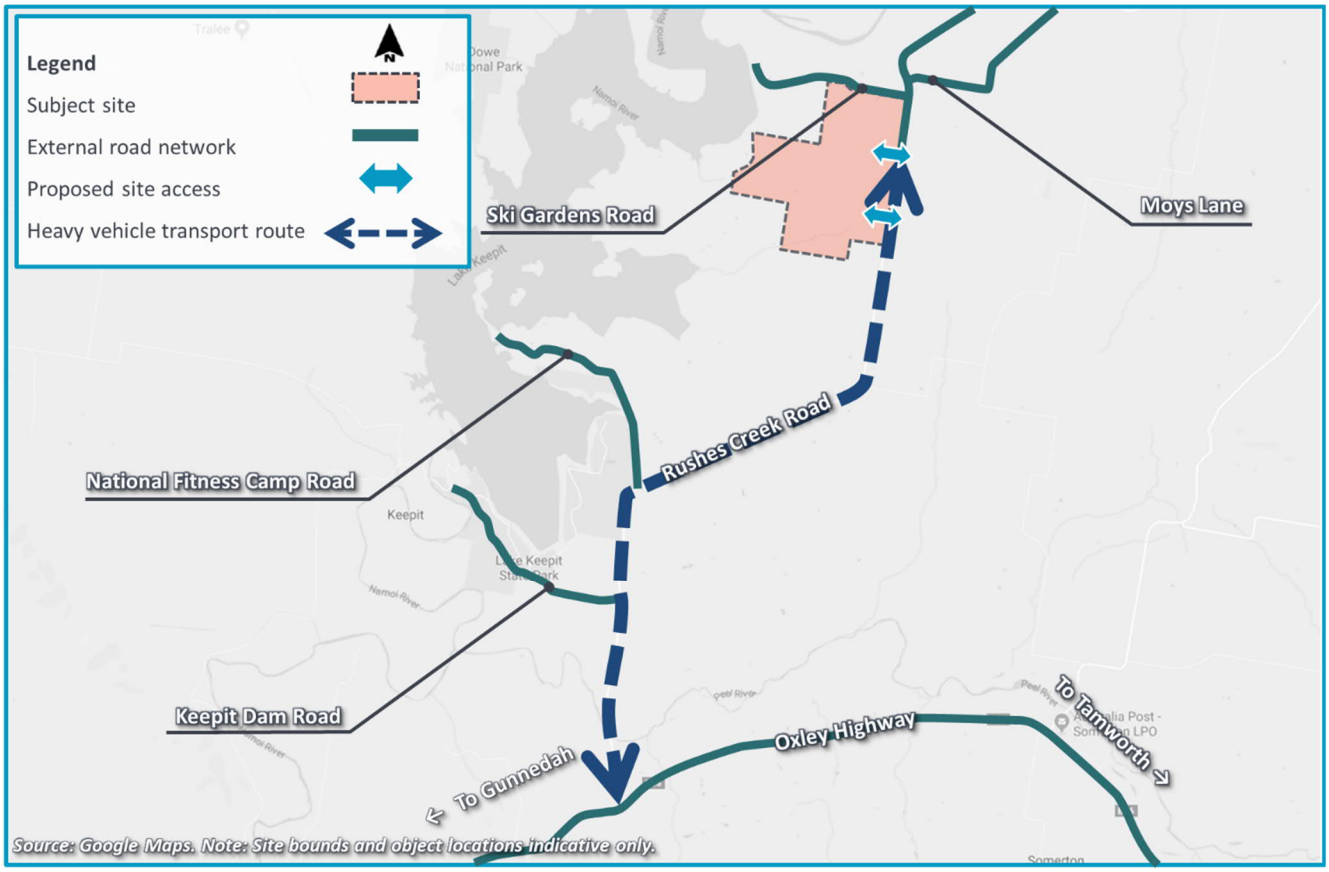
All heavy vehicle drivers accessing the subject site must abide by the following:

- Undertake a site induction carried out by authorised site personnel or suitably qualified person under the direction of the site manager;
- All drivers must hold a valid driver's licence which is appropriate for the class of vehicle under their operation;
- All drivers are to ensure their load is legal, covered and secure before entering or exiting the site;
- All drivers must comply with Chain of Responsibility legislation;
- Vehicles entering the subject site are to be registered, roadworthy, and of sound mechanical condition. Site management may request to inspect any vehicle or request maintenance records for any vehicle and reserves the right to prohibit any vehicle from entering the subject site should there be any indication that the vehicle is not roadworthy or safe to operate;
- Any accidents, incidents, complaints, hazards, spillages or near misses must be reported immediately to the site manager. This includes incidents along the designated heavy vehicle transport route on the external road network.

6.3.2 Designated Heavy Vehicle Transport Route

To minimise the safety impact on residential areas and school zones, the designated transport route for heavy vehicles for the subject site is via Rushes Creek Road to the south of the site towards the Oxley Highway as indicated on Figure 7. Heavy vehicles are not to use Rushes Creek Road to the north of the subject site (i.e. towards Manilla), as the appropriateness of this route for heavy vehicle movements has not been assessed.

Figure 7 Designated Heavy Vehicle Transport Route



It is understood that works will take place on Ski Gardens Road to install water and electrical supply infrastructure underneath the road. Should heavy vehicles access to Ski Gardens Road be required as part of these works, this would need to be considered as part of a relevant Traffic Control Plan (TCP) prepared to accompany the external works within the public road reserve (see Section 6.4).

Through minimising heavy vehicle movements along roads in the vicinity of the site that include either school zones or that facilitate lower speed residential property access, the designated heavy vehicle transport route minimises the safety impacts on residential areas and school zones through limiting the potential for haulage vehicles to interact with the following:

- Students walking or cycling to school, or boarding/alighting buses;
- Pedestrians and children around residential properties;
- Vehicles or cyclists entering or leaving residential property accesses.

The typical framework applied to risk management seeks to (1) Avoid; (2) Manage, and (3) Mitigate risks (in order of preference). By avoiding residential areas and school zones, the proposed heavy vehicle transport route is consistent with this framework.

6.3.3 Speed Management

Posted speed limits along the designated heavy vehicle transport route indicated on Figure 7 are as follows:

- Within the subject site: 60km/h generally, 40km/h within the vicinity of work sites or farms;
- Rushes Creek Road: 100km/h;
- Oxley Highway: 100km/h.

6.3.4 Noise Management

To limit heavy vehicle noise associated with construction activities, drivers are to abide by the following requirements:

- Vehicle access to the subject site is to be via the designated haulage route of Rushes Creek Road to the south of the site towards the Oxley Highway;
- Heavy vehicles using Rushes Creek Road are not to use engine or compression braking systems, except where required for safety reasons;
- Posted speed limits on the external road network are to be observed, and vehicle speeds are to be restricted to 60km/h within the subject site, or 40km/h within the vicinity of work sites or farms;
- Vehicles are to be turned off when not in use.

6.3.5 Dust Management

To minimise the potential for dust production within the subject site, drivers are to abide by the following requirements:

- Vehicle speeds are to be restricted to 60km/h within the subject site, or 40km/h within the vicinity of work sites or farms;
- Vehicles are to use designated circulation roads within the site where possible;
- Drivers are to report excessive dust production from internal circulation roads to the site manager;
- Water trucks will be used to wet down internal circulation roads during dry conditions and when excessive dust production is reported to the site manager.

6.4 Traffic Control Plans

TCPs for the construction of the proposed northern and southern site accesses to Rushes Creek Road, and the installation of water and electrical supply infrastructure under Ski Gardens Road, have not been prepared as part of this CTMP, however, should be prepared prior to the commencement of any works within the road reserve. The TCPs should provide details of the layout and nature of any temporary traffic control devices required to ensure safe movements within a particular area on the public road network and may include:

- Temporary signage/devices to notify road users of potential hazards or changed conditions;
- Temporary speed limits;

- Detours;
- UHF frequencies for communication with site or traffic control personnel; and
- Any other proposed changes to traffic conditions.

TCPs should be prepared by a suitability qualified person and be implemented by a suitability qualified traffic management contractor in accordance with the following relevant guidelines:

- The Australian Standard for Manual of uniform traffic control devices *Part 3: Traffic Control for Works on Roads* (AS1742.3);
- Supplement to AS1742.3 (TfNSW, 2020);
- *Traffic control at work sites* (TCAWS) Technical Manual (TfNSW, 2020);
- *Austroads Guide to Temporary Traffic Management (*AGTTM*).*

All necessary approvals shall be obtained from the relevant road authorities (i.e. TRC) prior to implementation of the TCPs. A copy of relevant TCPs should be provided to all contractors as part of the site induction process to ensure awareness and compliance.

6.5 Community Consultation in Relation to External Works

It is noted that temporary lane closures (i.e. one lane to remain open under traffic control) on Rushes Creek Road are likely to be required in order to facilitate the construction of the northern and southern site accesses, and potentially also for the and the installation of water and electrical supply infrastructure under Ski Gardens Road. Details of any notification/consultation measures (if required) to minimise disruptions to road users will be provided in due course in the respective TCPs for the construction of the northern and southern site accesses.

At a high level, however, given the anticipated peak hour traffic volumes along Rushes Creek Road in the vicinity of the site accesses (i.e. <100vph in both directions as per the 2025 design traffic volumes at Appendix F), delays for vehicles due to traffic control are anticipated to be minor. Likewise for Ski Gardens Road, reflective of the low traffic volumes along this local road, delays for vehicles due to traffic control are also expected to be minor.

7 CTMP Monitoring/Review & Improvement Process

7.1 Implementation

In accordance with Schedule 2, Part B, Condition B10 of the Development Consent:

- Construction on the subject site should not commence until this CTMP has been approved by the Planning Secretary; and
- The most recent version of this CTMP approved by the Planning Secretary should be implemented for the duration of construction.

7.2 Monitoring

7.2.1 Incident Reporting and Non-Compliance Notification

Any incidents of relevance to this CTMP (i.e. those reported either though formal complaints to DPIE or the site manager, and also those observed by site personnel) should be reported to DPIE in accordance with Schedule 2, Part C, Condition C9 and *Appendix 3* (Incident Notification and Reporting Requirements) of the Development Consent. Reference should also be made to the complaints management strategy and environmental incidents management strategy in the approved Construction Environmental Management Plan (CEMP).

Any non-compliance with the Development Consent, this CTMP, or the Drivers Code of Conduct should be reported to DPIE in accordance with Schedule 2, Part C, Condition C10 of the Development Consent.

7.2.2 Non-Compliance Response Procedure

Compliance of this CTMP with the Development Consent conditions will be measured according to the following performance indicators:

- An authorised site staff member or suitably qualified person under the direction of the site manager will undertake formal observations of compliance at six-monthly intervals;
- Contractor and employee awareness of this CTMP and Drivers Code of Conduct; and
- The frequency and nature of complaints reported to the subject site in relation to construction traffic.

Incident reporting is to be undertaken as per the requirements in Section 7.2. In the event of non-compliance, the following actions will be undertaken:

- Establish the details in relation to the incident (date, location, vehicle, driver etc.);
- Confirm that the reported incident involves a vehicle associated with the subject site;
- Conduct an investigation into why the incident occurred and evaluate the effectiveness of the current mitigation strategy;
- Provide details of any corrective actions and/or preventative measures to be implemented in order to address the incident and prevent reoccurrence; and
- Report details of any non-compliance to DPE in accordance with Section 7.2.
- Identify any necessary improvement processes that become apparent as a result of the incident and implement relevant improvements to the CTMP.

Should any driver be found to have acted in breach of the Drivers Code of Conduct, through either a formal complaint, or through observations by authorised site personnel, disciplinary action will be taken, which could include the following:

- Verbal notification (if possible) and written confirmation to the driver of non-compliance with the Drivers Code of Conduct;
- Refusal to load/unload affected vehicles and direction to the driver to leave the site;
- Implementation of a temporary ban of the affected vehicle or driver until such time as sufficient evidence has been provided to authorised site staff that the breach has been rectified and/or will not occur again;
- In the case of a serious breach or repeated non-compliance with the Drivers Code of Conduct, a permanent site ban of the affected vehicle or driver will be considered.

7.3 CTMP Review & Improvement Process

Incident reporting is to be undertaken as per the requirements in Section 7.2. In the event of non-compliance, the following actions in addition to those captured in Section 7.2. will be undertaken:

- Document and implement any necessary improvements to the CTMP that become apparent as a result of the incident;
- Issue an updated version of the CTMP to relevant stakeholders which:
  - Describes the incident which is the catalyst for the update of the CTMP.
  - Describes the CTMP refinement in an improvement register that would likely be an appendix to the CTMP to aid stakeholder review.
  - Captures the improvement as appropriate within the body of the CTMP.

8 Summary

SLR has been engaged by ProTen to prepare a CTMP for the Rushes Creek PPF located at Rushes Creek Road, Rushes Creek.

Based on the analysis and discussion herein, the following is concluded:

- Construction of the Development will occur over two stages, with Stage 1 anticipated to occur begin in mid-2021 and be completed in 2022. Stage 2 is expected to commence in 2022, with completion anticipated in 2025;
- Two new site accesses, a northern and southern access to Rushes Creek Road, will be constructed at the start of each respective stage (i.e. northern access for Stage 1 and southern access for Stage 2) and will provide access for construction traffic to the subject site;
- The construction phase of the Development is anticipated to generate up to 60vpd during the peak months of construction, consisting of up to 58 light vehicle trips and 2 heavy vehicle trips per day;
- The operational assessment documented herein demonstrates that the existing road network has sufficient capacity to accommodate the conservative Development traffic scenario (i.e. combination of operational and construction traffic at the 2025 design year) assessed. On this basis, no additional measures are considered necessary to offset the potential operational impacts of traffic associated with the construction phase of the Development;
- No specific safety measures are considered to be warranted in order to accommodate the traffic demands associated with the construction phase of the Development. Notwithstanding, a variety of management measures, including the following, will be implemented to ensure that traffic associated with the construction phase of the Development does not impact on the safety of the surrounding road network:
  - All heavy vehicle drivers accessing the subject site will be required to read and abide by the Drivers Code of Conduct, and adhere to the designated heavy vehicle transport route using Rushes Creek Road to the south of the site toward the Oxley Highway;
  - TCPs should be prepared prior to the commencement of any works within the road reserve, including for the construction of the proposed northern and southern site accesses to Rushes Creek Road, and the installation of water and electrical supply infrastructure under Ski Gardens Road.
- Any incidents or non-compliance with the Development Consent, this CTMP, or the Drivers Code of Conduct should be reported to the DPIE in accordance with the relevant Development Consent conditions.

APPENDIX A

DPIE Approval of Traffic Consultant

Planning, Industry & Environment

Mr Chris Lawlor
Associate – Transport Advisory
SLR Consulting Australia Pty Ltd
PO Box 26
Spring Hill QLD 4004

15 February 2021

Dear Mr Lawlor

Rushes Creek Poultry Production Farm (SSD-7704)
Approval of Traffic Consultant – Condition B10

I refer to your letter dated 12 February 2021 seeking the Planning Secretary's endorsement for you to prepare the Construction Traffic Management Plan (CTMP) required by Schedule 2, Condition B10 of the Rushes Creek Poultry Production Farm development consent (SSD-7704).

The Department has reviewed your CV provided with your letter and is satisfied you have suitable qualifications and experience to prepare the CTMP, in accordance with Condition B10(a). I therefore endorse your engagement by ProTen Tamworth Pty Ltd to prepare the CTMP for the approved development.

Should you have any further enquiries, please contact Sally Munk, Principal Planner, Planning and Assessment, at the Department on 9274 6431 or via email at sally.munk@planning.nsw.gov.au.

Yours sincerely

Chris Ritchie
Director
Industry Assessments

As nominee of the Planning Secretary

cc. Bill Williams, ProTen Tamworth Pty Ltd

APPENDIX B

Road Authority Consultation Summary

B1 Initial Consultation

SLR contacted both TfNSW and TRC on 12 January 2021 via email to establish any additional CTMP requirements beyond the relevant Development Consent conditions, however, did not receive a written response from either authority. A copy of the emails requesting initial consultation are included at Appendix C.

B2 Review of Draft CTMP

B2.1 TfNSW Consultation

A copy of the correspondence received in relation to the draft CTMP is reproduced at Appendix C.

B2.2 TRC Consultation

A email associated with the issuing of the draft CTMP is is reproduced at Appendix C. It was noted that no feedback was received from TRC.

APPENDIX C

Evidence of Consultation

Chris Lawlor

From: Gillogly, Mitchell <m.gillogly@tamworth.nsw.gov.au>
Sent: Tuesday, 12 January 2021 9:44 AM
To: Brake, Steve; Manners, Alex
Cc: Chris Lawlor; Lobsey, Sam
Subject: FW: 620.30288: Rushes Creek PPF - request for engagement re CTMP
Attachments: RC Development Consent SSD 7704.pdf

Hi Steve and Alex,

Can one of you assist Chris as per below.

Thanks.

Regards,

Mitch Gillogly
Team Leader – Development Assessment

P 02 6767 5462 | E m.gillogly@tamworth.nsw.gov.au

437 Peel Street
PO Box 555 Tamworth NSW 2340
www.tamworth.nsw.gov.au

From: Chris Lawlor < >
Sent: Tuesday, 12 January 2021 10:26 AM
To: Lobsey, Sam <s.lobsey@tamworth.nsw.gov.au>; Gillogly, Mitchell <m.gillogly@tamworth.nsw.gov.au>
Cc: Eryn Bath <eryn@emeadvisory.com>
Subject: 620.30288: Rushes Creek PPF - request for engagement re CTMP

Hi Sam and Mitch,

I hope you are both going well. I refer to the attached Development Consent (Consent) for the Rushes Creek Poultry Production Farm (PPF) development issued by the Department of Planning , Industry and Environment (DPIE) on 16 April 2020. SLR Consulting has been engaged by ProTen Tamworth Pty Ltd (ProTen) to prepare a Construction Traffic Management Plan (CTMP) in accordance with Schedule 2, Condition B10 of the Consent, which is reproduced below for ease of reference.

TRAFFIC AND ACCESS

Construction Traffic Management Plan

B10. Prior to the commencement of construction, the Applicant must prepare a Construction Traffic Management for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP req condition C2 and must:

(a) be prepared by a suitably qualified and experienced person(s);

(b) be prepared in consultation with Council and Transport for NSW;

(c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction;

(d) detail heavy vehicle routes, access and parking arrangements;

(e) include a Driver Code of Conduct to:

(i) minimise the impacts of earthworks and construction on the local and regional road network;

(ii) minimise conflicts with other road users;

(iii) minimise road traffic noise; and

(iv) ensure truck drivers use specified routes;

(f) include a program to monitor the effectiveness of these measures; and

(g) if necessary, detail procedures for notifying residents and the community (including local schools), o potential disruptions to routes.

B11. The Applicant must:

(a) not commence construction until the Construction Traffic Management Plan required by condition B1 approved by the Planning Secretary; and

(b) implement the most recent version of the Construction Traffic Management Plan approved by the Pl Secretary for the duration of construction.

Condition B10(b) of the consent requires that the CTMP is prepare in consultation with Council. Eryn Bath from EME Advisory has provided you as contacts to seek input in relation to the CTMP – could you please forward this email and the below queries onto Council's traffic engineers as required?

As per the above, the CTMP must be prepared in consultation with Council. To satisfy this requirement, this email serves to commence that consultation. We kindly request a response to the following two (2) points:

1. Could you please confirm whether you require any additional considerations into developing the CTMP above those specifically stated in the Consent and copied into this email? If so, could you please state your considerations via return email?
2. Do you request a copy of the draft CTMP for review/feedback prior to ProTen's submission to DPIE for ultimate approval?

I appreciate your response on this matter. Please note that in accordance with the Consent, ProTen must not commence construction under the Consent until a CTMP has been approved by DPIE. The stakeholder consultation process will need to be completed prior to ProTen submitting the CTMP for approval. As the CTMP is considered critical path, I would appreciate your response as soon as practical.

Please do not hesitate to contact me should you wish to discuss further.

Cheers

SLR

Chris Lawlor

Associate - Transport Advisory

+61 7 3858 4865
+61 7 3858 4800
+61 434 892 465
clawlor@slrconsulting.com

SLR Consulting Australia Pty Ltd
Level 4, 135 Wickham Terrace, Brisbane, QLD, Australia, 4000

Chris Lawlor

From:	Chris Lawlor
Sent:	Tuesday, 12 January 2021 9:46 AM
To:	development.northern@rms.nsw.gov.au; development.northern@transport.nsw.gov.au
Cc:	Eryn Bath
Subject:	620.30288: Rushes Creek PPF - request for engagement re CTMP
Attachments:	RC Development Consent SSD 7704.pdf

Hi,

I refer to the attached Development Consent (Consent) for the Rushes Creek Poultry Production Farm (PPF) development issued by the Department of Planning, Industry and Environment (DPIE) on 16 April 2020. SLR Consulting has been engaged by ProTen Tamworth Pty Ltd (ProTen) to prepare a Construction Traffic Management Plan (CTMP) in accordance with Schedule 2, Condition B10 of the Consent, which is reproduced below for ease of reference.

TRAFFIC AND ACCESS

Construction Traffic Management Plan

B10. Prior to the commencement of construction, the Applicant must prepare a Construction Traffic Management for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP req condition C2 and must:

- (a) be prepared by a suitably qualified and experienced person(s);
- (b) be prepared in consultation with Council and Transport for NSW;
- (c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction;
- (d) detail heavy vehicle routes, access and parking arrangements;
- (e) include a Driver Code of Conduct to:
  - (i) minimise the impacts of earthworks and construction on the local and regional road network;
  - (ii) minimise conflicts with other road users;
  - (iii) minimise road traffic noise; and
  - (iv) ensure truck drivers use specified routes;
- (f) include a program to monitor the effectiveness of these measures; and
- (g) if necessary, detail procedures for notifying residents and the community (including local schools), of potential disruptions to routes.

B11. The Applicant must:

- (a) not commence construction until the Construction Traffic Management Plan required by condition B1 approved by the Planning Secretary; and
- (b) implement the most recent version of the Construction Traffic Management Plan approved by the Pla Secretary for the duration of construction.

Condition B10(b) of the consent requires that the CTMP is prepared in consultation with Transport for NSW (TfNSW). Could you please forward this email and the below queries onto the relevant TfNSW contact?

As per the above, the CTMP must be prepared in consultation with TfNSW. To satisfy this requirement, this email serves to commence that consultation. We kindly request a response to the following two (2) points:

1. Could you please confirm whether you require any additional considerations into developing the CTMP above those specifically stated in the Consent and copied into this email? If so, could you please state your considerations via return email?
2. Do you request a copy of the draft CTMP for review/feedback prior to ProTen's submission to DPIE for ultimate approval?

I appreciate your response on this matter. Please note that in accordance with the Consent, ProTen must not commence construction under the Consent until a CTMP has been approved by DPIE. The stakeholder consultation process will need to be completed prior to ProTen submitting the CTMP for approval. As the CTMP is considered critical path, I would appreciate your response as soon as practical.

Please do not hesitate to contact me should you wish to discuss further.

Cheers

SLR

Chris Lawlor
Associate - Transport Advisory

d +61 7 3858 4865
o +61 7 3858 4800
m +61 434 892 465
e clawlor@slrconsulting.com

SLR Consulting Australia Pty Ltd
Level 4, 135 Wickham Terrace, Brisbane, QLD, Australia, 4000

From: Eryn Bath <eryn@emeadvisory.com>
Sent: Friday, 11 June 2021 10:56 AM
To: Jeffrey Baczynski
Subject: Fwd: 620.30288: Rushes Creek PPF - request for engagement re CTMP

Hi Jeff,

See below email trail for the three emails issued to Council in relation to the draft CTMP for Rushes Creek .. no responses received to date.

Cheers
Eryn

Eryn Bath
Principal Consultant, EME Advisory

T: 0427 024739
E: eryn@emeadvisory.com
W: www.emeadvisory.com

eme ADVISORY Planning and Environmental Consulting

---------- Forwarded message ---------
From: Eryn Bath <eryn@emeadvisory.com>
Date: Thu, 20 May 2021 at 13:22
Subject: Re: 620.30288: Rushes Creek PPF - request for engagement re CTMP
To: Lobsey, Sam <s.lobsey@tamworth.nsw.gov.au>, Gillogly, Mitchell <m.gillogly@tamworth.nsw.gov.au>, Brake, Steve <s.brake@tamworth.nsw.gov.au>

Hi Sam, Mitch and Steve,

Just wondering if Council has any feedback on the draft CTMP emailed to you on 8 April (see below) for ProTen's Rushes Creek poultry farm development?

I'd really like to submit it to DPIE for approval next week.

Thanks and regards
Eryn

Eryn Bath
Principal Consultant, EME Advisory

T: 0427 024739
E: eryn@emeadvisory.com
W: www.emeadvisory.com

eme ADVISORY Planning and Environmental Consulting

On Thu, 8 Apr 2021 at 13:17, Eryn Bath <eryn@emeadvisory.com> wrote:

> Hi Sam, Mitch and Steve,
>
> As you know, ProTen received Development Consent SSD 7704 (attached) from DPIE on 16 April 2020 for the Rushes Creek Poultry Production Farm approximately 43 km northwest of Tamworth.
> Consent condition B10 requires ProTen to prepare a Construction Traffic Management Plan (CTMP) in consultation with Council for approval by the Planning Secretary. As per the email below, SLR Consulting emailed Council on 12 January 2021 seeking any additional CTMP requirements beyond those specified under condition B10, however no response has been received to date.
>
> Please now find attached a copy of the draft CTMP prepared by SLR Consulting for review by Council prior to finalising and submitting to DPIE. Given that the CTMP is a pre-commencement condition, Council's review at the earliest opportunity would be appreciated. The draft CTMP has also been forwarded to TfNSW for their review.
>
> Thanks in advance
> Eryn
>
> **Eryn Bath**
> **Principal Consultant, EME Advisory**
>
> **T:** 0427 024739
> **E:** eryn@emeadvisory.com
> **W:** www.emeadvisory.com
>
> eme ADVISORY Planning and Environmental Consulting
>
> ---------- Forwarded message ---------
> From: Chris Lawlor <clawlor@slrconsulting.com>
> Date: Tue, 12 Jan 2021 at 10:25
> Subject: 620.30288: Rushes Creek PPF - request for engagement re CTMP
> To: s.lobsey@tamworth.nsw.gov.au <s.lobsey@tamworth.nsw.gov.au>, m.gillogly@tamworth.nsw.gov.au <m.gillogly@tamworth.nsw.gov.au>
> Cc: Eryn Bath <eryn@emeadvisory.com>
>
> Hi Sam and Mitch,
>
> I hope you are both going well. I refer to the attached Development Consent (Consent) for the Rushes Creek Poultry Production Farm (PPF) development issued by the Department of Planning , Industry and Environment (DPIE) on 16 April 2020. SLR Consulting has been engaged by ProTen Tamworth Pty Ltd (ProTen) to prepare a Construction Traffic Management Plan (CTMP) in accordance with Schedule 2, Condition B10 of the Consent, which is reproduced below for ease of reference.

TRAFFIC AND ACCESS

Construction Traffic Management Plan

B10. Prior to the commencement of construction, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must:

(a) be prepared by a suitably qualified and experienced person(s);

(b) be prepared in consultation with Council and Transport for NSW;

(c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction;

(d) detail heavy vehicle routes, access and parking arrangements;

(e) include a Driver Code of Conduct to:

(i) minimise the impacts of earthworks and construction on the local and regional road network;

(ii) minimise conflicts with other road users;

(iii) minimise road traffic noise; and

(iv) ensure truck drivers use specified routes;

(f) include a program to monitor the effectiveness of these measures; and

(g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.

B11. The Applicant must:

(a) not commence construction until the Construction Traffic Management Plan required by condition B10 is approved by the Planning Secretary; and

(b) implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of construction.

Condition B10(b) of the consent requires that the CTMP is prepare in consultation with Council. Eryn Bath from EME Advisory has provided you as contacts to seek input in relation to the CTMP – could you please forward this email and the below queries onto Council's traffic engineers as required?

As per the above, the CTMP must be prepared in consultation with Council. To satisfy this requirement, this email serves to commence that consultation. We kindly request a response to the following two (2) points:

1. Could you please confirm whether you require any additional considerations into developing the CTMP above those specifically stated in the Consent and copied into this email? If so, could you please state your considerations via return email?
2. Do you request a copy of the draft CTMP for review/feedback prior to ProTen's submission to DPIE for ultimate approval?

I appreciate your response on this matter. Please note that in accordance with the Consent, ProTen must not commence construction under the Consent until a CTMP has been approved by DPIE. The stakeholder consultation process will need to be completed prior to ProTen submitting the CTMP for approval. As the CTMP is considered critical path, I would appreciate your response as soon as practical.

Please do not hesitate to contact me should you wish to discuss further.

Cheers

SLR

Chris Lawlor
Associate - Transport Advisory
d +61 7 3858 4865
o +61 7 3858 4800
m +61 434 892 465
e clawlor@slrconsulting.com

SLR Consulting Australia Pty Ltd
Level 4, 135 Wickham Terrace, Brisbane, QLD, Australia, 4000

30 April 2021

File No: NTH16/00056/10
Your Ref: SSD-7704

Attention: Sally Monk
The Director
Department of Planning Industry and Environment

Dear Sir / Madam,

Re: SSD 7704 – Rushes Creek Poultry Production Farm
Draft Construction Traffic Management Plan

I refer to advice from the Planning Portal on 8 April 2021 requesting Transport for NSW (TfNSW) provide comment on the Draft Construction Traffic Management Plan (CTMP) prepared to satisfy condition B10 and B11 of State Significant Development consent dated 16 April 2020.

TfNSW understands that the proponent is required to prepare the CTMP in consultation with relevant roads authorities. TfNSW engaged with the proponent by phone on 15 January 2021 and advised that the reference document to inform the preparation of the CTMP is Austroads Guide to Temporary Traffic Management Part 2: Traffic Management Planning. In addition the proponent was encouraged to send a Draft for comment once prepared prior to lodgment with the department. TfNSW notes that this is our first opportunity to comment on the Draft document.

TfNSW notes that the CTMP includes a range of measures that can be flexibly implemented to plan, schedule and manage construction traffic impacts on the identified transport route. It is important that the final document is implemented effectively over the life of the project to manage safety for all road users. In this respect, the CTMP does not include details of monitoring, review or improvement processes to measure performance and address any issues identified throughout the project lifecycle. TfNSW recommends the department consider working whether any further detail of processes should be detailed in finalising the management plan.

If you have any further enquiries regarding the above comments please do not hesitate to contact Leisa Sedger, Development Assessment Officer, on 6640 1362 or email 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

Gmail Eryn Bath <eryn@emeadvisory.com>

NTH16/00056/10 - Rushes Creek CTMP

1 message

Development Northern <development.northern@transport.nsw.gov.au> 28 May 2021 at 12:32
To: Eryn Bath <eryn@emeadvisory.com>

Hi Eryn

Thank you for your enquiry and our phone discussion this morning.

In response to your questions in email of 17 May 2021 as outlined in italics below, please consider the following comments:

The points in your email are noted. Transport for NSW supports the inclusion of the identified triggers in the CTMP. It is understood that persons referring to the CTMP may not have visibility of the CEMP so it is important that the documents cross reference each other, for example an understanding of monitoring, reporting and review processes may be of relevance to staff induction and code of conduct: ie people working on the ground need to know to report incidences of relevance to CTMP that are subject to review under the CEMP.

I hope this clarifies our comments. TfNSW supports submission of the document to DPIE for approval.

Kind regards

Leisa Sedger

Leisa Sedger

Development Services Case Officer

Community & Place | Region North

Regional & Outer Metropolitan Division

Transport for NSW

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal works hours.

T 02 6640 1362
E development.northern@transport.nsw.gov.au

A Level 1, 76 Victoria Street, Grafton NSW 2460

From: Eryn Bath [mailto:eryn@emeadvisory.com]
Sent: Thursday, 27 May 2021 11:43 AM
To: Development Northern <development.northern@transport.nsw.gov.au>
Subject: Re: Rushes Creek CTMP

Hi Leisa,

I've just left a voicemail trying to follow-up on my below two emails.... any chance of a response today or tomorrow? I really need to get this matter finalised.

Thanks and regards

Eryn

Eryn Bath

Principal Consultant, EME Advisory

T: 0427 024739

E: eryn@emeadvisory.com

W: www.emeadvisory.com

On Mon, 24 May 2021 at 21:43, Eryn Bath <eryn@emeadvisory.com> wrote:

> Hi Leisa,

Thanks for the phone call on Friday. Any chance you can please respond to my below email regarding the Rushes Creek CTMP (noting it is only for the construction phase)?

Thanks again

Eryn

Eryn Bath

Principal Consultant, EME Advisory

T: 0427 024739

E: eryn@emeadvisory.com

W: www.emeadvisory.com

On Mon, 17 May 2021 at 16:27, Eryn Bath <eryn@emeadvisory.com> wrote:

> Hi Leisa,
>
> Thank you for your review comments (attached) in relation to the draft CTMP (attached) prepared for ProTen's Rushes Creek poultry farm development near Tamworth. Our responding comments/queries:
>
> - SLR did review the referenced Austroads Guide to Temporary Traffic Management Part 2: Traffic Management Planning... SLR advised that it is really a planning guide for works conducted within the road reserve, so not particularly relevant to a strategic level CTMP. As addressed in Section 6.4 of the draft CTMP, there will still need to be TCPs prepared for works conducted within the road reserve, which would consider this Austroads document as appropriate.
>
> - In relation to submitting the draft CTMP to TfNSW for review.... we followed DPIE's procedure of submitting the draft for referral to relevant agencies via DPIE's major projects portal. I followed this up with a direct email to TfNSW given there is an apparent issue in the portal in relation to TfNSW / RMS referrals.
>
> - In relation to your recommendation to DPIE to consider if further details should be provided in relation to monitoring, review or improvement processes.... Section 7 of the draft CTMP addresses incident reporting, monitoring / performance indicators, and non-compliance response. Do you require something additional or more detailed (noting that it covers the construction period only, not long-term operations)? If so, can you please provide specific recommendations? The CTMP will form part of an overarching CEMP, which includes a formal complaints management strategy, environment incident management strategy, and triggers for CEMP review and update. The review and update triggers are - (a) following any significant environmental incident or impact; (b) Where there is any change to the scope of the Development’s construction activities and/or disturbance footprint; (c) Where it is

identified that the environmental performance of the Development is not meeting the objectives of the CEMP; and/or (d) At the request of a relevant regulatory authority. These triggers will apply to the sub-plans prepared as part of the CEMP, including the CTMP.

On this basis, can you please advise:

(a) whether additional details are required for the CTMP; and

(b) if not, whether you are happy for the CTMP to be submitted to DPIE for approval.

Please do not hesitate to contact me to discuss.... I did leave a voice message for you this morning.

Thanks Leisa.

Regards

Eryn

Eryn Bath

Principal Consultant, EME Advisory

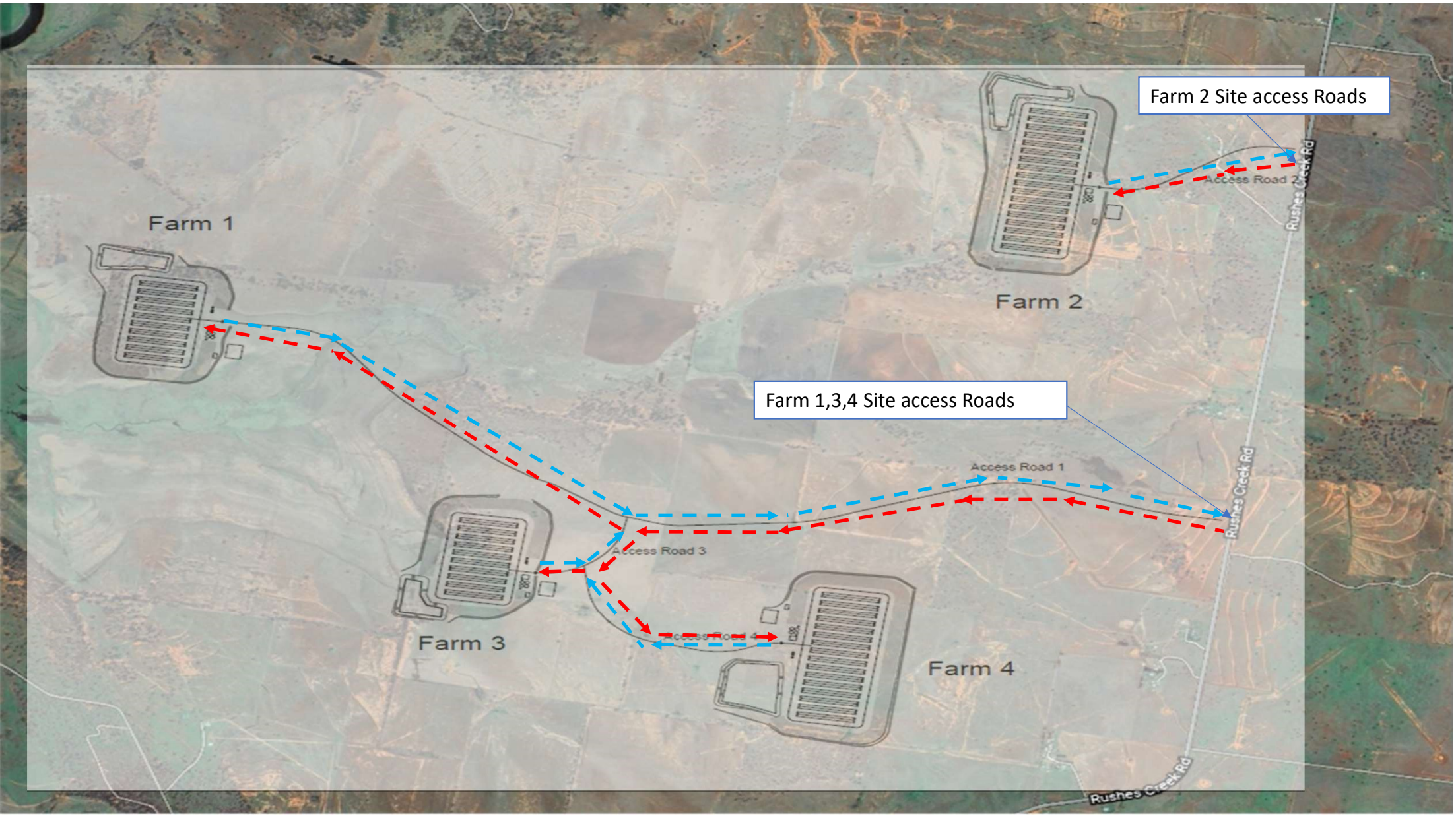
T: 0427 024739

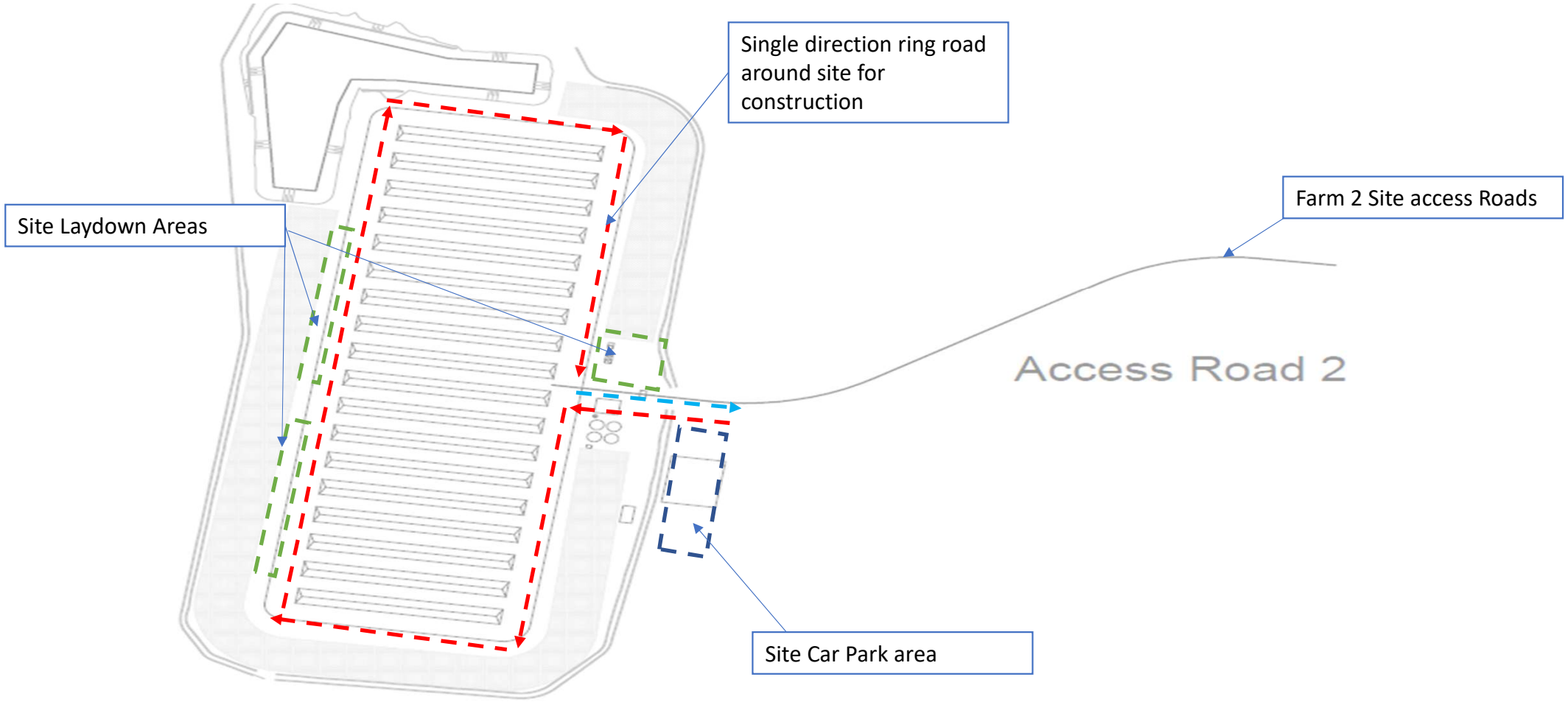
E: eryn@emeadvisory.com

W: www.emeadvisory.com

APPENDIX D

Indicative Construction Staging Plans

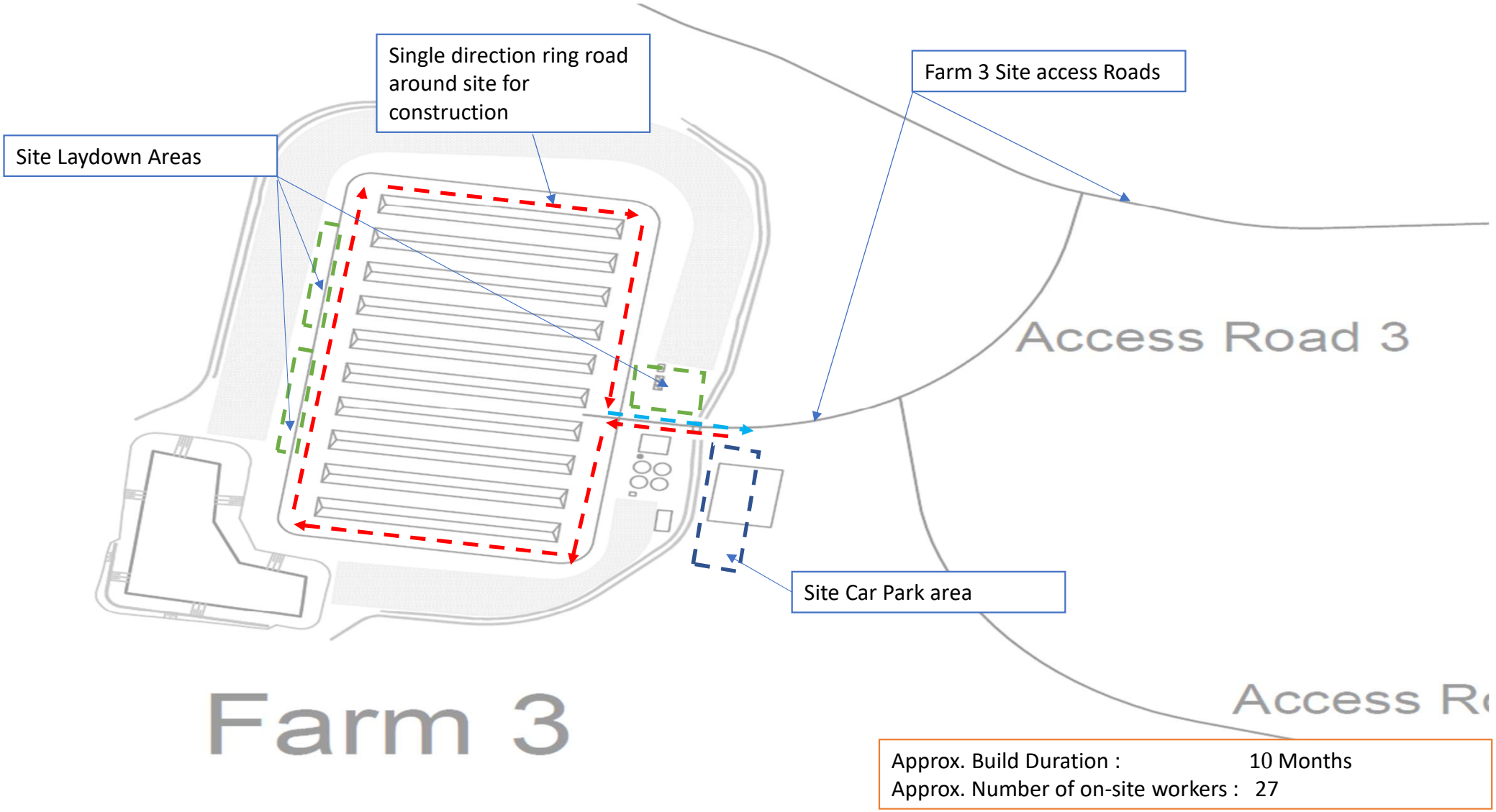

Farm 2 Site access Roads
Farm 1
Farm 2
Farm 1,3,4 Site access Roads
Access Road 1
Access Road 2
Access Road 3
Access Road 4
Rushes Creek Rd
Farm 3
Farm 4



Farm 2

Approx. Build Duration : 15 Months
Approx. Number of on-site workers : 27

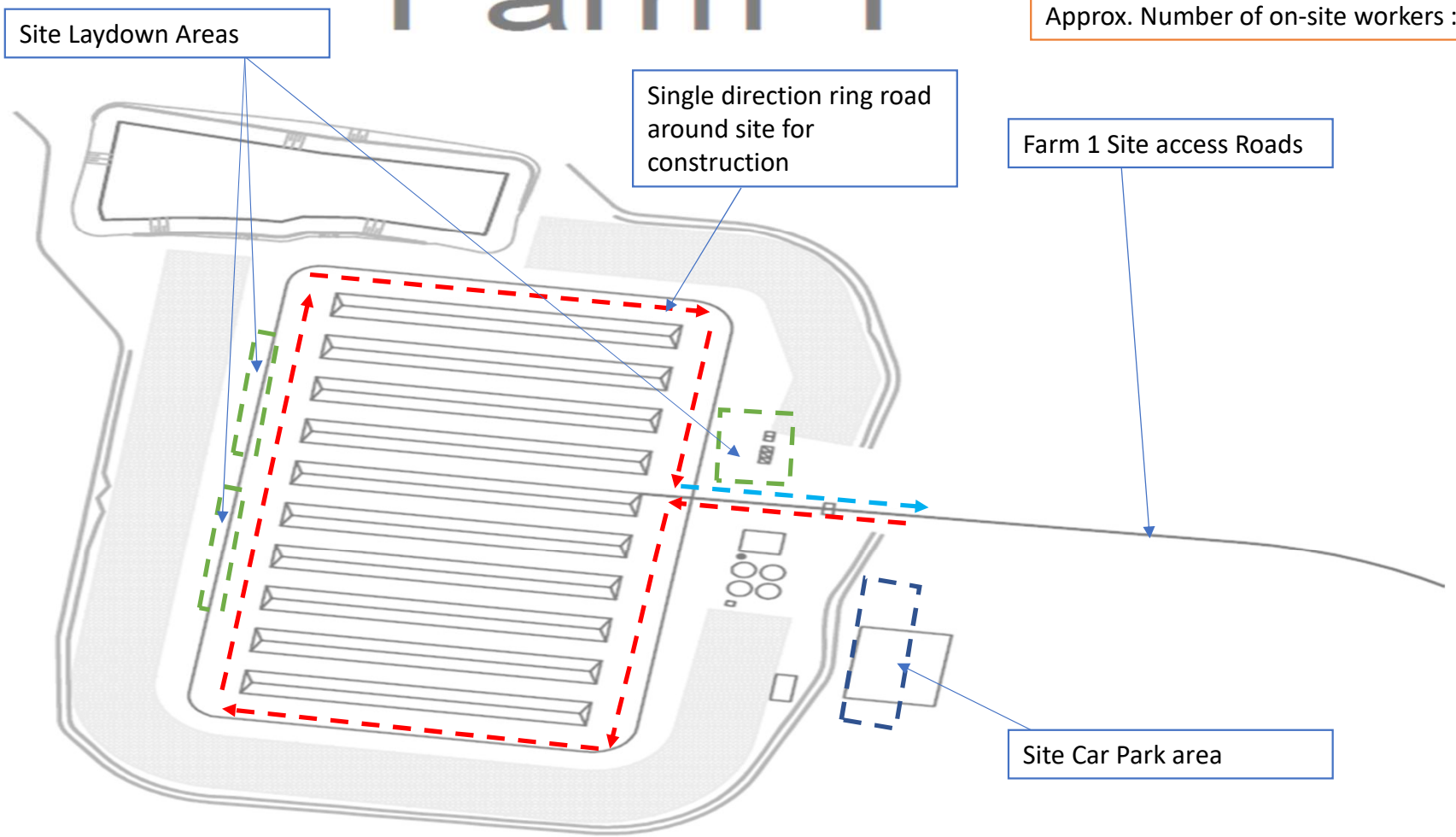
Approx. Build Duration : 15 Months
Approx. Number of on-site workers : 27



Approx. Build Duration : 10 Months
Approx. Number of on-site workers : 27

Farm 1

Approx.. Build Duration : 10 Months
Approx. Number of on-site workers : 27



APPENDIX E

Construction Activities and Traffic Volumes

Task	Type and size of Vehicle		STAGE ONE															
			Farm 2 (18 Sheds)															
		Calendar month	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22
		Construction months	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Builder (Ancillary Facilities)	2T Ute	Builder (ancillary) contractors driving to and from the site daily for work					72	72	72									
	5T - Flat bed Tow truck	Delivery of the Telehandler - enter site at the start of the job and return to pick it up and the end of the job.					4											
Builder Supply and install)	2T Ute	Builders contractors driving to and from the site daily for work				168	168	168	168	168	168	168	168	168	168	168	168	168
	5T - Flat bed Tow truck	Builder machinery supply. One deliver at the start of the project and a pick up at the end of the project.				2									2	2	2	2
	Semi Trailer	Semi trailers to deliver all require machinery. One day to drop Machinery off and one day to return at the and pf the project to pick-up.				4									8	8	8	8
	Semi Trailer	Total of 20 semi trailer loads of shed material supply of a 10 day period.				16	16	12				16			16			
Concreter	18T Concrete Mixer	Onsite Batch Plant - 18T Concrete Mixers arrive on day one, stay on site for the duration of the job and then leave.				20				20					15			
	2T Ute	Concrete contractors driving to and from the site daily for work				210	210											
	32T Concrete boom pump	Onsite Batch Plant - 32T Concrete boom pump will arrive on day one, stay on site for the duration of the job and then leave.				4	4											
Civil	2T Ute	Earthworks contractors driving to and from the site daily for work	364	364	364	364	364	364										
	Semi Trailer	Semi trailers to deliver all earth works machinery. One day to drop Machinery off and one day to return at the and pf the project to pick-up. (3 x semi trailer load of equipment in one day)	8															8
Electrical HV works	10 T Solid axle string truck	10 T Solid axle string truck arrive on day one, stay on site for the duration of the job and then leave.		2	2													
	20 T Crane borer	20 T Crane borer will arrive on day one, stay on site for the duration of the job and then leave.		2	2													
	2T Ute	HV Electrical contractors driving to and from the site daily for work		104	40													
	5T - Flat bed Tow truck	Delivery of the EWP - enter site at the start of the job and return to pick it up and the end of the job.		8	8													
Electrician	2T Ute	Electrical contractors driving to and from the site daily for work				168	168	168	168	168	168	168	168	168	168	168	168	168
	5T - Flat bed Tow truck	Delivery of the EWP - enter site at the start of the job and return to pick it up and the end of the job.					8								8	8	8	8
Generator	20 T franna Crane	Franna crane to onload truck and place generators in positions.						2					2					
	Semi Trailer	Semi trailers to deliver all generators for farm 1 construction in one load. One day to drop Machinery off and one day to return at the and pf the project to pick-up.						2					2					
Plumber	2T Ute	Plumber contractors driving to and from the site daily for work		156	156	156	156	156	156	156	156	156	156	156	156	156	156	156
	Semi Trailer	Semi trailers to deliver all earth works machinery. One day to drop Machinery off and one day to return at the and pf the project to pick-up.	4															
Professional Services	2T Ute	PM entering and leaving site each day.	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52
Shed Equipment (supply and install)	2T Ute	Equipment installation contractors driving to and from the site daily for work				168	168	168	168	168	168	168	168	168	168	168	168	168
	5T - Flat bed Tow truck	(blank)					2					2						
	Semi Trailer	Semi trailers to deliver shipping container for equipment supply. Total of 20 semi trailer loads over a 10 day period.				20	20					20	20	20	20	20	20	20
Silo delivery and install	20 T franna Crane	Delivery of the Telehandler - enter site at the start of the job and return to pick it up and the end of the job.								4			4					
	2T Ute	Silo installation contractors driving to and from the site daily for work								78			78					
Solar	2T Ute	Solar contractors driving to and from the site daily for work									84							
Total vehicle movements at Rushes Creek Road site accesses (per month)			428	688	624	1,352	1,412	1,164	784	814	796	750	818	732	781	750	750	758
		Daily trips (23.6 days per month based on 5.5 days per week)	18	29	26	57	60	49	33	35	34	32	35	31	33	32	32	32
		23.6																
		Monthly Light Vehicles	416	676	612	1,286	1,358	1,148	784	790	796	712	790	712	712	712	712	712
		Daily Light Vehicles	18	29	26	55	58	49	33	34	34	30	34	30	30	30	30	30
		Monthly Heavy Vehicles	12	12	12	66	54	16	0	24	0	38	28	20	69	38	38	46
		Daily Heavy Vehicles	1	1	1	3	2	1	0	1	0	2	1	1	3	2	2	2
		Total Monthly Vehicles	428	688	624	1,352	1,412	1,164	784	814	796	750	818	732	781	750	750	758
		CHECK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Peak hour trips	18	29	26	55	58	49	33	34	34	30	34	30	30	30	30	30
		Outside peak hour trips	1	1	1	3	2	1	0	1	0	2	1	1	3	2	2	2
		AM	9	14	13	28	29	24	17	17	17	15	17	15	15	15	15	15
		PM	9	14	13	28	29	24	17	17	17	15	17	15	15	15	15	15

STAGE TWO																																			
Farm 4 (16 Sheds)															Farm 3 (10 Sheds)											Farm 1 (10 Sheds)									
Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25		
1	2	3	4	5	6	7	8	9	11	12	13	14	15	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10		
				72	72	72												72	72	72								72	72	72					
				4														4		4								4		4					
			168	168	168	168	168	168	168	168	168	168	168				168	168	168	168	168	168	168				168	168	168	168	168	168	168		
			2									2	2				2										2								
			4									8	8				4										4								
			16	16	12				16	16							16	16	12								16	16	12					
			20			20				10							20										20								
			210	210													210										210								
			4	4													4										4								
364	364	364	364	364										364	364									364	364										
8														8										8											
	2	2	2																																
	2	2	2																																
	104	40	40																																
	8		8																																
		168	168	168	168	168	168	168	168	168	168	168	168		168	168	168	168	168	168	168	168	168		168	168	168	168	168	168	168	168	168		
				8								8	8					8										8								
					2					2									2										2							
					2					2									2										2							
		156	156	156	156	156	156	156	156	156	156	156	48		156	156	156	156	156	156	156	156	156		156	156	156	156	156	156	156	156	156		
4														4										4											
52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52		
			168	168	168	168	168	168	168	168	168	168	168				168	168	168	168	168	168	168				168	168	168	168	168	168	168		
				2					2									2										2							
			20	20					20	20	20	20	20				20	20									20	20							
							4			4												4									4				
							78			78												78									78				
								84															84										84		
428	532	784	1,404	1,412	800	804	794	796	750	844	732	750	642	428	740	376	988	834	800	788	794	796	712	428	740	376	988	834	800	788	794	796	712		
18	23	33	60	60	34	34	34	34	32	36	31	32	27	18	31	16	42	35	34	33	34	34	30	18	31	16	42	35	34	33	34	34	30		

416	520	780	1,326	1,358	784	784	790	796	712	790	712	712	604	416	740	376	922	784	784	784	790	796	712	416	740	376	922	784	784	784	790	796	712		
18	22	33	56	58	33	33	34	34	30	34	30	30	26	18	31	16	39	33	33	33	34	34	30	18	31	16	39	33	33	33	34	34	30		

12	12	4	78	54	16	20	4	0	38	54	20	38	38	12	0	0	66	50	16	4	4	0	0	12	0	0	66	50	16	4	4	0	0		
1	1	0	3	2	1	1	0	0	2	2	1	2	2	1	0	0	3	2	1	0	0	0	0	1	0	0	3	2	1	0	0	0	0		

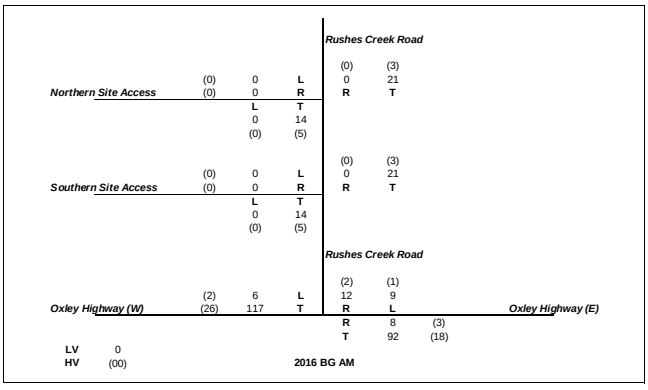
428	532	784	1,404	1,412	800	804	794	796	750	844	732	750	642	428	740	376	988	834	800	788	794	796	712	428	740	376	988	834	800	788	794	796	712		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

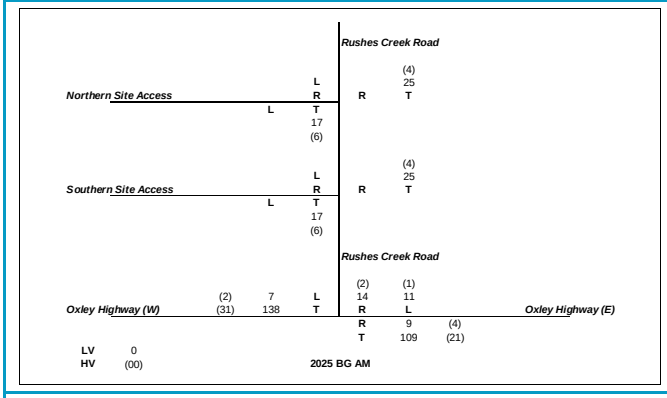
18	22	33	56	58	33	33	34	34	30	34	30	30	26	18	31	16	39	33	33	33	34	34	30	18	31	16	39	33	33	33	34	34	30		
1	1	0	3	2	1	1	0	0	2	2	1	2	2	1	0	0	3	2	1	0	0	0	0	1	0	0	3	2	1	0	0	0	0		
9	11	17	28	29	17	17	17	17	15	17	15	15	13	9	16	8	20	17	17	17	17	17	15	9	16	8	20	17	17	17	17	17	15		
9	11	17	28	29	17	17	17	17	15	17	15	15	13	9	16	8	20	17	17	17	17	17	15	9	16	8	20	17	17	17	17	17	15		

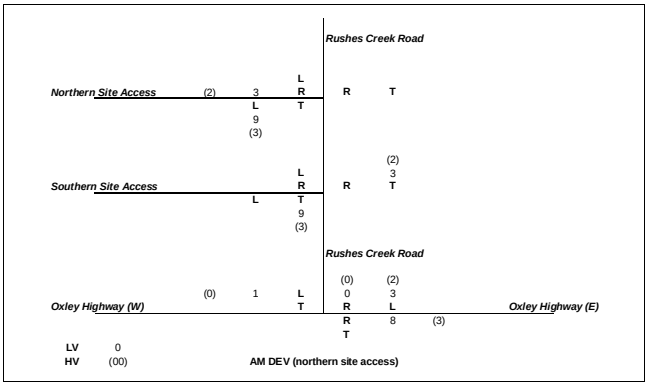
APPENDIX F

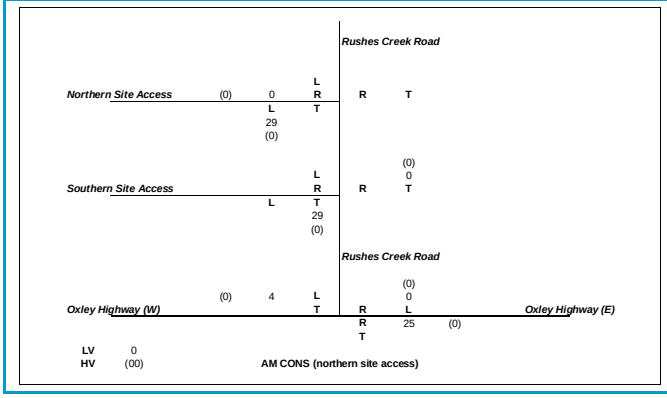
Assessment Traffic Volumes

AM Peak Hour

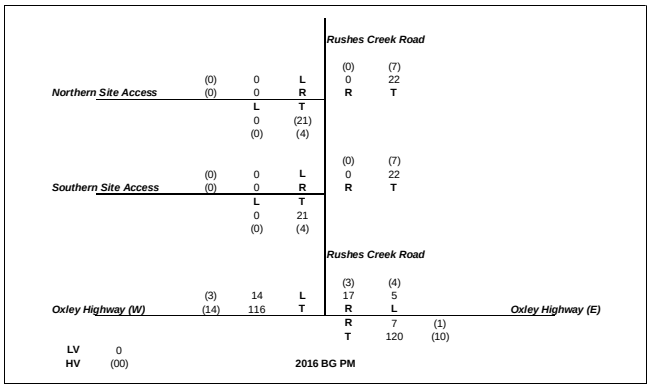


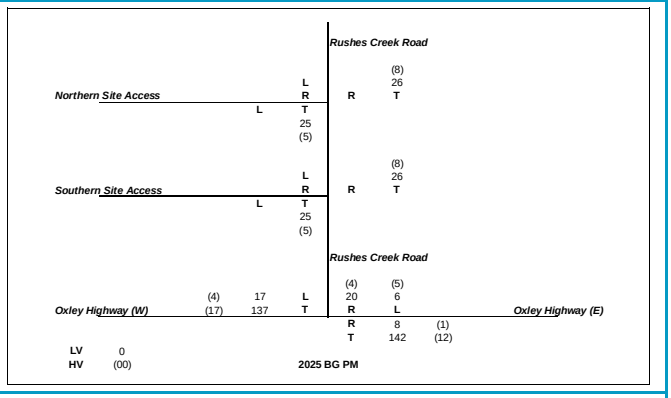


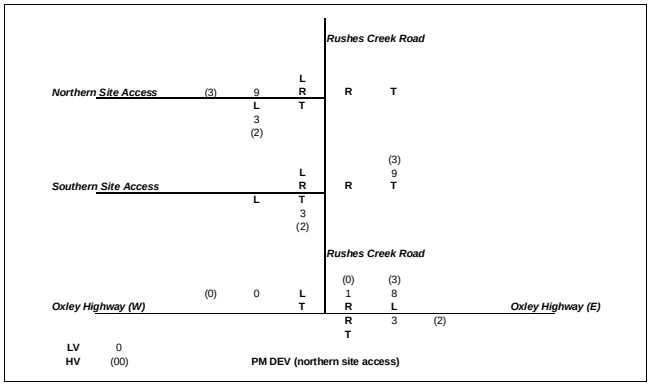


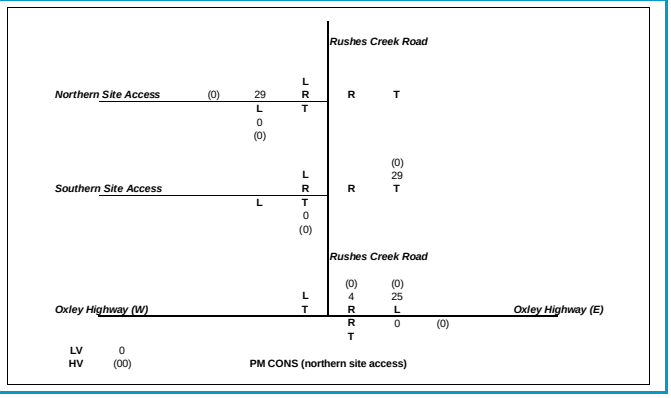


PM Peak Hour

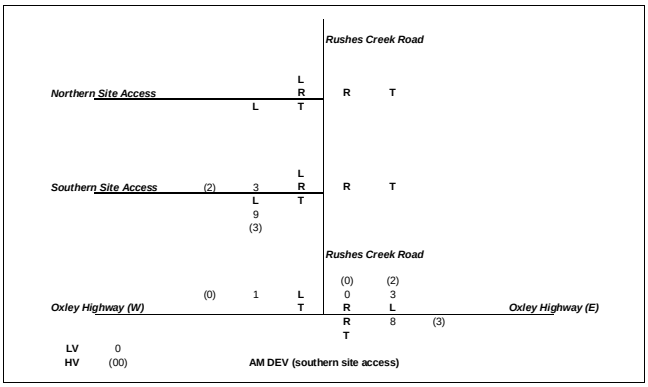




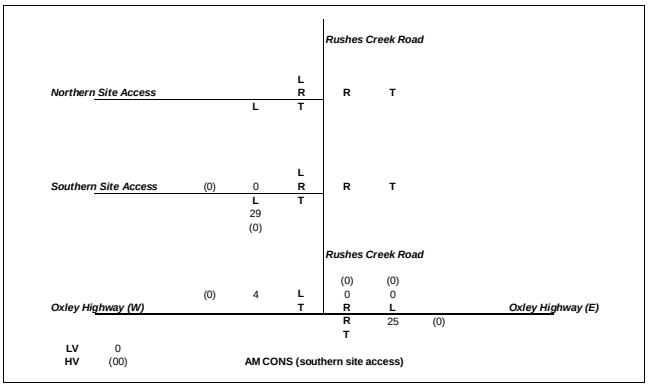




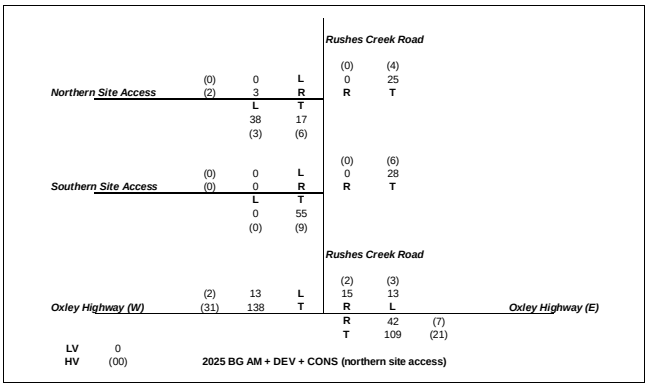
AM Peak Hour



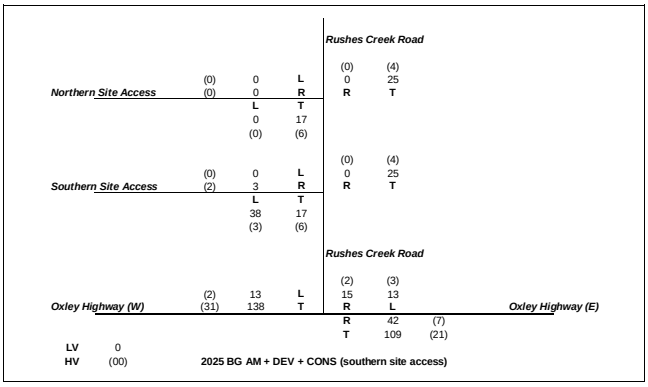
AM DEV (southern site access)



AM CONS (southern site access)

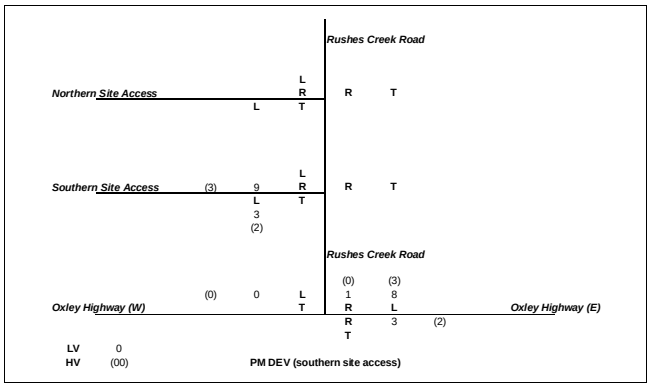


2025 BG AM + DEV + CONS (northern site access)

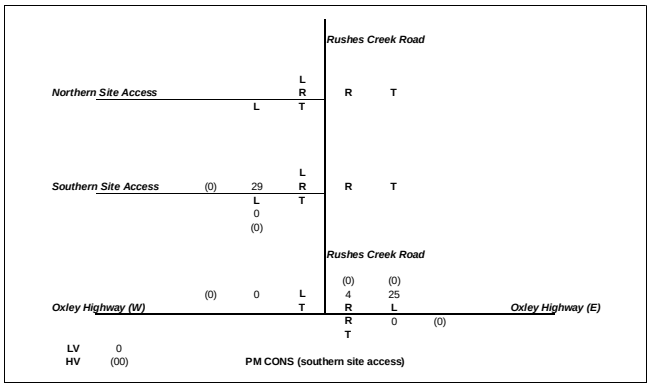


2025 BG AM + DEV + CONS (southern site access)

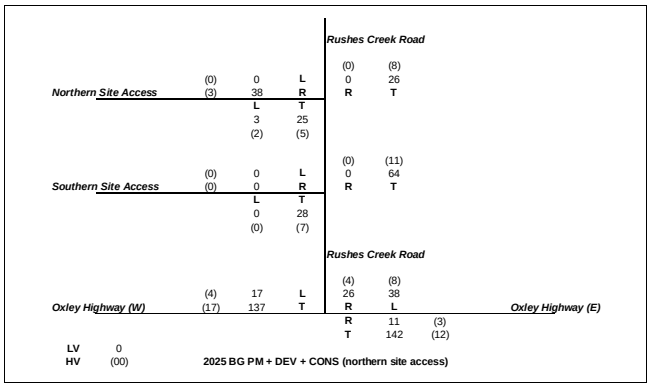
PM Peak Hour



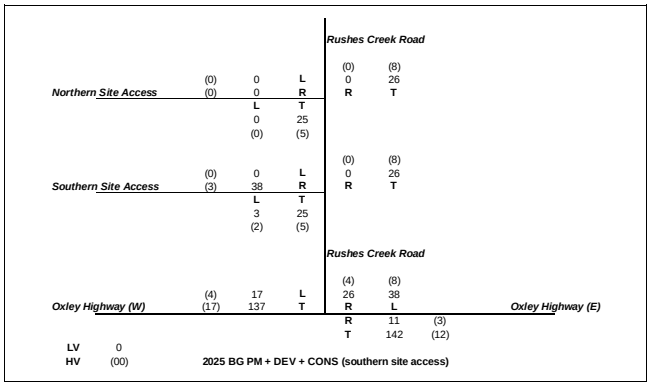
PM DEV (southern site access)



PM CONS (southern site access)



2025 BG PM + DEV + CONS (northern site access)



2025 BG PM + DEV + CONS (southern site access)

APPENDIX G

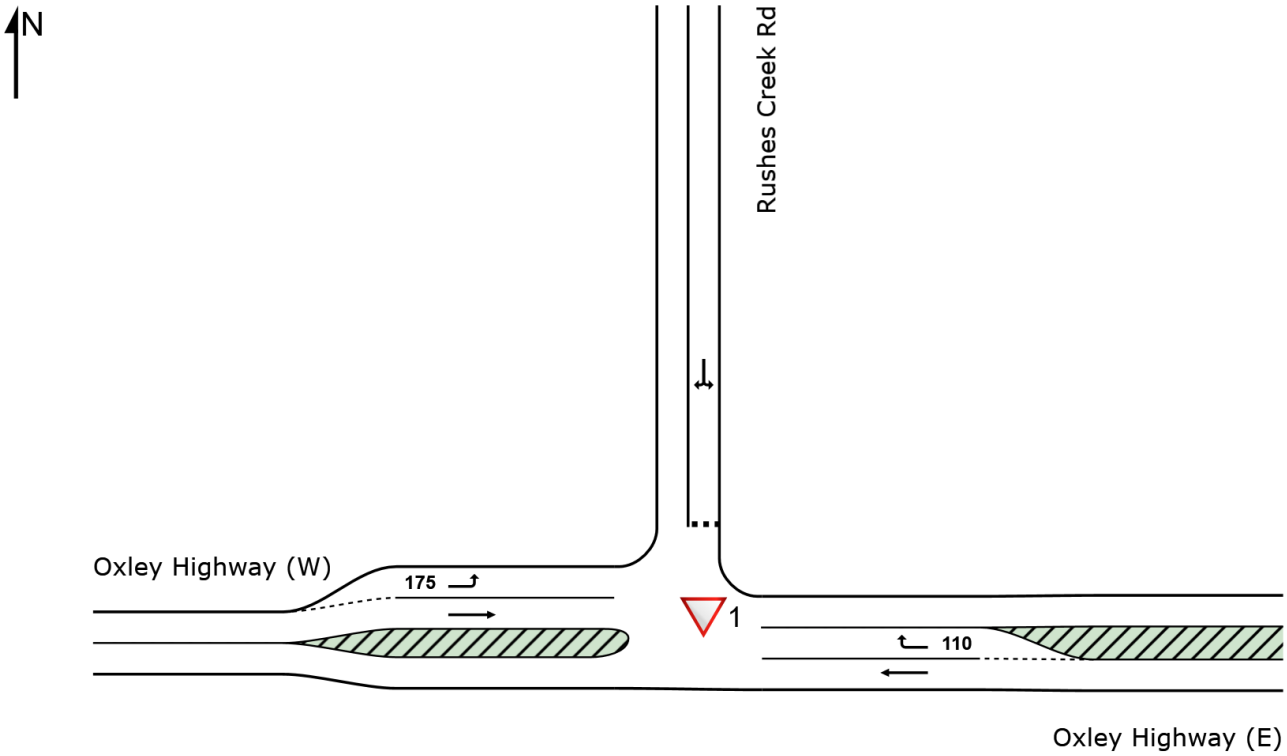
Detailed SIDRA Outputs

SITE LAYOUT

Site: 1 [2025 BG + DEV + CONS AM (Site Folder: Oxley Hwy/ Rushes Creek Rd)]

Intersection: Oxley Highway/Rushes Creek Road (existing)
Prepared by: CL
Site Category: Existing Design
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Organisation: SLR CONSULTING AUSTRALIA | Licence: NETWORK / 1PC | Created: Tuesday, 23 March 2021 11:46:49 AM
Project: H:\BNE\Projects-SLR\620-BNE\620.30288.00000 Rushes Creek PPF CTMP\02 Analysis\2021 03 - SIDRA\620.30288 CTMP SIDRA.sip9

MOVEMENT SUMMARY

Site: 1 [2025 BG + DEV + CONS AM (Site Folder: Oxley Hwy/ Rushes Creek Rd)]

Intersection: Oxley Highway/Rushes Creek Road (existing)
Prepared by: CL
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Oxley Highway (E)														
5	T1	130	21	137	16.2	0.078	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	49	7	52	14.3	0.048	8.8	LOS A	0.2	1.5	0.32	0.65	0.32	67.8
Approach		179	28	188	15.6	0.078	2.4	NA	0.2	1.5	0.09	0.18	0.09	88.5
North: Rushes Creek Rd														
7	L2	16	3	17	18.8	0.047	9.2	LOS A	0.2	1.4	0.39	0.68	0.39	65.4
9	R2	17	2	18	11.8	0.047	11.4	LOS A	0.2	1.4	0.39	0.68	0.39	67.3
Approach		33	5	35	15.2	0.047	10.4	LOS A	0.2	1.4	0.39	0.68	0.39	66.3
West: Oxley Highway (W)														
10	L2	15	2	16	13.3	0.009	8.2	LOS A	0.0	0.0	0.00	0.66	0.00	69.8
11	T1	169	31	178	18.3	0.102	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		184	33	194	17.9	0.102	0.7	NA	0.0	0.0	0.00	0.05	0.00	96.5
All Vehicles		396	66	417	16.7	0.102	2.3	NA	0.2	1.5	0.07	0.16	0.07	89.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2025 BG + DEV + CONS PM (Site Folder: Oxley Hwy/ Rushes Creek Rd)]

Intersection: Oxley Highway/Rushes Creek Road (existing)
Prepared by: CL
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Oxley Highway (E)														
5	T1	154	12	162	7.8	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
6	R2	14	3	15	21.4	0.014	8.9	LOS A	0.1	0.4	0.31	0.63	0.31	65.6
Approach		168	15	177	8.9	0.087	0.7	NA	0.1	0.4	0.03	0.05	0.03	95.8
North: Rushes Creek Rd														
7	L2	46	8	48	17.4	0.098	9.1	LOS A	0.4	2.9	0.35	0.67	0.35	66.3
9	R2	30	4	32	13.3	0.098	11.3	LOS A	0.4	2.9	0.35	0.67	0.35	67.3
Approach		76	12	80	15.8	0.098	10.0	LOS A	0.4	2.9	0.35	0.67	0.35	66.7
West: Oxley Highway (W)														
10	L2	21	4	22	19.0	0.014	8.3	LOS A	0.0	0.0	0.00	0.66	0.00	67.9
11	T1	154	17	162	11.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach		175	21	184	12.0	0.089	1.0	NA	0.0	0.0	0.00	0.08	0.00	94.6
All Vehicles		419	48	441	11.5	0.098	2.5	NA	0.4	2.9	0.07	0.18	0.07	88.3

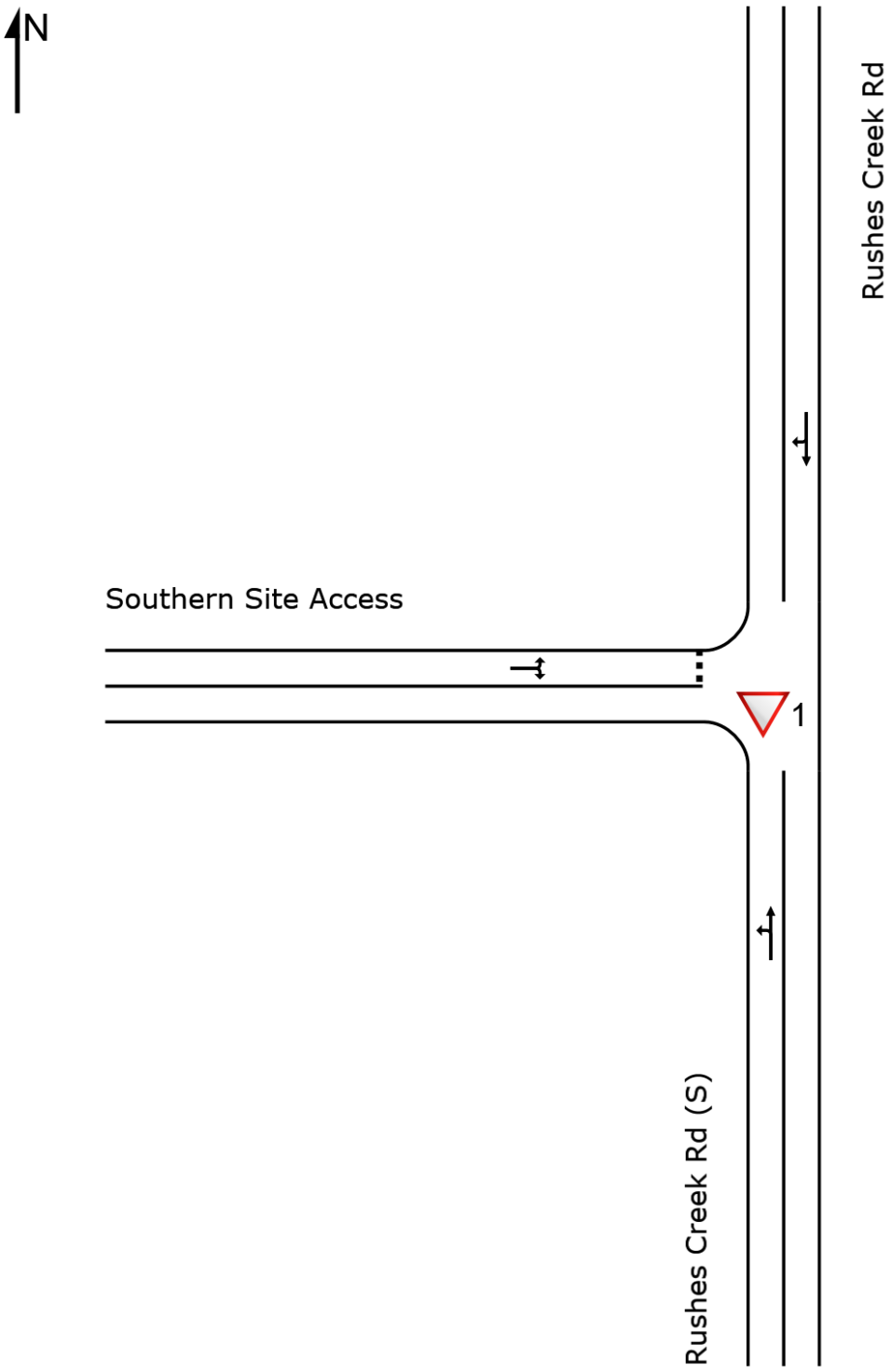
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 2 [2025 BG + DEV + CONS AM (Site Folder: Rushes Creek Rd/Southern Site Access)]

Intersection: Rushes Creek Road/Southern Site Access (proposed)
Prepared by: CL
Site Category: Proposed Design 1
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 2 [2025 BG + DEV + CONS AM (Site Folder: Rushes Creek Rd/Southern Site Access)]

Intersection: Rushes Creek Road/Southern Site Access (proposed)
Prepared by: CL
Site Category: Proposed Design 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rushes Creek Rd (S)														
10	L2	41	3	43	7.3	0.039	8.1	LOS A	0.0	0.0	0.00	0.43	0.00	75.3
11	T1	23	6	24	26.1	0.039	0.0	LOS A	0.0	0.0	0.00	0.43	0.00	87.0
Approach		64	9	67	14.1	0.039	5.2	NA	0.0	0.0	0.00	0.43	0.00	79.2
North: Rushes Creek Rd (S)														
5	T1	29	4	31	13.8	0.018	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.0
6	R2	1	0	1	0.0	0.018	7.6	LOS A	0.0	0.0	0.01	0.02	0.01	34.0
Approach		30	4	32	13.3	0.018	0.3	NA	0.0	0.0	0.01	0.02	0.01	93.1
West: Southern Site Access														
7	L2	1	0	1	0.0	0.006	0.1	LOS A	0.0	0.2	0.13	0.14	0.13	31.5
9	R2	5	2	5	40.0	0.006	1.0	LOS A	0.0	0.2	0.13	0.14	0.13	28.8
Approach		6	2	6	33.3	0.006	0.8	LOS A	0.0	0.2	0.13	0.14	0.13	29.2
All Vehicles		100	15	105	15.0	0.039	3.4	NA	0.0	0.2	0.01	0.29	0.01	74.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 2 [2025 BG + DEV + CONS PM (Site Folder: Rushes Creek Rd/Southern Site Access)]

Intersection: Rushes Creek Road/Southern Site Access (proposed)
Prepared by: CL
Site Category: Proposed Design 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rushes Creek Rd (S)														
10	L2	5	2	5	40.0	0.022	8.9	LOS A	0.0	0.0	0.00	0.10	0.00	70.0
11	T1	30	5	32	16.7	0.022	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	97.7
Approach		35	7	37	20.0	0.022	1.3	NA	0.0	0.0	0.00	0.10	0.00	92.5
North: Rushes Creek Rd (S)														
5	T1	34	8	36	23.5	0.022	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.1
6	R2	1	0	1	0.0	0.022	7.5	LOS A	0.0	0.1	0.01	0.02	0.01	34.0
Approach		35	8	37	22.9	0.022	0.2	NA	0.0	0.1	0.01	0.02	0.01	94.0
West: Southern Site Access														
7	L2	1	0	1	0.0	0.038	0.1	LOS A	0.1	0.9	0.15	0.18	0.15	31.4
9	R2	41	3	43	7.3	0.038	0.9	LOS A	0.1	0.9	0.15	0.18	0.15	30.9
Approach		42	3	44	7.1	0.038	0.9	LOS A	0.1	0.9	0.15	0.18	0.15	30.9
All Vehicles		112	18	118	16.1	0.038	0.8	NA	0.1	0.9	0.06	0.10	0.06	53.1

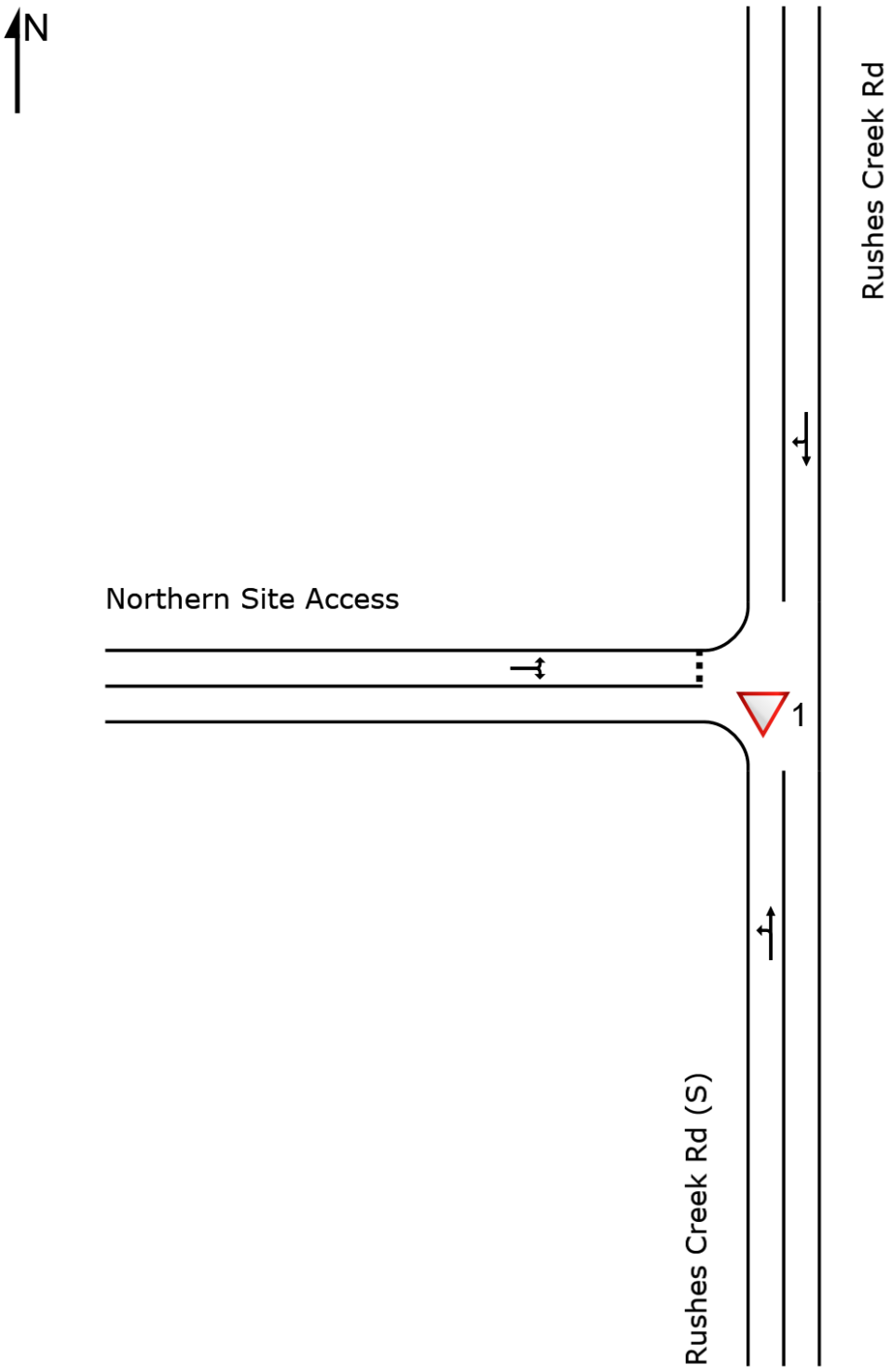
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 3 [2025 BG + DEV + CONS AM (Site Folder: Rushes Creek Rd/Northern Site Access)]

Intersection: Rushes Creek Road/Northern Site Access (proposed)
Prepared by: CL
Site Category: Proposed Design 1
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 3 [2025 BG + DEV + CONS AM (Site Folder: Rushes Creek Rd/Northern Site Access)]

Intersection: Rushes Creek Road/Northern Site Access (proposed)
Prepared by: CL
Site Category: Proposed Design 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rushes Creek Rd (S)														
10	L2	41	3	43	7.3	0.039	8.1	LOS A	0.0	0.0	0.00	0.43	0.00	75.3
11	T1	23	6	24	26.1	0.039	0.0	LOS A	0.0	0.0	0.00	0.43	0.00	87.0
Approach		64	9	67	14.1	0.039	5.2	NA	0.0	0.0	0.00	0.43	0.00	79.2
North: Rushes Creek Rd (S)														
5	T1	29	4	31	13.8	0.018	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	99.0
6	R2	1	0	1	0.0	0.018	7.6	LOS A	0.0	0.0	0.01	0.02	0.01	34.0
Approach		30	4	32	13.3	0.018	0.3	NA	0.0	0.0	0.01	0.02	0.01	93.1
West: Northern Site Access														
7	L2	1	0	1	0.0	0.006	0.1	LOS A	0.0	0.2	0.13	0.14	0.13	31.5
9	R2	5	2	5	40.0	0.006	1.0	LOS A	0.0	0.2	0.13	0.14	0.13	28.8
Approach		6	2	6	33.3	0.006	0.8	LOS A	0.0	0.2	0.13	0.14	0.13	29.2
All Vehicles		100	15	105	15.0	0.039	3.4	NA	0.0	0.2	0.01	0.29	0.01	74.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
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NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 3 [2025 BG + DEV + CONS PM (Site Folder: Rushes Creek Rd/Northern Site Access)]

Intersection: Rushes Creek Road/Northern Site Access (proposed)
Prepared by: CL
Site Category: Proposed Design 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Rushes Creek Rd (S)														
10	L2	5	2	5	40.0	0.022	8.9	LOS A	0.0	0.0	0.00	0.10	0.00	70.0
11	T1	30	5	32	16.7	0.022	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	97.7
Approach		35	7	37	20.0	0.022	1.3	NA	0.0	0.0	0.00	0.10	0.00	92.5
North: Rushes Creek Rd (S)														
5	T1	34	8	36	23.5	0.022	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	99.1
6	R2	1	0	1	0.0	0.022	7.5	LOS A	0.0	0.1	0.01	0.02	0.01	34.0
Approach		35	8	37	22.9	0.022	0.2	NA	0.0	0.1	0.01	0.02	0.01	94.0
West: Northern Site Access														
7	L2	1	0	1	0.0	0.038	0.1	LOS A	0.1	0.9	0.15	0.18	0.15	31.4
9	R2	41	3	43	7.3	0.038	0.9	LOS A	0.1	0.9	0.15	0.18	0.15	30.9
Approach		42	3	44	7.1	0.038	0.9	LOS A	0.1	0.9	0.15	0.18	0.15	30.9
All Vehicles		112	18	118	16.1	0.038	0.8	NA	0.1	0.9	0.06	0.10	0.06	53.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

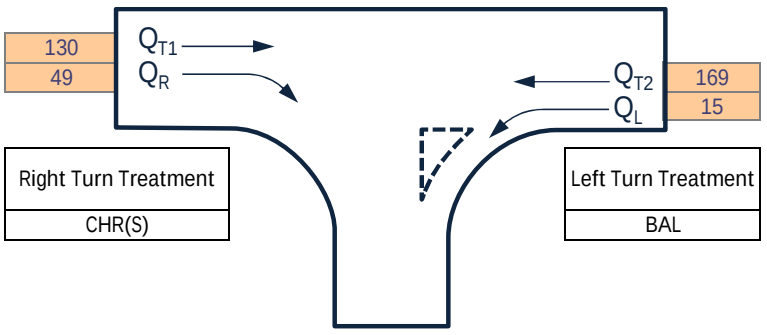
APPENDIX H

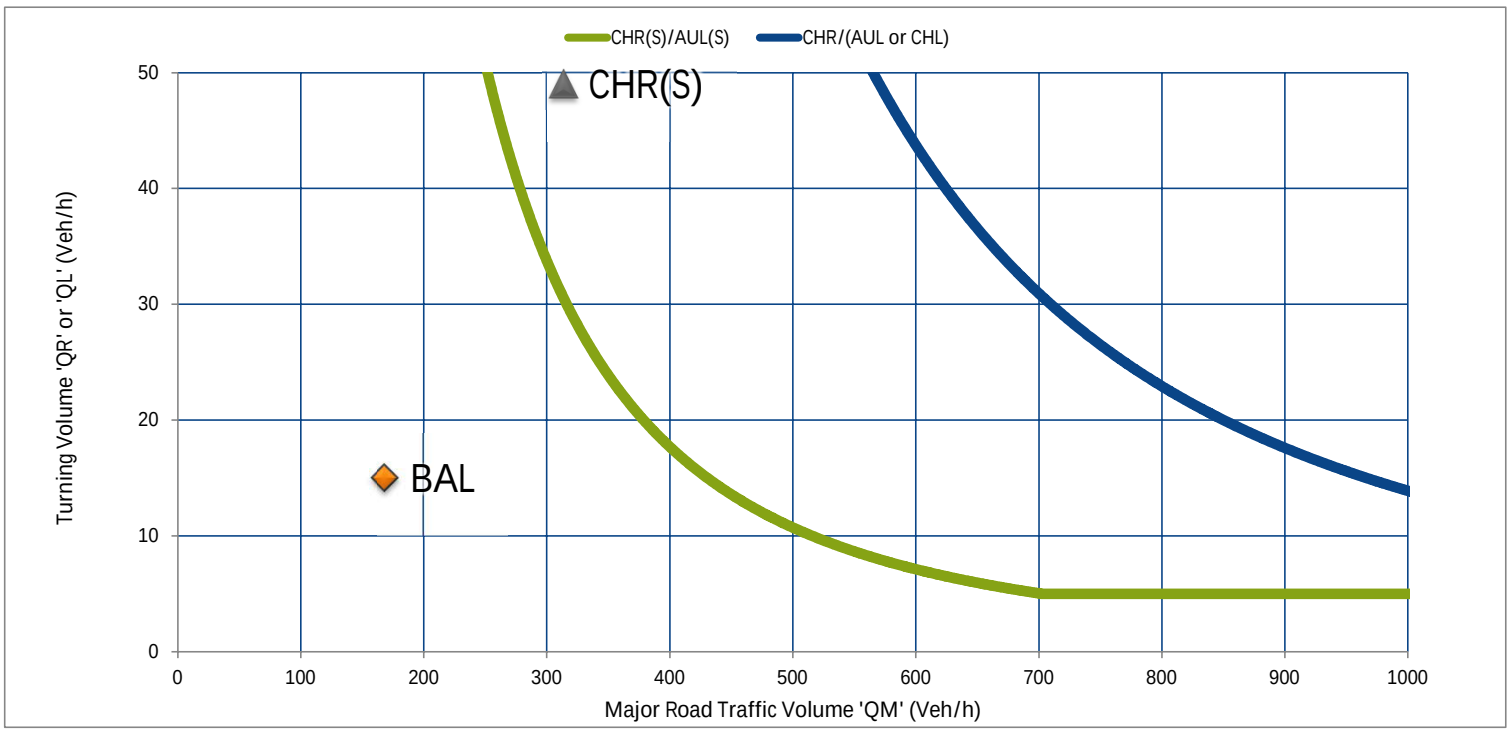
Turn Warrant Assessment

Assessment Year	2025
Peak Period	AM
Scenario	BG + DEV + CONS

Design Domain	Extended Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	>=100km/h
Splitter Island?	No

Q_M	Q_R/Q_L	
314	49	Right
169	15	Left

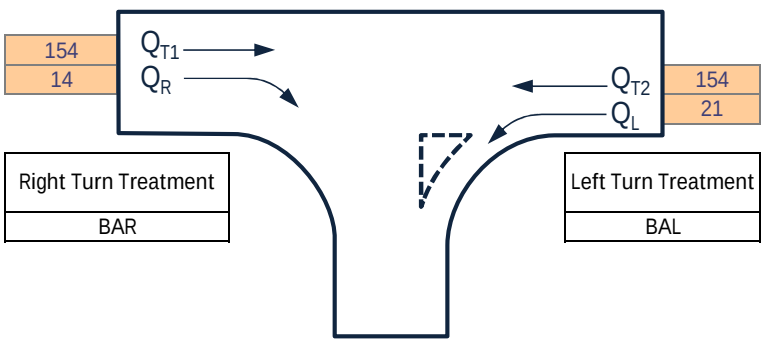


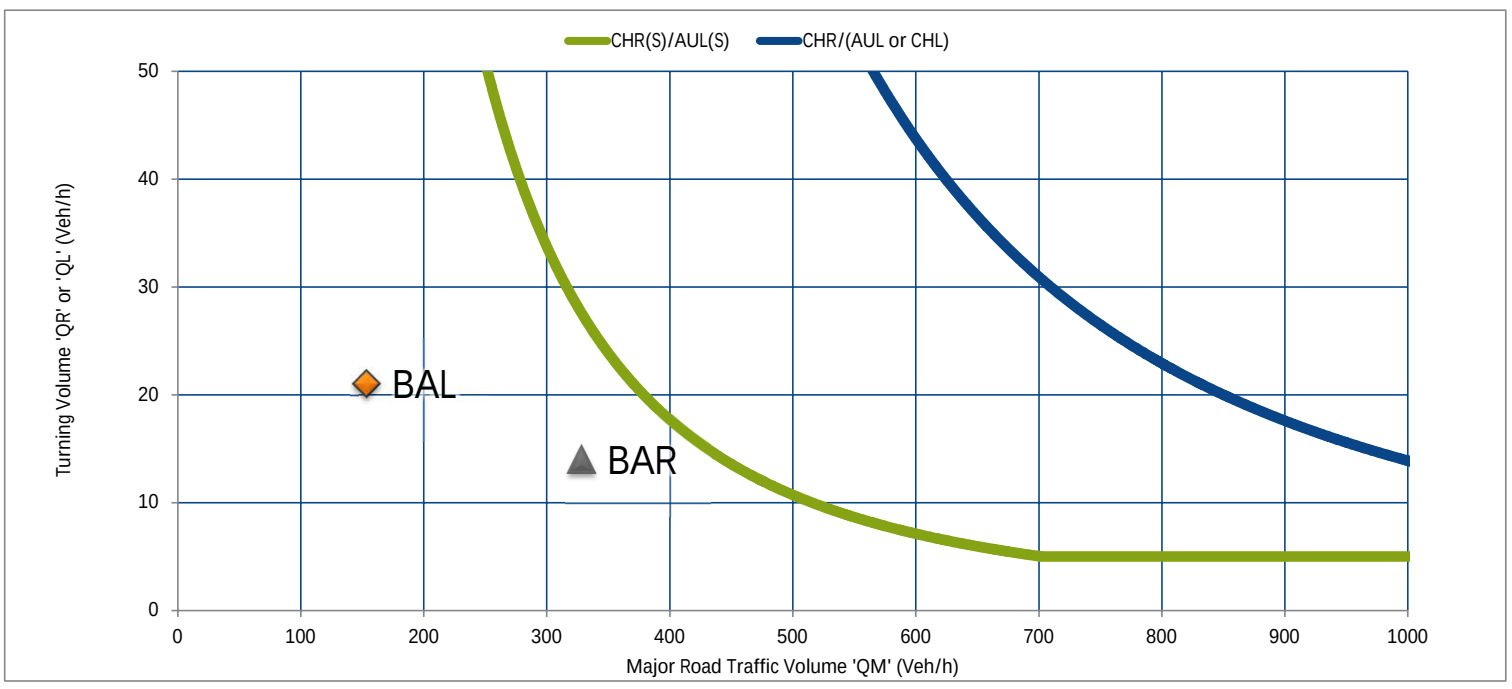


Assessment Year	2025
Peak Period	PM
Scenario	BG + DEV + CONS

Design Domain	Extended Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	>=100km/h
Splitter Island?	No

Q_M	Q_R/Q_L	
329	14	Right
154	21	Left



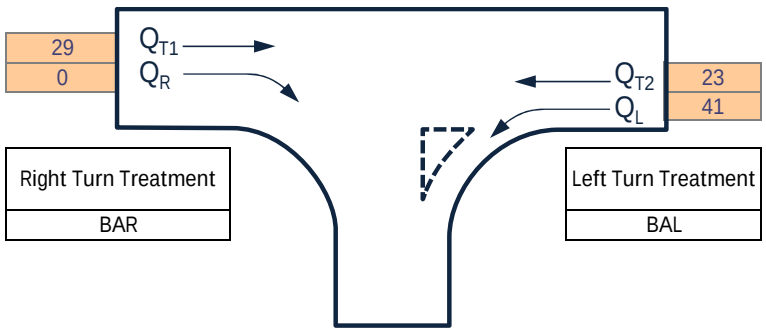


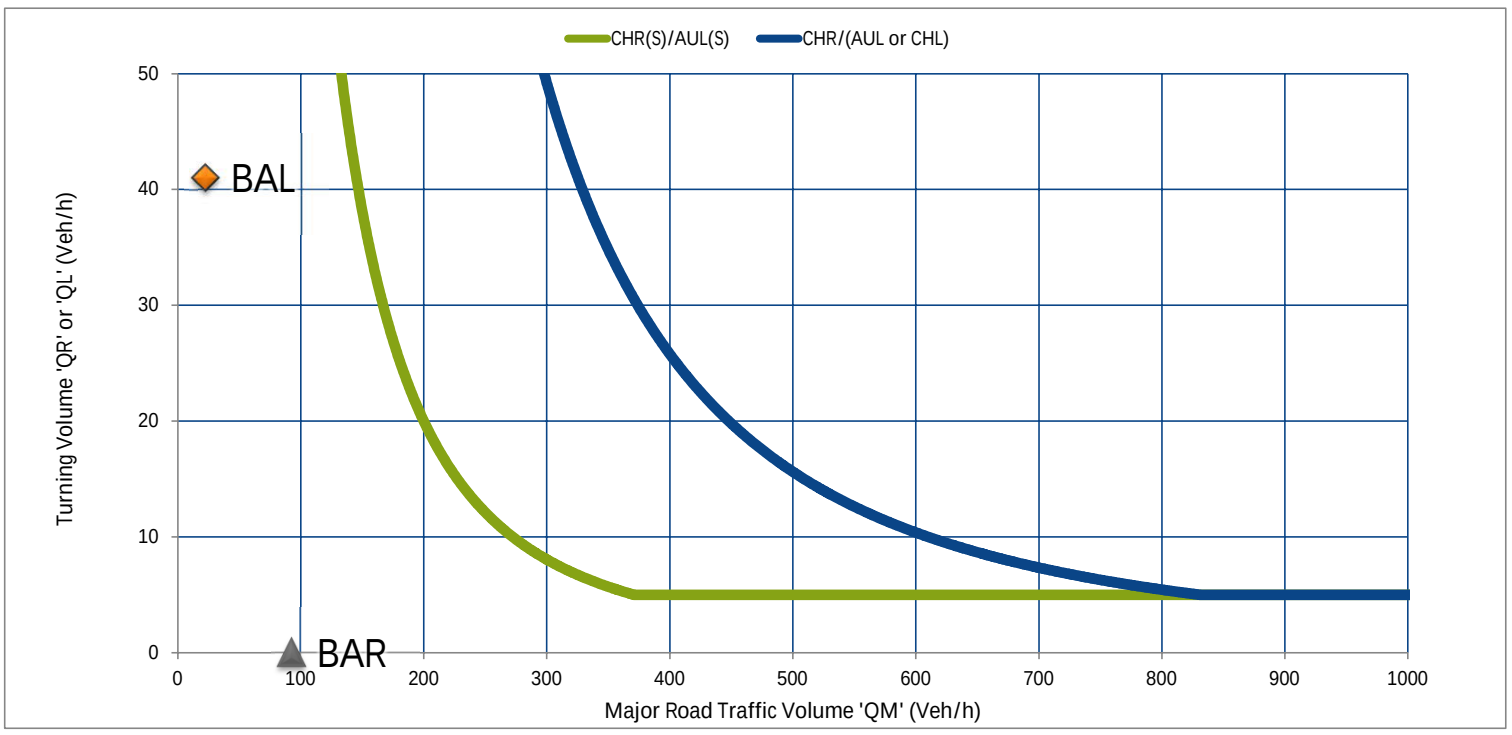
Reflects changes made in RPDM (Ed2: Vol3) Supplement to Austroads Part 4A (DTMR - August, 2014)

Assessment Year	2025
Peak Period	AM
Scenario	BG + DEV + CONS

Design Domain	Normal Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	>=100km/h
Splitter Island?	No

Q_M	Q_R/Q_L	
93	0	Right
23	41	Left

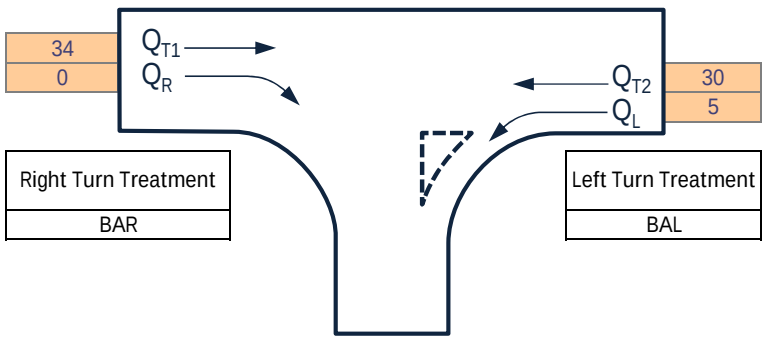


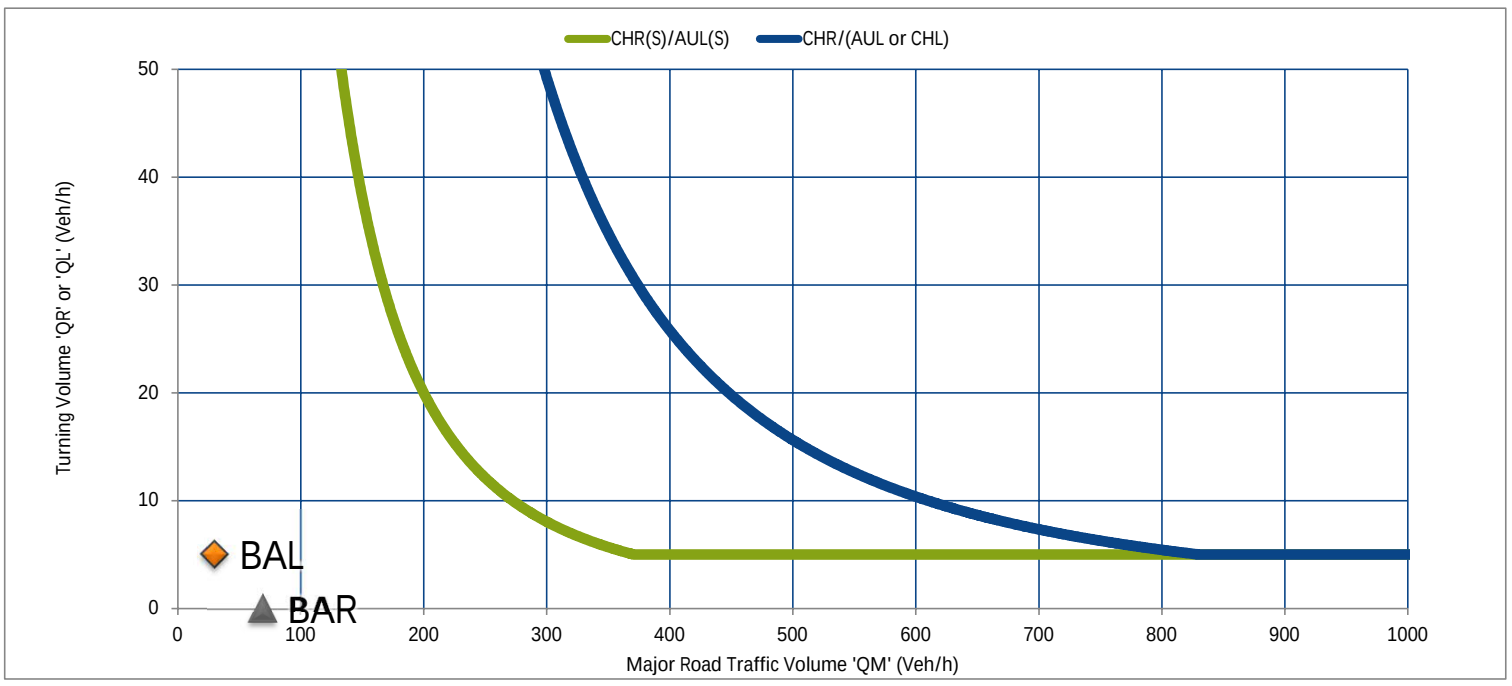


Assessment Year	2025
Peak Period	PM
Scenario	BG + DEV + CONS

Design Domain	Normal Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	>=100km/h
Splitter Island?	No

Q_M	Q_R/Q_L	
69	0	Right
30	5	Left



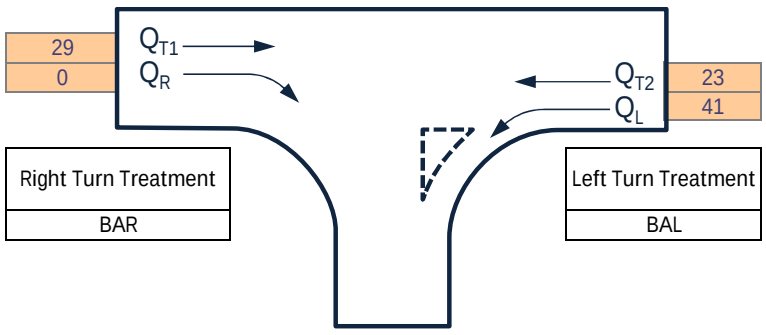


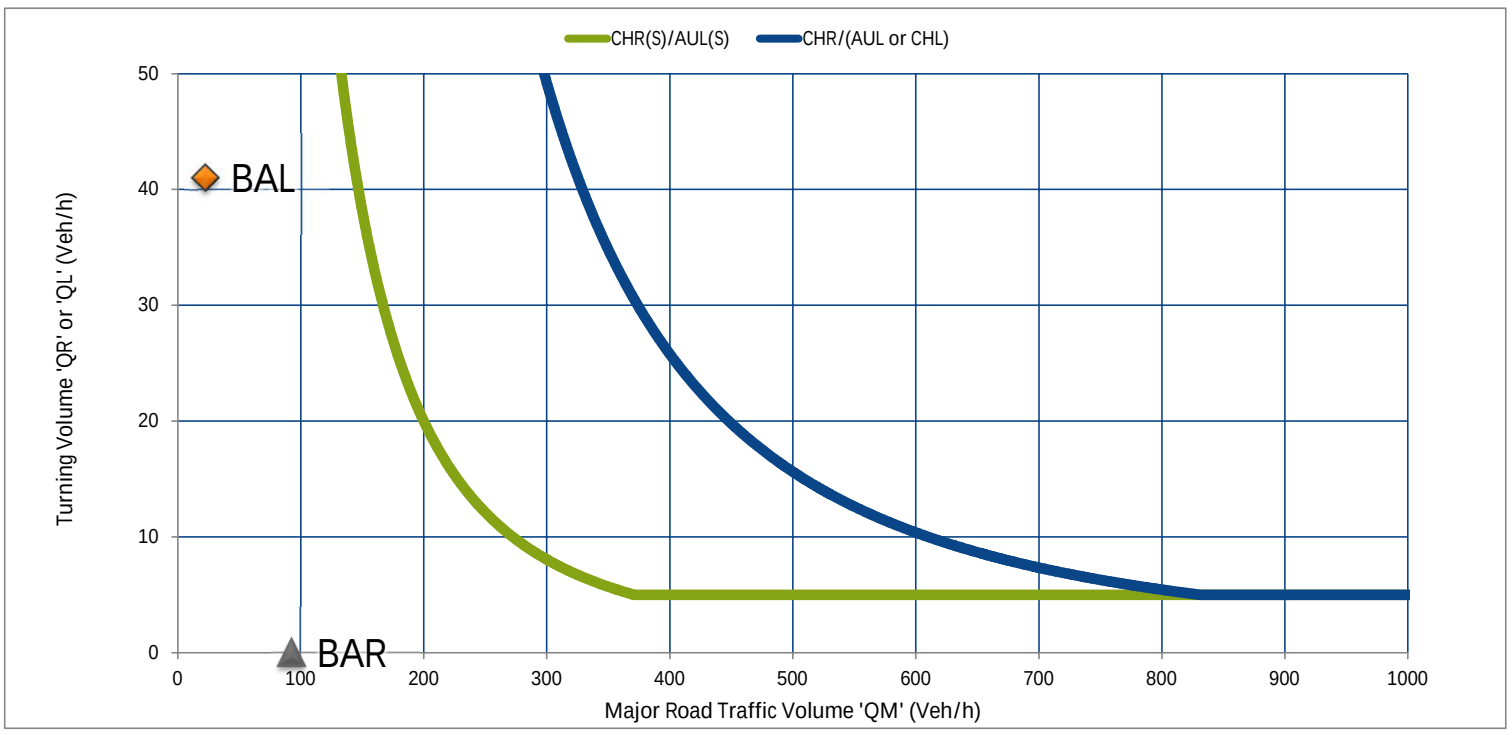
Reflects changes made in RPDM (Ed2: Vol3) Supplement to Austroads Part 4A (DTMR - August, 2014)

Assessment Year	2025
Peak Period	AM
Scenario	BG + DEV + CONS

Design Domain	Normal Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	>=100km/h
Splitter Island?	No

Q_M	Q_R/Q_L	
93	0	Right
23	41	Left

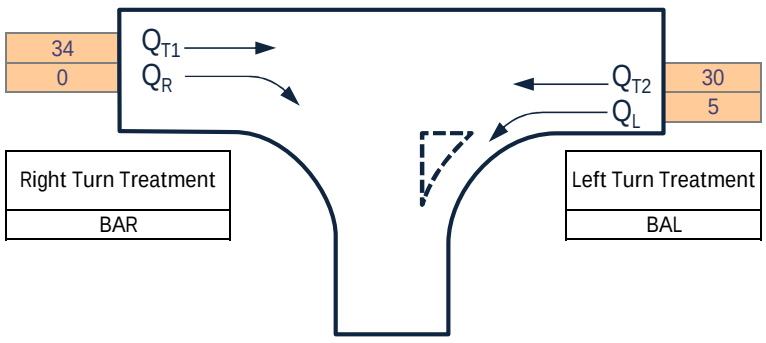


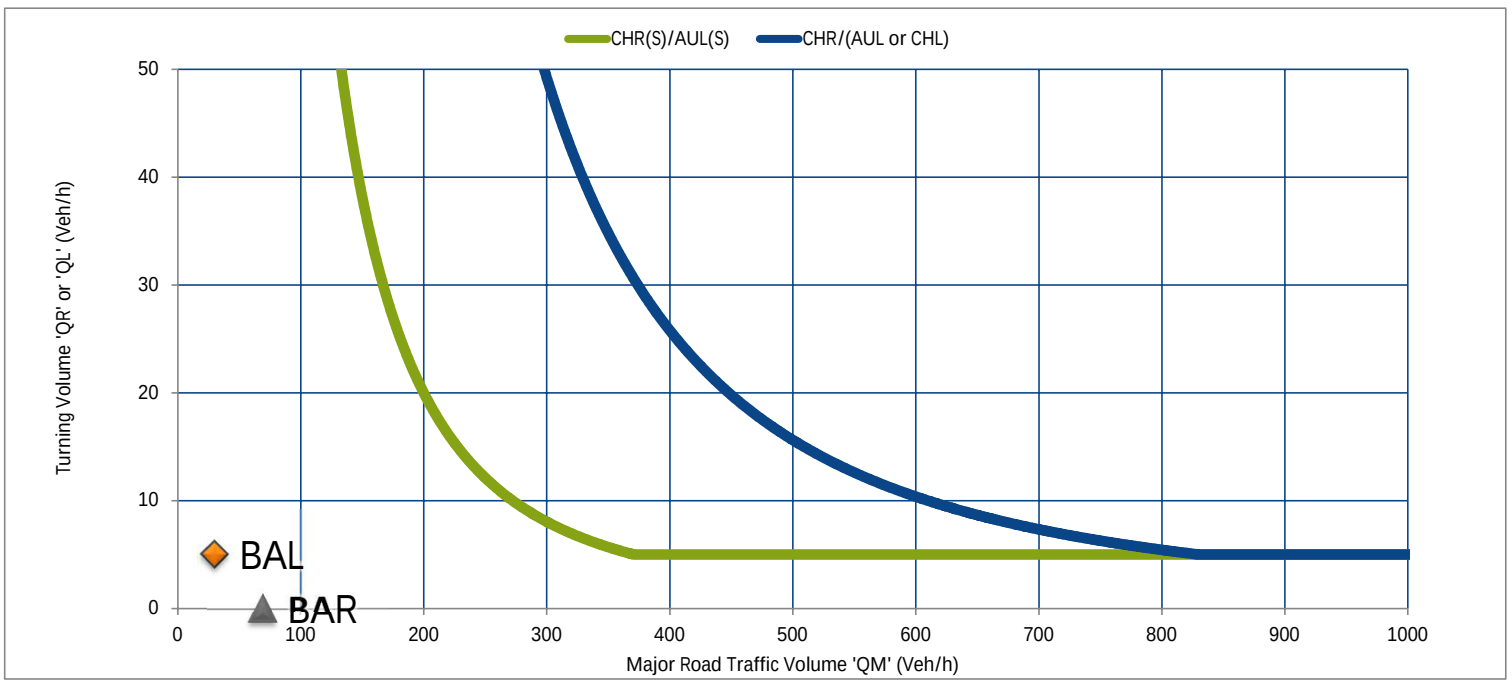


Assessment Year	2025
Peak Period	PM
Scenario	BG + DEV + CONS

Design Domain	Normal Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	>=100km/h
Splitter Island?	No

Q_M	Q_R/Q_L	
69	0	Right
30	5	Left





Reflects changes made in RPDM (Ed2: Vol3) Supplement to Austroads Part 4A (DTMR - August, 2014)

APPENDIX I

Driver's Code of Conduct

Rushes Creek Poultry Production Farm (Construction Phase): Drivers Code of Conduct

1 Drivers Code of Conduct

1.1 General Requirements

All heavy vehicle drivers are required to:

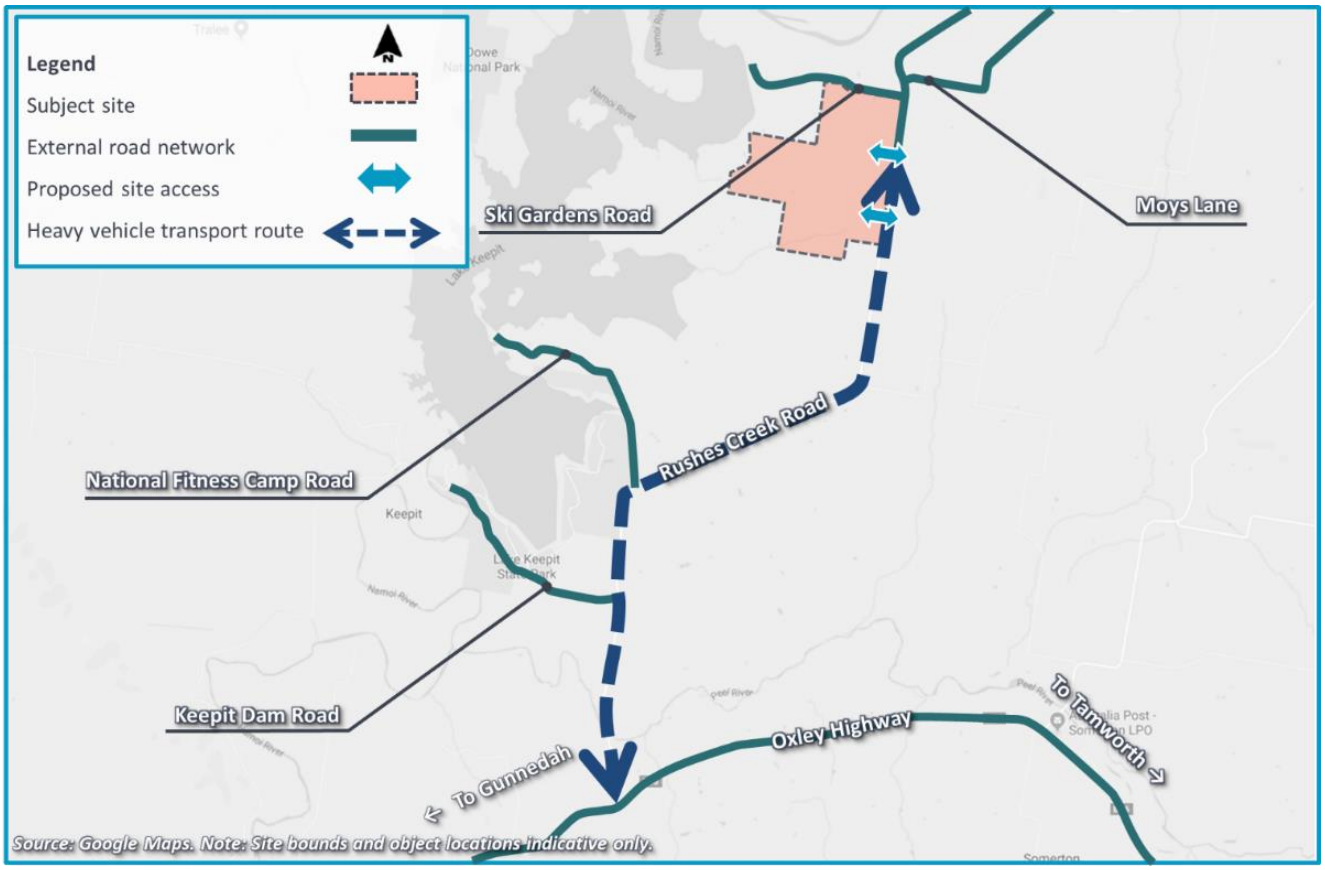
- Undertake a site induction carried out by authorised site personnel or suitably qualified person under the direction of the site manager;
- Obey all site signage and the directions of site personnel;
- Hold a valid driver's licence which is appropriate for the class of vehicle under their operation;
- Operate vehicles in a safe and courteous manner, within and external to the subject site;
- Ensure their load is legal, covered and secure before entering or exiting the site;
- Comply with the relevant requirements of Chain of Responsibility legislation.

1.2 Site Specific Requirements

The following procedures are to be observed by all heavy vehicle drivers accessing the subject site:

- The construction site has a drug and alcohol policy which includes random testing;
- Vehicles are to use designated circulation roads within the site where possible;
- All vehicles are to park and load/unload within the site using designated parking and loading areas where possible. Vehicles are not to park or load/unload within the public road reserve;
- Posted speed limits on the external road network are to be observed, and vehicle speeds are to be restricted to 60km/h within the subject site, or 40km/h within the vicinity of work sites or farms;
- Heavy vehicle access to the subject site is to be via the designated haulage route of Rushes Creek Road to the south of the site towards the Oxley Highway as indicated on **Figure 1**. Heavy vehicles are not to use Rushes Creek Road to the north of the subject site (i.e. towards Manilla).
- Heavy vehicles using Rushes Creek Road are not to use engine or compression braking systems, except where required for safety reasons;
- Vehicles are to be turned off when not in use;
- Drivers are to report excessive dust production from internal circulation roads to the site manager.

Figure 1 Designated Heavy Vehicle Transport Route



Vehicles entering the subject site are to be registered, roadworthy, and of sound mechanical condition. Site management may request to inspect any vehicle or request maintenance records for any vehicle and reserves the right to prohibit any vehicle from entering the subject site should there be any indication that the vehicle is not roadworthy or safe to operate.

Any accidents, incidents, complaints, hazards, spillages or near misses must be reported immediately to the site manager. This includes incidents along the designated heavy vehicle transport route on the external road network.

2 Non-compliance

Should any driver be found to have acted in breach of this Drivers Code of Conduct, through either a formal complaint, or through observations by authorised site personnel, disciplinary action will be taken, which could include the following:

- Verbal notification (if possible) and written confirmation to the driver of non-compliance with the Drivers Code of Conduct;
- Refusal to load/unload affected vehicles and direction to the driver to leave the site;
- Implementation of a temporary ban of the affected vehicle or driver until such time as sufficient evidence has been provided to authorised site personnel that the breach has been rectified and/or will not occur again;
- In the case of a serious breach or repeated non-compliance with the Drivers Code of Conduct, a permanent site ban of the affected vehicle or driver will be considered.

3 Confirmation of Understanding

I, …… of ……

(name) **(company)**

have read/had explained to me, the *Rushes Creek Poultry Production Farm (Construction Phase): Code of Conduct* and understand my obligations with regard to its content.

I further confirm I will comply with all requirements of the *Rushes Creek Poultry Production Farm (Construction Phase): Code of Conduct* and also that I understand the consequences of non-compliance with this document.

Signed: ……

Date: ……

Endorsed by: ……

(Authorised site representative)

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