



3 March 2020

SF2012/011773; WST12/00053/04

General Manager  
Cobar Shire Council  
36 Linsley Street  
COBAR NSW 2835

Attn: Garry Ryman, Director Planning and Environmental Services

Dear Mr Ryman,

**DA 2019/LD-00023: Lot 991 DP 1029946; 12769 Barrier Highway (HW8),  
Cobar  
Expand workers' accommodation village to accommodate 199 persons**

*Please note as at 01 December 2019, the legislation, including functions and responsibilities of Roads and Maritime Services (RMS) and Transport for NSW (TfNSW) are now being performed by the integrated TfNSW organisation. All future references to Roads and Maritime will now be referred to as TfNSW.*

Thank you for referring additional information on 19 November 2019 in relation to the above development application (DA) and in response to the request from TfNSW dated 28 August 2019. From review of the submitted information, TfNSW notes that:

- The proposal is to increase provision of accommodation units onsite from the existing approved 119 units or person capacity, to 199 units or persons capacity, being primarily employees and contractors of mine sites.
- Referral to TfNSW is triggered by the proposal pursuant to *State Environmental Planning Policy (SEPP) (Infrastructure) 2007* Section 104 Traffic Generating Development. Referral is also made under s88 of the *Environmental Planning and Assessment Regulation* noting that the former Roads and Maritime has previously provided comment.
- The Barrier Highway at the site access has a speed limit of 110 km/h, sight distances in excess of 500m in each direction and rural Basic Left (BAL) and Basic Right (BAR) turn treatments.
- An independent formal traffic study prepared by an experienced traffic engineer was not submitted with the DA. Based on the information provided by the applicant, daily peak traffic generated by the site is likely to occur during 5-6am preceding the start of mine shift, and 6-7pm following end of shift each day. During this period, using existing traffic generation

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rates the applicant has submitted that 18 light vehicles (each with 4 occupants, a total of 72 persons) and 6 buses (each with 22 occupants, a total of 127 persons) will convey all 199 workers between accommodation and work (mine) sites. In this scenario the peak hourly trip generation would be around 24 movements per hour.

- Using historic Barrier Highway traffic count data available 1.4km to the west of the site and an assumed annual growth rate of between 1 and 2%, TfNSW has determined 740-910 vehicles per day as background traffic 10 years following completion (year 2030). Using hourly traffic counts and the same growth rate, hourly background traffic in year 2030 between 5-6am and 6-7pm is estimated at 18 movements and 45 movements respectively (totals for both directions).
- The proposed development is therefore expected to result in total (background plus proposed) peak hourly traffic of 42 movements between 5-6am and 69 movements between 6-7pm along the Barrier Highway.
- A draft Driver Code of Conduct was included with the applicant's submission.

TfNSW does not object to the proposed development, subject to the following conditions being imposed on any consent issued by Council to manage road safety:

- TfNSW or Council may audit traffic at the site in future, to ensure safety for all road users. If actual traffic generated by the development varies significantly from that approved under this consent, a DA modification and/or compliance action may be required.
- The consent holder shall ensure that reversing of vehicles and all parking demand generated by the development are confined to within the site boundaries.
- The consent holder has substantial control of, and therefore a responsibility to manage, the safety of residents between the accommodation site and their employment.
- The consent holder shall ensure that traffic generated by the development does not exceed 24 vehicle movements during any hourly period, by operating buses (or arranging for major employers to supply buses) and requiring a sufficient number of workers to utilise the buses and car-pooling between accommodation and employment sites during each commuter period. For example, accommodation at full capacity of 199 persons is to equate to no more than 6 buses and 18 light vehicles (or similar combination not exceeding 24 hourly movements). Details are to be outlined in the operator's management plan and/or Driver Code of Conduct. If sought, a subsequent DA modification to increase the hourly limit could be considered, subject to assessment of the traffic impacts.

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- Prior to any Occupation Certificate for the new accommodation units, the management plan and/or Driver Code of Conduct is to be submitted to and address any comments from TfNSW, the requirements of these conditions and the matters referred to within the 'Annexure: Driver Code of Conduct' (attached). Residents, employees and contractors are to agree to the Driver Code of Conduct as a condition of their use of or employment at the site.

When Council's determination is sent to the applicant, please forward a copy to TfNSW at [development.western@rms.nsw.gov.au](mailto:development.western@rms.nsw.gov.au). If you wish to discuss this matter further, please contact Bevan Crofts, Development Assessment Officer on (02) 6861 1449.

Yours faithfully



Andrew McIntyre  
Manager Land Use Assessment  
Western Region

### **Annexure: Driver Code of Conduct**

The Driver Code of Conduct is to outline measures to manage traffic related issues associated with accommodation operations. The TMP is to address (but not be limited to):

- a. Specific commitments for the provision and use of buses and car-pooling to limit peak hourly traffic in accordance with the approved Traffic Impact Assessment (TIA) and conditions of consent.
- b. Mitigation of local climate conditions that may affect road safety for vehicles (e.g. daylight hours, fog, wet weather, ice or snow).
- c. Policies and procedures for addressing concerns raised by the community on development related matters.
- d. Dust suppression and mitigation measures on public roads and within the site boundaries.
- e. Meetings to facilitate continuous improvement initiatives and incident awareness.
- f. Measures to ensure responsible fatigue management and discourage driving under the influence of alcohol and/or drugs, dangers of mobile phone use and driving to the conditions, and adherence to posted speed limits.
- g. Workers engaged in shifts that present a high risk of fatigue should be discouraged from driving vehicles with multiple passengers.

(End of Annexure)