

Our Ref: 18089

22 June 2020

Baiada Poultry Pty Ltd
c/o PSA Consulting (Australia)
PO Box 10824 Adelaide Street
BRISBANE QLD 4000

Attention: Ms Nicole Boulton

Dear Nicole,

RE: OAKBURN PROCESSING PLANT – ADDENDUM TO ROAD TRANSPORT ASSESSMENT

In 2019, The Transport Planning Partnership (TPPP) prepared an assessment of the road transport implications of a new processing plant on the site of Baiada Poultry Pty Limited's (Baiada) Oakburn rendering plant near Tamworth. The findings of that assessment are presented in *Oakburn Poultry Processing Plant Road Transport Assessment* (TPPP, 2019). In response to various matters raised, Baiada now proposes amendments to the proposed processing plant. The road transport aspects of the proposed amendments have been reviewed by TPPP, and our findings are presented herein.

Proposed Development

Consistent with the original proposal, the proposed processing plant would have capacity to process three million birds per week, and the existing rendering plant would increase its production from 120 tonnes per day to 240 tonnes per day of finished product. A new vehicular access would be constructed for the use of staff and deliveries, and the existing access on Oxley Highway retained for visitors and emergency access only.

External Impacts of the Proposed Development

The amendments relate only to the internal layout of the site, therefore would result in no changes to the impacts of the proposed development on the surrounding road network compared with those assessed by TPPP. The existing road network has sufficient capacity to accommodate the traffic generated by the processing plant with acceptable impacts on the operation of the key intersections.

In its response to the original proposal, Transport for New South Wales (formerly RMS) noted that the assessment did not provide details “of the impacts from turning movement of large vehicles at key junctions. The determining authority should be satisfied that such movements can safely take place and meet the Austroads warrants for turning traffic.” The access roads for the site are those of the purpose-built West Tamworth Glen Artley industrial subdivision, which are approved for use by 25/26m B-doubles¹ hence further assessment of their suitability to accommodate the heavy vehicles expected to be generated by the processing plant is not justified. It is acknowledged that at the time of writing, construction of Workshop Lane is incomplete, and so it is not included in the currently-approved B-double routes. It is however constructed to a similar standard to Armstrong Street and is used by heavy vehicles, hence no concerns are raised regarding its future use by heavy vehicles travelling to and from the proposed processing plant. It is expected that an application would be made to formalise Workshop Lane as an approved B-double route following approval of the processing plant Development Application.

With regard to Austroads warrants, it is noted that the intersections of Oxley Highway with Goddard Lane and Wallamore Road with Goddard Lane have both recently been upgraded and include channelised treatments in the major road for right turns, and auxiliary turn lanes in the major road for left turns. These current treatments represent those warranted by the highest combinations of turning and through traffic², and meet or exceed the treatments warranted by the long term peak hour forecast turning movements at those intersections (TTPP, 2019). Similarly, the long term peak hour forecast turning movements at the intersection of Goddard Lane with Armstrong Street would warrant the minimum left and right turn treatments in Goddard Lane, which is consistent with its current layout.

Car Parking Provision

The amendments do not materially change the proposed provision of car parking at the site. The proposed provision of car parking exceeds the minimum requirements of the *Tamworth Regional Development Control Plan 2010*, which requires 531 spaces based on the proposed 39,810 m² GFA or 588 spaces based on the total of 1,176 employees. The proposed provision of car parking is expected to accommodate the peak demand generated by staff with additional spaces available for visitors. Consistent with the original proposal, it is recommended that a minimum of eight spaces be allocated to people with a disability.

¹ <https://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html>

² Austroads (2020), *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossing Management*.

Internal Layout – Staff and Visitor Car Parking

The amended design of the car parking area has been reviewed with regard to Australian Standard 2890.1 (2004). The design meets or exceeds the minimum requirements of that Standard with regard to the dimensions of the parking bays, aisles and the internal access road. Consistent with the original proposal, it is recommended that:

- “Type 1” speed humps be provided in the long aisles and driveway in accordance with AS2890.1 (2004) to provide positive speed control; and
- the car parking spaces allocated to people with a disability be designed and marked in accordance with the Australian Standard AS2890.6 (2009).

Internal Layout – Truck Loading and Unloading Arrangements

The internal layout of the processing plant roadways has been assessed for suitability by considering the swept paths of the heavy vehicles expected to use each part of the site, as advised by Baiada. The proposed road layouts are satisfactory for two-way manoeuvring of those vehicles, with independent access available to and from all loading docks by the relevant vehicle. Some minor amendments to the internal road widths are recommended to allow the heavy vehicles to pass each other when turning at all intersections. This would be appropriately addressed at the detailed design stage.

Summary and Conclusion

The amendments to the proposed processing plant on the site of the Oakburn rendering plant near Tamworth would not result in any changes to its proposed operations compared with those previously assessed by TTPP (2019). It follows that the conclusions of that study regarding external traffic impacts remain valid, with the existing road network having sufficient capacity to accommodate the traffic generated by the processing plant, with acceptable impacts on the operation of key intersections. The roads which are proposed to be used for heavy vehicle access are approved B-double route, with the exception of Workshop Lane, which is constructed to a similar standard to Armstrong Street and is considered suitable for B-double access. Current intersection treatments at key intersections meet or exceed Austroads warrants.

Consistent with the original proposal, the proposed amended staff car parking provision would exceed the requirements of the *Tamworth Regional Development Control Plan 2010* and the peak demand for parking. The design of the car parking area complies with the relevant Australian Standard, and it is recommended that a minimum of eight spaces be allocated to people with a disability, to be designed in accordance with AS2890.6 (2009).

The proposed internal road network and loading areas would satisfactorily accommodate the heavy vehicles expected to use them, and some minor amendments to road widths are recommended to permit the heavy vehicles to pass at all locations within the site.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

A handwritten signature in black ink that reads 'P Dalton'.

Penny Dalton
Associate Director