



8 June 2016

Attn: Chris Ritchie  
Department of Planning and Environment  
23-33 Bridge Street  
Sydney NSW 2000

Dear Mr Ritchie,

**RE: Banksmeadow Transfer Terminal (SSD 5855) – Modification Application**

Veolia Environmental Services (Australia) Pty Ltd (Veolia) requests a modification to the Banksmeadow Transfer Terminal (Banksmeadow) development consent (SSD 5855) under section 96(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) relating to the timing of the road upgrade works at site entrance. The site entrance is located at the intersection between Beauchamp Road and Perry Street.

Conditions 23 to 26 of Schedule 3 of the Consent set out the requirements for the intersection upgrade works and state:

- “23. Prior to the commencement of operations, the Applicant must complete the road upgrade works at the intersection of Beauchamp Road and Perry Street and the left turn deceleration lane into the site, in consultation with City of Botany Bay Council and Randwick City Council, and to the satisfaction of RMS and the Secretary.*
- 24. Detail design plans for the intersection works referred to in condition 23 above, including Traffic Control Signal plans, must be prepared by a suitably qualified person in consultation with City of Botany Bay Council and Randwick City Council and submitted to the RMS for review and endorsement prior to the commencement of construction of the road upgrade works. The Applicant will be required to enter into a Works Authorisation Deed (WAD) with RMS for the works. The WAD will need to be executed prior to the RMS's assessment of the detailed design plans.*
- 25. The Applicant must be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.*
- 26. All works/regulatory signposting associated with the development are to be at no cost to the RMS.*

This proposed modification is requested as a result of delays to the process of executing a Works Authorisation Deed (WAD) with Roads and Maritime Services (RMS) for these intersection upgrade works, as required under Condition 24 of Schedule 3 of the Consent.



## **Background**

On 28 April 2015, Veolia was granted development consent (Consent) for the Banksmeadow Transfer Terminal, located at 14 Beauchamp Road, Banksmeadow.

On 2 July 2015 the Environment Protection Authority (EPA) issued an environment protection licence (EPL 20581) for the construction of this facility.

On 28 August 2015, the Department of Planning and Environment (DPE) approved the Construction Environmental Management Plan.

Construction works commenced in September 2015 and these works are expected to be completed in early July 2016. Accordingly, the Transfer Terminal is anticipated to be ready to commence operations in July 2016.

Condition 23 of the Consent requires road upgrade works at the intersection of Beauchamp Road and Perry Street in Banksmeadow to be completed prior to the commencement of operations. Condition 24 requires detailed design plans to be reviewed and endorsed by RMS prior to entering into a Works Authorisation Deed (WAD) with RMS for these works.

Design drawings were submitted to RMS for review on 18 November 2015. However, a Project Manager was not appointed by the RMS until mid February 2016. It is understood that this delay related to a recommendation from RMS' engineering department to impose a permanent right hand turn restriction into the site due to increases in day time traffic volumes between 2014 and 2016.

Condition 28(d) of the Consent imposes a right and turn restriction during AM and PM peak periods (6am to 10am and 3pm to 7pm), which was agreed with RMS during the development assessment process.

On 3 March 2016, Veolia met with RMS to progress the road upgrade works and RMS advised that the WAD process could proceed in parallel with further internal reviews of the recommended permanent right hand turn ban. RMS further advised that RMS would be able to provide a formal position on the right hand turn restriction by mid March.

In the absence of a response from the RMS, Veolia advised RMS on 31 March 2016 that a revised right hand turn restriction between the hours of 6am and 8pm would be acceptable to Veolia and the land owner, Asciano.

On 2 May 2016, Veolia requested that RMS provide a copy of the WAD for our review and its assessment of Veolia's detailed design plans for the road upgrade works. A draft WAD and further comments on the detailed design have since been provided.

Veolia has continued to work with RMS to address all comments regarding the detailed design plans and RMS has now advised that the detailed design, including revised right hand turn restriction is acceptable on the basis that a nearby bus stop be relocated. RMS



has advised that it has consulted with the State Transit Authority, and both parties have agreed for the bus stop to be relocated prior to the completion of the intersection upgrade works.

Further delay in finalisation of the WAD has been caused by a change in RMS' position in relation to the extent of land required to be dedicated (without compensation) by the landowner. In 2014, at the time of the development assessment, RMS agreed with the landowner (Asciano) that 15 metres of land within the site would not need to be dedicated at the signals for maintenance purposes. However, RMS' most recent advice is that dedication of this area will now be required. Veolia has been working with Asciano and RMS to resolve this issue and it is understood that this matter is now close to being finalised.

Subject to this matter being resolved, Veolia anticipates that the WAD will be executed in June, allowing for the commencement of the works later that month. This represents a 6 month delay in the anticipated timeframe for commencement of the road upgrade works.

The road upgrade works will now not be able to be completed within the timeframe remaining for the site construction works as a result of delays to the RMS approval process to date.

Therefore, a modification to the Consent is being sought to enable limited operations to commence at the facility before the road upgrade works are finalised. The requested modification reflects the timeframe required to complete the road upgrade works based on the current status of approvals from the RMS.

### **Revised Timetable for Road Upgrade Works**

The scope of works for the intersection upgrade has been determined through the WAD process and based on discussions with RMS and the relevant service providers. The following table provides a summary of the expecting timing for works based on the current status of the WAD process.

Stage	Timing	Comments
Early works	June to July 2016	Includes establishing a temporary pedestrian access. Works expected to be completed prior to the proposed operations commencing
Service relocation	July to September 2016	Includes electricity, water, gas and telecommunication services. Some activities expected to be commence prior to the proposed operations.
Road works	October to November 2016	Left turn deceleration lane and signaling to be undertaken during the proposed operations.



## Proposed Modification

Veolia hereby requests a modification under section 96 (1A) of the EP&A Act to temporarily allow the facility to commence operations at a reduced input rate while the road upgrade works are being completed.

Veolia requests that Condition 23 of Schedule 3 of the Consent be modified to permit limited operations to commence pending completion of the road upgrade works and to require the road upgrade works to be completed within 6 months of the commencement of operations. The proposed limited operations will be in place for a maximum of 6 months and will involve a 65% reduction in truck movements and a restriction on the type of vehicle permitted to enter the facility during that period.

The following table provides details of the proposed modification and a summary of justification for this modification.

Proposed Condition	Justification
<i>23. <u>Within six months of Prior to the commencement of operations, the Applicant must complete the road upgrade works at the intersection of Beauchamp Road and Perry Street and the left turn deceleration lane into the site, in consultation with City of Botany Bay Council and Randwick City Council, and to the satisfaction of RMS and the Secretary.</u></i>	<p>Construction at the BTT is nearing completion and is expected to be available to receive waste from early July 2016.</p> <p>Veolia provided design plans to the RMS in November 2015 for the intersection upgrade works and did not receive approval until June 2016. A change in RMS' position on the right and turn provisions for this intersection and the extent of land dedication required since the planning assessment process in 2014 has resulted in delays to this process.</p> <p>The extent of services requiring relocation has also been greater than was originally expected, requiring approval from various service providers including Ausgrid, Sydney Water, Telstra, Optus and Jemena.</p> <p>These works will not be able to be completed within the original construction program. The current program indicates that works may take until the end of 2016 to be completed.</p> <p>The land on which these works will be undertaken is primarily Asciano's land and the existing footpath, with only new line markings being required on the existing road, thereby limiting</p>

Proposed Condition	Justification
<p><u>23A The Applicant may commence operations prior to the completion of the road upgrade works referred to in condition 23 above provided that the Applicant does not receive or process more than 18,000 tonnes per month in the period prior to the completion of the road upgrade works.</u></p>	<p>the impact of current road traffic. The physical works include:</p> <ul style="list-style-type: none"> <li>• relocation of services from under the existing footpath onto land currently owned by Asciano</li> <li>• construction of a new footpath over the new services</li> <li>• construction of a left turn deceleration lane over the current footpath</li> </ul> <p>Veolia is seeking approval to commence operations while these works are being undertaken, but at a reduced waste input rate. The proposed reduced input rate is expected to be comparable with the truck movements experienced during the construction phase, during which time there have been no traffic related complaints.</p> <p>Traffic modelling shows that existing intersection between Beauchamp Road and Perry Street will continue to operate at a satisfactory to good level of service, with spare capacity. The existing geometry of the intersection can accommodate Veolia's waste trucks.</p>

## Consultation

As outlined above, Veolia commenced formal discussions with RMS regarding the intersection upgrade works in November 2015 and a Project Manager was appointed in February 2016. Since then there have been ongoing discussions regarding the intersection upgrade works.

In May 2016, Veolia formed the view that the works would not be able to be completed within the site construction program and commenced discussions with relevant parties regarding the proposed modification.

On 5 May 2016, Veolia advised DPE at a meeting of the intention to lodge a s96 (1A) modification. It was requested that consultation at be undertaken with RMS and both Councils regarding the modification. The following table provides a summary of the consultation undertaken to date regarding the intersection upgrade works

In addition to the consultation undertaken specifically regarding this proposed modification, Veolia also consulted these government bodies in the preparation on the Operational Environmental Management Plan (OEMP), which included discussions regarding the status and detail of the intersection upgrade works.

Government body	Consultation	Date
RMS	Advised RMS of intention to lodge a modification	9 May 2016

Government body	Consultation	Date
	Discussed proposal with Land Use Planner	11 May 2016
	Email correspondence providing further details	11 May 2016
	Discussions regarding the detailed design and WAD process	Ongoing
Botany Council	Discussed proposal with Senior Strategic Planner	17 May 2016
	Email correspondence including request for a traffic report	19 May 2016
	Copy of Traffic Management Plan	6 June 2016
Randwick Council	Meeting to discuss OEMP and intersection works	17 March 2016
	Email to Planning and Traffic officers regarding intersection details	11 May 2016
	Discussed proposal with Strategic Planner	19 May 2016
	Copy of Traffic Management Plan	6 June 2016

## Assessment of Impacts

The proposed modification is of minimal environmental impact and the development as modified is substantially the same development as that for which consent was obtained on 28 April 2015. The following assessment of the proposed modification includes consideration of Section 97C (1) of the EP&A Act.

The proposed modification relates to an amendment to the timing of the completion of intersection upgrade works and therefore represents a temporary modification to the site operating conditions. The impacts of the proposed modification are limited to the following:

- The only change to the operations on site as a result of the modification will be a reduced operating capacity while the intersection upgrade works are being completed.
- Vehicles entering and exiting the site will continue to use the site entrance in its current form while the road upgrade works are being undertaken.

Veolia has obtained a Traffic Assessment Report prepared by Transport and Urban Planning which assesses the traffic impacts of the proposed modification. A copy of this report is attached.

The following table summarises an assessment of the relevant environmental impacts considered as part of the proposed modification. The key environmental aspect is traffic, with potential impacts relating to traffic management due to operations occurring concurrently with intersection upgrade works.



Environmental Issue	Potential Impact	Mitigation Measures
Traffic	<ul style="list-style-type: none"> <li>· Potential impact to road traffic heading northward on Beauchamp Road due to waste trucks accessing the facility without the left turn deceleration lane in place.</li> <li>· Interaction between operations and intersection upgrade works.</li> </ul>	<ul style="list-style-type: none"> <li>· Limit waste volumes during intersection upgrade works.</li> <li>· Separation of works area from operational activities on site.</li> </ul>

The assessment undertaken by Veolia and summarised below demonstrates that the proposal would have a minimal environmental impact.

#### Operational traffic movements

As a result of the modification, facility operations and intersection upgrade works will occur concurrently. During the temporary period prior to completion of the road upgrade works, the trucks accessing the site would be reduced to approximately 35% of the future operation considered as part of the original development assessment. This equates to approximately 6 trucks turning left into the site from Beauchamp Road during the AM peak period (0745 to 0845h) and 1 truck turning either left or right into Beauchamp Road during the PM peak period (1615 to 1715h).

This is less than number of trucks accessing the site during the construction phase, which was estimated to be approximately 10 trucks per hour. To date there have been no traffic incidents at the intersection or traffic related complaints associated with the construction of the facility.

The previous modelling showed that the existing intersection operates at a Level of Service B or better for traffic on Beauchamp Road, which indicates spare capacity at the intersection and a satisfactory level of service during the AM and PM peak periods. Up to 6 additional trucks entering and leaving via the access road would not be expected to change the level of service at the intersection.

#### Operational vehicles

The waste collection vehicles accessing the site to deliver waste to the facility are typically heavy rigid vehicles with a length of 10m or less. Vehicles of this dimension are able to turn left into the site from Beauchamp Road from the kerbside lane with no or minimal encroachment on the adjoining lane. Similarly, these waste collection vehicles will be able to turn out of the site into Beauchamp Road without encroaching onto the oncoming lanes. Access to the site during the temporary period when the intersection upgrade works are being completed would be limited to heavy rigid waste vehicles.

By comparison, some of the trucks delivering material to the site during the construction phase have been longer heavy vehicles such as semi trailers. As mentioned



previously, there have been no traffic complaints or incidents associated with the construction of the facility.

#### Traffic controls

The traffic management controls required as part of the intersection upgrade works would need to take into consideration all vehicle movements in the vicinity of the works, including general road users as well as traffic access the site. These controls including a traffic management plan form part of RMS' requirements under the WAD process. These RMS requirements would be addressed by the contractor and would include consideration of operational truck movements. A copy of the traffic management plan for these works has been provided to RMS, City of Botany Bay Council and Randwick City Council.

#### **Conclusion**

The proposed modification would allow Veolia to commence operations while the intersection upgrade works are still being completed at volumes well below the maximum approved capacity for a short period of time.

Based on the assessment of impacts, it is considered that the proposed modification will not negatively impact on the amenity of the surrounding area for the following reasons:

- Temporary nature of the proposed modification and reduced input rates during the intersection upgrade works
- Truck movements into the site representing approximately 35% of the volumes assessed in the original consent

We look forward to your consideration of this modification application. Please do not hesitate to contact me on (02) 9841 2902 should you have any questions.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'CH Hodgkiss', written over a horizontal line.

Christine Hodgkiss  
General Manager – Strategic Planning, Development and Projects NSW  
Veolia Australia and New Zealand





## **Extracts from Development Consent No. SSD 5855**

### **SCHEDULE 2 ADMINISTRATIVE CONDITIONS**

#### **LIMITS OF CONSENT**

5. The Applicant shall not receive or process more than:
- (a) 400,000 tonnes per annum of putrescible material; and
  - (b) 100,000 tonnes per annum of non-putrescible material.

### **SCHEDULE 3 ENVIRONMENTAL PERFORMANCE CONDITIONS**

#### **TRAFFIC AND ACCESS**

##### **Access and Road Upgrade Works**

22. Prior to the commencement of operations, the Applicant must obtain approval for rail access from the Australian Rail Track Corporation.
23. Prior to the commencement of operations, the Applicant must complete the road upgrade works at the intersection of Beauchamp Road and Perry Street and the left turn deceleration lane into the site, in consultation with City of Botany Bay Council and Randwick City Council, and to the satisfaction of RMS and the Secretary.
24. Detail design plans for the intersection works referred to in condition 23 above, including Traffic Control Signal plans, must be prepared by a suitably qualified person in consultation with City of Botany Bay Council and Randwick City Council and submitted to the RMS for review and endorsement prior to the commencement of construction of the road upgrade works. The Applicant will be required to enter into a Works Authorisation Deed (WAD) with RMS for the works. The WAD will need to be executed prior to the RMS's assessment of the detailed design plans.
25. The Applicant must be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
26. All works/regulatory signposting associated with the development are to be at no cost to the RMS.

#### **Traffic Monitoring**

27. The Applicant shall:
- (a) keep accurate records of the volume of waste transported to the site;
  - (b) nominate a haulage route to be used by heavy vehicles accessing the site; and
  - (c) make these records available in its Annual Review.

#### **Operating Conditions**

28. The Applicant shall ensure that:
- (a) internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the development are constructed and maintained in accordance with the latest versions of AS 2890.1 and AS 2890.2;

- (b) the swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, is in accordance with AUSTRROADS Guide to Road Design;
- (c) the development does not result in any vehicles queuing on the public road network;
- (d) a right turn restriction into the site from Beauchamp Road shall be implemented between 6am – 10am and 3pm – 7pm;
- (e) heavy vehicles do not use Perry Street to travel to/from the site;
- (f) heavy vehicles and bins associated with the development do not park or stand on local roads or footpaths in the vicinity of the site;
- (g) all vehicles are wholly contained on site before being required to stop;
- (h) all loading and unloading of materials is carried out on site;
- (i) the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times;
- (j) all trucks entering or leaving the site with loads have their loads covered; and
- (k) all loaded vehicles leaving the site are cleaned of dirt, sand and other materials before they leave the site, to avoid tracking these materials on public roads.

### **Traffic Management Plan**

29. The Applicant shall prepare and implement a Traffic Management Plan for the development, to the satisfaction of the Secretary. The Plan must:

- (a) be prepared by a suitably qualified and experienced expert in consultation with RMS, City of Botany Bay Council and Randwick City Council;
- (b) be approved by the Secretary prior to the commencement of construction;
- (c) include construction traffic management measures detailing:
  - access and parking arrangements for the site during construction;
  - measures to ensure that the local road network is not utilised by vehicles during construction;
  - measures to control traffic movements from site during construction;
  - procedures for notifying residents of construction traffic routes and potential disruptions to routes and access; and
  - the impact of the development on the road network, where temporary road closures are required during construction.
- (d) include a plan showing the designated haulage route/s to be used by heavy vehicles during operation;
- (e) include a drivers code of conduct;
- (f) describe the measures that will be implemented to ensure:
  - the nominated haulage routes are used;
  - drivers adhere to the right turn restriction into the site from Beauchamp Road between 6am-10am and 3pm-7pm, as required by Condition 28(d);
  - conflicts with other road users are minimised;
  - drivers adhere to the code of conduct including;
  - road noise impacts are minimised through measures such as limiting truck compression braking; and
  - compliance with the relevant conditions of this consent.
- (g) include a program to monitor the effectiveness of these measures.