

From: Hodgkiss, Christine [<mailto:christine.hodgkiss@veolia.com>]
Sent: Tuesday, 26 July 2016 6:29 PM
To: Fiona Gibson <fiona.gibson@planning.nsw.gov.au>
Subject: Re: RE: Randwick Council s96 submission

Hi Fiona,

Further to our phone conversation today, please see below some clarifications on the proposed modification for the Banksmeadow Transfer Terminal (SSD 5855 MOD1) regarding right hand turn restrictions into the site and waste transportation requirements.

Right Hand Turn Restriction

Condition 28 (d) states that:

"a right turn restriction into the site from Beauchamp Road shall be implemented between 6am – 10am and 3pm – 7pm".

Condition 24 states that:

"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."

As required under Condition 24, Veolia submitted plans to RMS for review and endorsement in November 2015. As part of this review process, RMS initially requested a total right hand turn ban into the site, however through the review process, RMS advised that their primary concern was right hand turns during the daytime. As a result of this concern, RMS advised that a revised right hand turn ban from 6am to 8pm would be acceptable to RMS (refer to item 22 in the attached design review table & email from RMS dated 20 May 2016).

Based on this requirement from RMS, Veolia proposes a modification to Condition 28 (d) to reflect the revised restriction as follows:

"a right turn restriction into the site from Beauchamp Road shall be implemented between 6am – ~~10am~~ and 3pm – ~~7pm~~ 8pm".

Waste Transportation

In discussions with the Department of Planning and Environment (DPE), it was noted that the Woodlawn Bioreactor consent (MP10_0012) includes a condition relating to waste transportation requiring containers to be water-tight to prevent leakage of leachate. Given the connectivity between the Banksmeadow Transfer Terminal and Woodlawn, Veolia advises that the inclusion of a condition in the Banksmeadow Transfer Terminal (SSD5855) that is consistent with the requirements in the Woodlawn Bioreactor consent is acceptable to Veolia.

Condition 4 of Schedule 5 of the Woodlawn Bioreactor consent (MP 10_0012) is the relevant condition regarding waste transportation and states that:

"The Proponent shall ensure that all waste containers are designed, constructed and maintained to prevent the emission of offensive odour and be water-tight to prevent the leakage of leachate during transport and handling activities."

Veolia accepts the inclusion of the same condition into the Banksmeadow Transfer Terminal consent to provide consistency between the sites where containerised waste is being transported.

Please let me know if you require any further clarification regarding these proposed modifications.

Regards,
Christine

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On 19 July 2016 at 14:21, Hodgkiss, Christine <christine.hodgkiss@veolia.com> wrote:
Hi Fiona,

Please refer to the attached table for our response to the comments from RMS, Botany Council and Randwick Council.

Please feel free to contact me if you have any further queries.

Regards,
Christine

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Banksmeadow Transfer Terminal SSD5855 Mod 1
Response to Submissions
July 2016

Authority	Comment	Veolia Response
RMS		
	Roads and Maritime has reviewed the submitted information and raises no objection to the proposed modifications to Condition 23 subject to the following condition is incorporated into the consent issued by the Department: 23B. Works Authorisation Deed (WAD) with Roads and Maritime for the works must be executed prior to the commencement of operations.	Veolia accepts the condition as drafted by RMS. It is noted that the terms of the WAD have been agreed between Veolia and RMS, and it is expected to be executed in the week commencing 18 July 2016.
Randwick City Council		
	In order to better control the possibility of trucks entering Perry Street, we would require that the road out of the Veolia site be adjusted so that the left lane have a "Left Turn Only" arrow marked upon the roadway (as currently proposed) and that the right lane have a "Right Turn Only" arrow marked upon the roadway. Also, the signals are required to be altered so that truck drivers instead of seeing a full green signal as they leave the site, they see only a left green arrow and a right green arrow. This adjustment will more effectively prevent trucks from going straight ahead into Perry Street.	The traffic signal operation including the signal lanterns and road marking in the intersection are the responsibility of the RMS. On this basis, Veolia forwarded Council's comment on to RMS and an extract of their response is provided below: "RMS being responsible for the operation of the signals do not have any objections to heavy vehicles travelling straight ahead into Perry St." The banning of heavy vehicles using Perry Street was requested by Council during the assessment process, and agreed to by Veolia. Condition 28(e) of the Development Consent states that "heavy vehicles do not use Perry Street to travel to/from the site". This commitment is not affected by the proposed modification and Veolia has already incorporated controls measures for the operations to manage this requirement. Traffic restrictions have been included in the site safety requirements and a CCTV system has been installed on site that enables monitoring of trucks travelling to and from the site to ensure that waste trucks are not utilising Perry Street. It should be noted that this access also provides vehicular access to the remaining portion of Asciano's land and this land is not subject to Veolia's consent, so if Asciano requires access to their land, they are permitted to use Perry Street and therefore the signal operation needs to cater for this. In addition, the turning movements out of the site are filter turns and therefore cannot be signalised with arrows under the approved traffic signal phasing.
	Also, Randwick Council has strong concerns that the extension of the No Right Turn hours into the site, so that they apply from 6am – 8pm, is likely to encourage more trucks into Perry Street. This is because truck drivers approaching the site from the north will, once they drive past the site, be strongly motivated (time /money) to turn left into Botany Road, left into McCauley Street and then left into Perry Street in order to access the site as efficiently as possible. And, if they do approach from the north, there is no other alternate 'turn around' area for the drivers to come back northbound to the site. Allowing the right turn through the inter-peak part of day will reduce the likelihood of truck infiltration into the, more sensitive, residential areas.	The extension to the no right turn hours from Perry Street into the site was required by the RMS as part of the detailed design approval process for the intersection upgrade works. As noted above, Condition 28(e) of the Development Consent states that "heavy vehicles do not use Perry Street to travel to/from the site" and the proposed modification does not seek to change this requirement. Traffic restrictions have been included in the site safety requirements and a CCTV system has been installed on site that enables monitoring of trucks travelling to and from the site to ensure that waste trucks are not utilising Perry Street.
City of Botany Bay Council		
	Will a 65% reduction in truck movements equate to less than 18,000 tonnes per month being received as proposed in Condition No. 23A?	Yes, the 65% reduction in truck movements referred to in the s96 modification equates to less than 18,000 tonnes of waste being received on site per month.
	How will the 18,000 tonnes per month be monitored?	As a licensed facility, all waste being delivered to the site will be weighed prior to being received on site for processing. The data collected from the weighbridge would be able to verify the volume of waste received on a monthly basis.
	It is noted that the traffic modelling report may not take into account traffic generated by recently approved developments. How will the proposed truck movements affect the intersection during the construction works when they occur and will the proposed reduction in truck movements by 65% be sufficient? Accordingly, it is requested that hourly truck numbers and their capacity during this reduced operational phase be provided to Council when required to ensure a 65% reduction in truck movements and a maximum of 18,000 tonnes per month being received or processed. It is recommended that if approved, Condition No. 23A be inserted as proposed, Condition No. 23 be amended and Condition No. 23B be inserted in accordance with the following: <i>23. Within six months of Prior-to the commencement of limited operations in accordance with conditions 23A, the Applicant must compelled 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.</i> <i>23B. During the reduced operation phase specified in conditions 23A above, hourly truck numbers and their capacity should be provided to the City of Botany Bay Council when requested.</i>	Veolia accepts the changes to the conditions as proposed by Council. The temporary operation is for a 6 month period commencing July / August 2016. The traffic assessment presented in the June 2016 Transport and Urban Planning Pty Ltd report was based on up to date intersection counts (ie. May 2016) and the reduced Veolia truck volumes for the peak hours identified in the assessment report. The modelling showed that the intersection would have a level of service B operation in both peak hours which indicates a reasonably good operation in terms of vehicle delay and spare intersection capacity. Therefore the intersection will have sufficient capacity to easily accommodate any future traffic growth associated with other approved developments in the area that might generate additional traffic over the next 6 to 12 month period, without any adverse traffic impacts on road users at the intersection. As noted above, the site has a weighbridge that will record all waste received at the site. The weighbridge data also includes records of the number of trucks received and the time of day, enabling the truck movement data requested by Council to be provided, if requested.