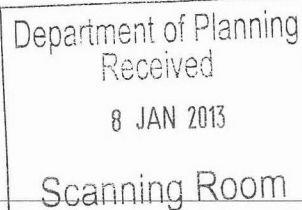


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Transport
Roads & Maritime
Services

21 December 2012

The Manager
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001



Attention: Emma Barnett

**MP 09_0177 – EXPANSION OF MCWILLIAM’S WINERY, LOTS 165, 166, 168 AND 171
DP751709, JACK MCWILLIAM ROAD, HANWOOD.**

I refer to your correspondence regarding the subject Development Application which was referred to the Roads and Maritime Services (RMS) for assessment and comment.

The Application is for the expansion of the capacity of an existing wine processing facility on the subject site. The application is supported by an Environmental Assessment Report prepared by JJC Operations and a Traffic and Parking Assessment Report dated July 2012 prepared by Varga Traffic Planning. From the submitted information it is understood that the development proposal includes the following;

- The staged expansion of the existing Winery Establishment from 34,000 tonnes per annum to 65,000 tonnes per annum over a period of 15 years,
- Establishment of a bottling facility with initial capacity of 25M litres per annum expanding to 72M litres per annum over 25 years
- Construction of an off-site waste water treatment facility and a pipeline between the process plant and the waste water facility.

The Subject site has frontage to Jack McWilliam Road however access to the site is via the Kidman Way (MR321). The intersection of Jack McWilliam Road with the Kidman Way is located within an 80 km/h speed zone.

This proposal represents a significant increase in capacity for the facility and therefore will alter the current traffic volumes generated by the facility. The submitted documentation indicates that access to the proposed facility is to be via the existing access driveways to the McWilliam’s Wines complex from Jack McWilliam Road. The development proposal does not propose any changes to the existing arrangements for access to the site, on-site parking or manoeuvring areas that would impact on the Kidman Way. Whilst it is acknowledged that the development proposal will generate addition traffic the Traffic and Parking Assessment Report claims that this can be catered to by the existing road network and intersection infrastructure.

The Traffic and Parking Assessment Report dated July 2012 prepared by Varga Traffic Planning considers the traffic generation resulting from the increased crushing capacity of the winery and increased staff levels during both the vintage and Non-vintage periods however it is not apparent that it considers the traffic generation resulting from the proposed bottling facility which is to have a 72 million litre production capacity. The report does not appear to address any traffic volumes generated by, particularly for heavy vehicles, or the routes of travel for the

Roads and Maritime Services

export of goods from the proposed bottling facility. It is assumed that both deliveries and exports resulting from this process will be by road. Whether heavy vehicles used for the delivery of bottles for the bottling process can be back filled for the export of any bottled produce should also be considered.

To enable an informed assessment of the traffic generated by the proposed development and of the required intersection treatments a breakdown of traffic generation for all the processes and the stages should be provided. Any analysis should be based on these revised figures. Further to this the Traffic and Parking Assessment Report refers to a SIDRA analysis but fails to provide any input files or assumptions used to allow for such analysis to be reviewed.

Whilst the driveway access points are to Jack McWilliam Road this road intersects with the Kidman Way and it is evident that the majority traffic generated by the development will be via the Kidman Way. Given the proposed increased capacity of the facility and the subsequent increase in light and heavy vehicle generation, particularly during the harvest season, RMS has concerns regarding the impact of the additional traffic loading on the current standard of the intersection of the Kidman Way with Jack McWilliam Road. Currently there is evidence of potholing and pavement deterioration on the laneways within the treatment at the existing intersection. It is anticipated that the increased traffic loading, particularly the additional heavy vehicle loading would exacerbate this.

The current intersection of Jack McWilliam Road with the Kidman Way is an Auxiliary Right Turn (AUR) and Auxiliary Left Turn (AUL) treatment. The traffic report claims that the existing intersection treatments exceed the turn treatments required for the general turning volumes and claims that a Basic Right Turn (BAR)/Basic Left Turn (BAL) treatment would be sufficient. RMS questions this conclusion based on the content of the report however notwithstanding this advises that given the high level of heavy vehicles generated by the facility that the Auxiliary Right Turn (AUR)/Auxiliary Left Turn (AUL) treatment provides for improved safety and traffic flow on the Kidman Way.

The current Austroads Guide to Road Design prefers a Channelised Right Turn – Short lane (CHR(S)) treatment as it provides a safer treatment for the turning vehicle over the Auxiliary Right Turn (AUR) treatment. As the intersection is currently constructed as a Auxiliary Right Turn (AUR)/Auxiliary Left Turn (AUL) treatment to warranted reconstruction as a CHR(S) is not considered reasonable as part of the current proposal.

The proposal also includes the construction of a water treatment facility and ponds to be located on the western side of the Kidman Way. As this treatment facility is to be located on the opposite side of the Kidman Way to the processing facility it is anticipated that this will require the installation of pipes within the road reserve of the Kidman Way in order to pipe the waste water products from the processing facility to the treatment ponds. The submitted documentation provides little detail on the design of the intended pipe network and any proposed crossing of the road reserve of the Kidman Way

RMS notes the Statement of Environmental Commitments in part 7 of the Environmental Assessment Report prepared by JJC Operations and the commitment to the preparation of a Traffic Management Plan (TMP) prior to site establishment and construction. A TMP for the operation of the development as proposed is supported on the basis that it is required to be prepared in consultation with both Griffith City Council and RMS. As it is understood that the finished development as proposed is to be undertaken in components consideration should be given to the preparation of a TMP for the construction of each of the components prior to their commencement.

RMS emphasises the need to minimise the impacts of any development on the existing public road network and maintain the level of safety, efficiency and maintenance along the road network. RMS provides the following conditions for road safety reasons as the proposed development relies on access via the Kidman Way, which is a classified road, and its intersection with Jack McWilliam Road within an 80 km/h speed zone.

Roads and Maritime Services (RMS) has assessed the development application and supporting information provided, and notes the Statement of Environmental Commitments in the Environmental Assessment Report prepared by JJC Operations and would raise no objection to the development proposal subject to the Consent Authority ensuring that the development is undertaken in accordance with the information submitted as amended by the inclusion of the following requirements as conditions of consent (if approved);

1. The intersections of the Kidman Way (MR321) with Jack McWilliam Road shall be constructed as an Auxillary Right Turn (AUR) and Auxillary Left Turn (AUL) intersection treatment within the Kidman Way. The design and construction of the intersection treatment shall be in accordance with the Austroads Guide to Road Design as amended by the Roads and Maritime Services supplements for the prevailing speed limit and be designed for heavy articulated vehicles to 36.5 metres in length. The pavement standards are to be in accordance with the requirements of Roads and Maritime Services (RMS) for the proposed turning traffic.

An audit of these existing intersections is to be undertaken by an appropriately qualified person to assess the compliance of the existing intersections with the intersection treatment as required and the integrity of the existing pavement to cater to the expected turning traffic volumes and the through traffic along the Kidman Way. Should the intersection not comply with these requirements the intersection and pavement is to be designed and constructed as required.

2. A Construction Traffic Management Plan to address construction activity access and parking for each of the components of the development is to be prepared to ensure that suitable provision is available on site for all vehicles associated with the construction of the development to alleviate any need to park within, or load/unload from, the surrounding public road network. Appropriate signage and fencing is to be installed and maintained to effect this requirement.
3. The proposed pipe network to be installed within the road reserve of the Kidman Way (MR321) shall be designed and constructed to the satisfaction of Roads and Maritime Services (RMS) and the Griffith City Council.
4. Prior to works commencing within the road reserve the applicant must apply for and obtain approval under Section 138 of the Roads Act, 1993 from the road authority (Council) and concurrence from Roads and Maritime Services. Any works within the road reserve require a Traffic Control Plan in accordance with the Traffic Control at Work Sites Manual adopted by Roads and Maritime Services.
5. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed works and as required by the various public utility authorities and/or their agents. It should be noted that the relocation of any utility service within the road reserve will require concurrence from Roads and Maritime Services under section 138 of the Roads Act, 1993 prior to commencement of works.

6. Any works associated with the proposed development shall be at no cost to Roads and Maritime Services (RMS).

Should the audit ascertain that works are required to be undertaken then the following additional requirements will apply;

1. The Kidman Way (MR321) is part of the State Road network. For works on the State Road network the developer is required to enter into a Works Authorisation Deed (WAD) with Roads and Maritime Services before finalising the design or undertaking any construction work within or connecting to the road reserve. The applicant is to contact the Land Use Manager for the South West Region on Ph. 02 6938 1111 for further detail.

The developer will be required to submit detailed design plans and all relevant additional information including cost estimates and pavement design details for the works, as may be required in the Works Authorisation Deed documentation, for each specific change to the state road network for assessment and approval by Roads and Maritime Services. However, the developer is encouraged to submit concept plans of the layout of the proposed works for checking by Roads and Maritime Services prior to undertaking the detailed design phase.

Please be advised that under the provisions of the Environmental Planning & Assessment Act it is the responsibility of the Consent Authority to assess the environmental implications, and notify potentially affected persons, of any development including conditions.

Any enquiries regarding this correspondence may be referred to the Land Use Manager for RMS (South West Region), Maurice Morgan, phone (02) 69371611.

Please forward a copy of the Notice of Determination for this Development Application to the Roads and Maritime Services at the same time as advising the applicant.

Yours faithfully



Per:

Mitch Judd
Acting Regional Manager
South West Region