

Scoping Report.

REQUEST FOR SECRETARY'S ENVIRONMENTAL
ASSESSMENT REQUIREMENTS

ATTACHMENT 11 SCOPING CONSULTATION – RMS

OCTOBER 2019

ZONE PLANNING GROUP

GOLD COAST

1638 TWEED STREET, BURLEIGH HEADS QLD 4220
PO BOX 3805, BURLEIGH TOWN QLD 4220

GLADSTONE

2/172 GOONDOON ST, GLADSTONE, QLD 4680
PO BOX 5332, GLADSTONE QLD 4680 | PH 07 4972 3831

ADMIN@ZONEPLANNING.COM.AU

File No: NTH07/01158
Your Ref: BE190043

The Director
Zone Planning Group
PO Box 3805
BURLEIGH TOWN QLD 4680

Attention: Lance Newly – Senior Town Planner

Dear Lance,

Pre-Lodgement Advice – Proposed Expansion of Hanson's Tweed Sand Plant

I refer to your email correspondence of 22 August 2019 requesting comments from Roads and Maritime in relation to a proposed expansion of the abovementioned development and the outcomes of a subsequent pre-lodgement meeting held between the applicant and Roads and Maritime on 23 September 2019.

Roles and Responsibilities

The key interests for Roads and Maritime Services are the safety and efficiency of the road network, traffic management, the integrity of infrastructure assets and the integration of land use and transport.

Pacific Motorway (M1) is a declared Freeway and Roads and Maritime is the Roads Authority for freeways in accordance with Section 7 of the Roads Act 1993. Tweed Valley Way (679) is a classified (Regional) Road and a declared Controlled Access Road (CAR) in the subject area. Tweed Shire Council is the Roads Authority for all public roads in the local government area, including the Tweed Valley Way. However, Roads and Maritime can exercise Roads Authority powers in relation to classified roads and provides consent to any new connection with a Freeway or CAR in accordance with the Roads Act. Developer works are subject to the terms of a Works Authorisation Deed (WAD).

In accordance with Clause 101 of the *State Environmental Planning Policy (Infrastructure) 2007* the Consent Authority is to have consideration for the safety, efficiency and ongoing operation of the classified road as the development has frontage to a classified road. Roads and Maritime is given the opportunity under Clause 104 to comment on traffic generating developments listed under Schedule 3.

Roads and Maritime is also given the opportunity to comment under Clause 16 of the *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007* on development for the purposes of extractive industry that involves the transport of materials by public road.

The following pre-lodgement advice responds to the information provided in your submission and is not to be interpreted as binding upon Roads and Maritime. Our comments may change following formal assessment of any development application referred by the relevant consent authority.

Roads and Maritime Pre-lodgement Advice

It is understood that the Developer is investigating a number of potential access arrangements for a proposed expansion of the existing Tweed Sand Plant (TSP) operation. The following response was informed by the 'Site Access Strategy' and Traffic Impact Assessment Scoping and Methodology' documents submitted prior to the pre-lodgement meeting. The attached annexure provides comment responding to questions raised in the meeting agenda of 23 Sept 2019.

Roads and Maritime request that a Traffic Impact Assessment (TIA) be prepared by suitably qualified person/s in accordance with the Austroads Guide to Traffic Management Part 12, the complementary Roads and Maritime Supplement and RTA Guide to Traffic Generating Developments. The TIA should include, but not be limited to the following;

- An explanation of assumptions and justification of adopted parameters informing the TIA. Where published resources are unavailable, it is recommended persons preparing the TIA seek agreement of the relevant Roads Authority to key assumptions.
- The TIA should demonstrate the total impact of existing and proposed development on the road network with consideration for 10 year horizons over the life of the proposed operation.
- Existing traffic volumes and background traffic growth expected on the surrounding road network and along proposed haulage route/s. Actual counts should be obtained to inform the base case.
- The daily and peak hourly volume and distribution of traffic generated by the proposed development. Flows should be demonstrated as network diagrams.
- Identification of existing and proposed turn treatments at affected intersections along the proposed haulage route/s, having reference to warrants provided in Austroads Guide to Traffic Management Part 6 and treatments identified in Austroads Guide to Road Design Part 4A.
- Modelling of intersection capacity using SIDRA analysis or similar to identify Level of Service (LOS) at affected intersections along the proposed haulage route/s.
- Assessment of existing road safety and consideration for any increased risk arising from trips generated by the proposed development, particularly at affected intersection. Available sight distances should be identified and addressed by the assessment.
- Details of proposed improvements to mitigate impacts on safety and efficiency of the surrounding road network. Swept path analysis to demonstrate accessibility for relevant design vehicles at the access points and identified intersections along the proposed haulage route/s.
- Impact on public transport (public and school bus routes) and consideration for alternative transport modes such as walking and cycling.
- Impacts of road traffic noise and dust generated along the proposed haulage route/s.
- Consideration for Clause 16(1) of the Mining SEPP including consideration of impacts on school zones and residential areas, a proposed Code of Conduct for haulage operators, and assessment of road safety along the proposed haulage route/s. Any Driver Code of Conduct could include, but not be limited to:
 - A map of the primary haulage route/s highlighting critical locations.
 - Safety initiatives for haulage through residential areas and/or school zones.
 - An induction process for vehicle operators and regular toolbox meetings.
 - A complaint resolution and disciplinary procedure.
 - Any community consultation measures proposed for peak haulage periods.

Where road safety concerns are identified at a specific location along the identified haulage route/s, Roads and Maritime suggests that the TIA be supported by a targeted Road Safety Audit undertaken by suitably qualified persons.

Current Austroads Guidelines, Australian Standards and Roads and Maritime Supplements are to be adopted for design and construction of any proposed works on the surrounding road network.

The Developer would be required to enter into a 'Works Authorisation Deed' (WAD) with Roads and Maritime for any works deemed necessary on a classified (State) road. The developer would be responsible for all costs associated with the works and administration for the WAD. A factsheet on undertaking private developments adjacent to classified roads can be accessed at: <http://www.rms.nsw.gov.au/projects/planning-principles/index.html>

If you have any further enquiries regarding the above comments please contact the undersigned at (02) 6640 1362 or via email: development.northern@rms.nsw.gov.au

Yours faithfully,

A handwritten signature in blue ink, appearing to be 'MA', with a long horizontal flourish extending to the right.

Matt Adams
Manager Land Use Assessment, Northern
15 October 2019

Enc. Annexure – RMS comments on meeting agenda 23 Sep 2019.

Roads and Maritime Response to Questions raised in Meeting Agenda of 23 September 2019

Item	Issue	Question to RMS	Roads and Maritime Comments
1	<p>Overview of Nature and Scale of Development</p> <ul style="list-style-type: none"> - Assessment pathway. - TSC approvals regarding vehicle access. - Proposed rehabilitation and end use. <p>Proposed access arrangement for expansion area proposal.</p>	<p>Confirmation that access to / from Tweed Sand Plant onto the Tweed Valley Way / Pacific Motorway Interchange is approved for further investigation.</p>	<ul style="list-style-type: none"> - The existing access road between the Tweed Valley Way (TVW) and the approved Bay Lobster development traverses RMS owned land being Lot 51 DP 1056966. The use of the existing access was negotiated for construction purposes and was permitted under licence previously obtained by the Bay Lobster developer from Roads and Maritime. - The Developer will require owners consent prior to lodgement of any development application proposing vehicular access over RMS owned land and appropriate arrangements will need to be reached to resolve ongoing use of the land. We recommend contacting RMS to further discuss such arrangements and gauge expectations of the property owner. - The subject site has frontage to RMS owned land, declared Freeway and controlled access road (CAR); Refer to attached image for road classification. - The final access proposal will determine the approval pathway for the development application and developer works. As RMS is Roads Authority for declared Freeway and TSC is Roads Authority for TVW any State significant development (SSD) application will be referred by the Consent Authority for input to approval conditions under S4.42 EPAA1979 and S138 RA1993. - Developer works connecting to the Freeway or impacting upon RMS infrastructure will be subject to the terms of a Works Authorisation Deed (WAD), in which case the Developer would be required to enter into the deed and complete all works to practical completion to satisfaction of RMS prior to use of the approved access. The WAD will include decommissioning requirements. See letter from for link to further information on our website.
2	<p>Assessment of key issues. Discussion of slide presentation enclosed:</p> <ol style="list-style-type: none"> (1) Describe the traffic circumstances associated with the proposal including available and feasible options to be considered. (2) Identify, describe impacts including cumulative impacts. (3) Stakeholder Consultation proposed with: RMS, TSC and Lobster Farm. 	<ol style="list-style-type: none"> (1) Confirmation of reporting required such as TIA and Road Safety Audit (RSA). (2) Confirmation Tweed Valley Way / Pacific Motorway Interchange Options 1 – 4 as presented are approved for further consideration. (3) Confirmation of Stakeholders; 	<ul style="list-style-type: none"> • Any development application proposing access to the interchange will need to be supported by a TIA and where appropriate may be informed by an independent RSA. RMS will issue a letter outlining expectations of any TIA. • RMS provides pre-lodgement advice to assist Developers in preparing development applications. We have no objection to the proposed development connecting to the interchange subject to reaching agreement on an appropriate access arrangement. Further refinement of the access option and supporting information is required to inform any RMS decision. • Approval will be subject to merit assessment of any development application submitted to consent authority and RMS will respond in accordance with statutory provisions. The access is related to a use requiring consent. • Stakeholders include; DPIE, RMS, Tweed Shire Council, Bay Lobster, Chinderah NB Highway Service Centre, any adjoining property owners, and Transport customers as the end user of any approved access arrangement.

3	<p>Discussion on TIA Scoping Document as contained in Technical Note 01A submitted for discussion including:</p> <ol style="list-style-type: none"> (1) Traffic volume survey and location. (2) Trip generation and distribution. (3) Assessment years and Growth Rates. (4) Intersection capacity analysis. (5) Truck Acceleration. (6) Functional layout plans proposed. 	<p>General approval / comment regarding the Scope and Methodology for the scoping document.</p>	<ul style="list-style-type: none"> • RMS will issue a pre-lodgement advice letter outlining expectations of any TIA. • The following comments capture comment provided during the meeting. • Traffic surveys should provide a basis for calibration of any modelling. The proposed survey locations may be appropriate, but ultimately the TIA must describe and justify the approach taken for data collection. • The most recent update to the Tweed Road Development Strategy (TRDS 2017) was prepared by TSC in consultation with RMS and is considered to be the relevant source reference for forecasting future traffic conditions. • As access is proposed to an interchange on a key movement corridor RMS must be satisfied that the development can be integrated safely and efficiently with the interchange function. • RMS requests the inclusion of modelling to demonstrate development performance under Hundredth Highest Hour (HHH) volumes to reflect interchange conditions under peak seasonal conditions. The proposed use of SIDRA 8 will be appropriate; models should be calibrated to network conditions. Analysis may demonstrate a comparative assessment of performance under lower demands where it is proposed to condition movements outside of peak seasonal periods. • Any TIA should demonstrate development impacts upon opening and at 10 year horizons over life of development, noting the proposed development life is up to 30 years. • Trip generation rates should be based on experience of existing and/or comparative operations. • Trip distribution should consider potential origin and destinations of trips driven by a range of market demands. It was noted that market conditions may change over the life of the development with changes to the directional distribution of trips generated by the development. Where conditional limitations to trip distribution are not proposed by the development application then the TIA should demonstrate the impacts of haulage campaigns in all directions. • Heavy vehicles should enter and leave the interchange in a safe manner consistent with the Austroads Guidelines, with access treatments to accommodate vehicles entering through flows at acceptable speed differential. • We recommend that any development application be supported by strategic design plans demonstrating extent of any proposed road works and estimated costings.
---	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Discussion of Access Options	RMS Feedback
Option 1	<ul style="list-style-type: none"> • It is understood under this option that heavy vehicles will be proposed to egress left out. • The AUL and CHR deceleration lanes will need to meet Austroads requirements for the posted speed limit, grade, and geometry for the target design vehicle/s. • Modelling will need to demonstrate adequate storage for vehicles turning right into the development under future conditions; demand management under a TMP & DCoC may be required to manage arrivals and mitigate any potential for queuing of right turning vehicles. • Vehicles entering TVW need to meet speed differential for through traffic under posted speed limit. • Discussion highlighted that this option is likely to have an unacceptable impact on safety and efficiency of the interchange under peak conditions due to entry speed of laden vehicles merging onto TVW.
Option 2	<ul style="list-style-type: none"> • It is understood under this option that heavy vehicles will be proposed to egress left out. • The AUL and CHR deceleration lanes will need to meet Austroads requirements for the posted speed limit, grade, and geometry for the target design vehicle/s. • Modelling will need to demonstrate adequate storage for vehicles turning right into the development under future conditions; demand management under a TMP & DCoC may be required to manage arrivals and mitigate any potential for queuing of right turning vehicles. • Vehicles entering TVW need to meet speed differential for through traffic under posted speed limit. • The CHL acceleration lane necessitates a significant investment in bridge duplication with potential for impacts on the M1 during construction. • Discussion highlighted that the level of investment required for this option may not provide a significant improvement in entry speed of laden vehicles merging onto TVW, and that similar to Option 1, this option is also likely to have an unacceptable impact on safety and efficiency of the interchange.
Option 3	<ul style="list-style-type: none"> • Proposed roundabout treatment necessitates a lower speed environment with subsequent impacts on the efficiency of the interchange and the potential for queuing on the southbound on-ramp and TVW overbridge. • This option lowers the speed of all vehicles to accommodate entry speed of trucks. • Meeting discussed merit of dual circulating lanes and dedicated turn lanes to accommodate development traffic. • Option was not supported by RMS during discussions due to impacts on safety and efficiency of the interchange.
Option 4	<ul style="list-style-type: none"> • It is understood under this option that heavy vehicles will be proposed to egress left out. • The AUL and CHR deceleration lanes will need to meet Austroads requirements for the posted speed limit, grade, and geometry for the target design vehicle/s. • Modelling will need to demonstrate adequate storage for vehicles turning right into the development under future conditions; demand management under a TMP & DCoC may be required to manage arrivals and mitigate any potential for queuing of right turning vehicles. • Option has merit as enables laden vehicles to achieve a greater entry speed when merging onto TVW. • Further design and analysis will be required to demonstrate the option can function acceptably. • The weaving between trucks leaving and entering the site will need to be further considered.

Image 1: Property map demonstrating road classifications and declarations



Date captured: 14/10/2019