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15 Transport

15.1 Chapter content

The Project impact assessment for transport was provided in Chapter 15 of the Project EIS.

This chapter provides additional information to address the submissions received during the statutory public display period of the Project EIS. The key issues raised from the Project EIS submission process, relevant to the transport assessment, are summarised Table 15.1.

Table 15.1 Summary of submission issues received in relation to the Project EIS transport assessment chapter

Submitter ID number (refer Appendix A)	Summary of submission issue raised	Project EIS section (public notification version)	AEIS section containing information to address submission comments	Complete replacement section for Project EIS	Supplements the Project EIS information
2.01 8.01 8.02 8.03	Potential impacts on existing State-controlled roads and Council road network	Section 15.4.6	Section 15.2		✓
2.03	Maintenance or repair of Council owned road assets	Section 15.4.6	Section 15.3		✓

15.2 Potential impacts on State-controlled roads and Council road network

This section supplements the Project EIS Section 15.4.6 (potential road transport impacts).

As stated in the Project EIS Section 15.4.7 (mitigation measures), based on the Project EIS road impact assessment no road-based infrastructure mitigation is proposed for Project activities. Non-infrastructure mitigation measures that are proposed to improve safety are:

- Temporary reduction in the speed limit to improve gap acceptance for trucks entering and exiting the traffic stream to and from Landing Road
- Variable message signage placed in advance of the intersection on the northern and southern approaches to the Landing Road/Guerassimoff Road to provide further warning of the temporary speed limit reduction and trucks turning.

Further traffic counts will be undertaken closer to the Project commencement year, and the measures above will be reassessed to confirm suitability at that time.

If the location of the Project bund wall material source/quarry changes during the detailed design phase (i.e. not all the bund wall material is sourced from the Targinnie/Yarwun quarry area), a reassessment of the Project potential impacts on the State-controlled roads and local roads, including consultation with DTMR and Gladstone Regional Council (GRC), will be undertaken.

In addition to the above mitigation measures, the following EIS commitments have been included in AEIS Appendix I:

- A road safety, pavement condition and intersection performance assessment will be undertaken during the detailed design phase of the Project, and a mitigation proposal will be prepared prior to the commencement of significant Project traffic
- A final road management plan will be prepared and provided to the DTMR for approval 6 months prior to the commencement of significant Project traffic
- A traffic impact assessment of the Project impacts on State-controlled roads and Council road network will be undertaken during the detailed design phase of the Project.

15.3 Maintenance or repair of Council owned road assets

This section supplements the Project EIS Section 15.4.6 (potential road transport impacts).

The Project EIS Section 2.5.4 (source of reclamation bund material and potential transport modes) states that the purpose of the EIS the Targinnie/Yarwun area (e.g. GPC's Tigor Quarry) is the most likely source to supply the WBE reclamation area and BUF bund wall material.

GPC has a number of existing planning and environmental approvals for their Tigor Quarry, which are summarised in Table 15.2.

Table 15.2 Summary of existing GPC Tigor Quarry approvals

Approval description	Date of approval	Issuing agency permit number
Approval for a material change of use (MCU) under the SDPWO Act for an 'Extractive Industry' under the GSDA Development Scheme	13 January 2010	Ref. 09/426613
Development permit under the repealed <i>Integrated Planning Act 1997*</i> for a MCU involving ERA 16 (original)	3 August 2009	IPDE01487109
Development permit under the repealed <i>Integrated Planning Act 1997*</i> for a MCU involving ERA 16 (amended)	14 June 2011	IPDE01487109
EA (amalgamated) for ERA 16 (GPC's Tigor Quarry and Byellee Hill Quarry)	1 December 2014	EPPR00473013
Site Management Plan (Certificate of Approval for contaminated land)	16 November 2005	BNE22223

Table note:

* Development permit continues to have effect under the *Planning Act 2016* (Qld) (Planning Act)

The Planning Report and Site Based Management Plan (i.e. *Report for Development of Landing Road Quarry Resource* (prepared by GHD for GPC to support the MCU application under the SDPWO Act for an 'Extractive Industry' under the GSDA Development Scheme) contained the following quarry extraction rates which are relevant to the approvals issued by the Queensland Government:

- The Tigor Quarry is to act as a source of rock material for use in GPC projects within the Port of Gladstone and would be operated by GPC, with extraction and screening rates anticipated to be:
 - Up to 4,500,000 tonnes (t) of extracting and screening of hard rock during the first year of operation (assuming a 'low' extraction rate of 200,000m³/year)
 - Approximately 380,000t of extracting and screening annually for subsequent years (assuming a 'high' extraction rate of 1,800,000m³/year)

- Quarrying activities would be carried out for a duration spanning approximately 40 years which may be longer if the quarry periodically has times of shut down or cessation of works driven by low demand.

If the WBE reclamation area bund walls are constructed at a rate greater than the existing approved GPC Ticor Quarry extraction rates, GPC in consultation with the GRC will determine the maintenance and repair requirements during and post the Project construction period. This commitment has been included in AEIS Appendix I.