

TOWNSVILLE OCEAN TERMINAL

ENVIRONMENTAL IMPACT STATEMENT SUBMISSION RESPONSE

RESPONSE TO DEPARTMENT OF MAIN ROADS

August 2008

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DEPARTMENT OF MAIN ROADS

Note: This submission response document has been prepared by means of duplicating the individual submission received and inserting response clauses where relevant.

1.1 TRAFFIC AND TRANSPORT

1.1.1 Issue 1

Section 4.3.11 Existing Transport Infrastructure, refers to the traffic modeling reports undertaken for the EIS. The statement that "...the only existing land-based transportation potentially affected by the TOT during both construction and operational stages are the existing roads feeding the breakwater" is made.

Main Roads disputes this assertion and believe the Traffic Report is incorrect to the extent that a reliable assessment of the traffic impact on the road network cannot be made. The main discrepancies are in the Veitch Lester Consulting Townsville Ocean Terminal Modeling Draft Final Report (VLC) and are as follows:

- The difference in traffic volumes between Figure 5.9 (p.28) and Figure 5.7 (p.26) should equal Figure 5.13 (p.31).
- The difference between Figure 5.10 (p.29) and Figure 5.8 (p.27) should mathematically equal Figure 5.14 (p.31).
- The VLC model shows that 11% or 18% of the traffic generated by the TOT project will go to the Casino or Surplus Casino land. This appears to be an unreasonably high proportion, given the land use type and limited attractors in the area. In addition, many trips have been assigned to pedestrians which are already excluded from the model. As a result, there is an underestimation of traffic on Sir Leslie Thiess Drive by over 50%.

The VLC model states a less than 1% traffic volume growth per annum from 2005 to 2025 which is less than the past growth rates and much less than current growth rates. Traffic inputs in 2025 for the development are 3289 vehicles/day. The Holland Traffic Consulting report (HTC) has estimated 516 vehicles/hour (p.12). Based on normal traffic survey, the peak traffic is approximately 10% of the daily traffic. Therefore, there is a greater than 35% underestimation in the VLC model on this fact alone.

Further information required

Task 1

The existing road network is already close to capacity and even a small increase in traffic volume will result in a decrease in the level of service due to congestion. As mitigation strategies are based on the finding of these reports, Main Road requests the proponent re-run the traffic modeling and assessment with the following amendments:

- trip generation of 516 as per the Holland Traffic Consulting report (p.12);
- proportion of traffic to the Casino of a maximum of 1% as opposed to 11 or 18%; and
- resolve mismatch figures shown between 5.9 -5.7 and 5.13; as well as 5.10 – 5.8 and 5.14.

Task 2

As many of the mitigation measures detailed in the EIS are based on the findings of these reports (eg intersection and network capacities), these should also be reviewed in light of correct traffic data. For example, the Breakwater Cove Precinct development may trigger the requirement to construct the Strand Bridge and upgrade Dean Street and Mcllwraith Street intersection (this would require property resumption). The modeling and assessment should correctly show if and when the Strand Bridge and the upgrade of the Dean Street and Mcllwraith Street intersection will be required.

With and without the development modeling and assessment should be undertaken. Scenarios of with development should also include an assessment of the available capacity of the road network with and without the proposed Strand Bridge and the resulting impacts on the State-controlled road network.

Task 3

Main Roads also requests the proponent assess the following intersections of the project (both construction and operational stages) both with and without the project proceeding:

- Eyre Street and Oxley Street
- Oxley Street and Cleveland Street
- Denham Street and Melton Street
- Denham Street and Flinders Street and Ogden Street

RESPONSE

Task 1: See subsequent work conducted by Veitch Lister Consulting and the Holland Traffic Consulting (Appendix A21 in Volume 2).

Task 2: It should be noted that the Ross Creek crossing project is a current Council proposal, not one initiated by the TOT scheme.

Without the Ross Creek crossing, there is little doubt 2025 conditions at the critical Flinders Street East – Denham Street intersection, even without the TOT project, would not comply with normally accepted criteria. Traffic flows generated by the TOT project would add to those conditions. However, as stated in the Holland Report at Appendix A21 in Volume 2, the development will contribute to the long term solution to that problem, being Council's Ross Creek crossing project.

Task 3: See the above comments re task 2. With respect to the other intersections mentioned, Figure 3.5a of the VLC Traffic Studies at Appendix A21 in Volume 2 illustrates that traffic flows associated with the TOT project on the other intersections are minor (and are likely to be far outweighed by changes consequent to the Ross Creek crossing).

1.1.2 Issue 2

Section 3.4.4 Material Extraction and Delivery. Main Roads agrees with the findings of the EIS that Options 2, 3 & 4 are not acceptable and should not be considered.

However, Main Roads believes there is a fifth option that should be explored for material delivery. This option proposes the Eastern Access Corridor be opened to haulage only for the TOT project. In this option, inputs would be split into road and barge haulage with the material being unloaded from the trucks onto barges in Ross River at the point where a future bridge is being planned for the Port Eastern Access Corridor crossing. The material would then be carried by barge to the Project Site. This option would decrease the impacts on the road infrastructure.

Further information required

Task 1

Main Roads requests the proponent undertake an analysis of this option and to comparatively assess its costs and benefits (on the safety and efficiency of all road users) with those of option 1.

Task 2

The proponent investigate the impact of the development with and without the Strand Bridge on the Port Access Road and determine whether or not the development will compromise the desired level of service for this primary freight route. As the TOT Project will create a substantial increase in the volume of haulage traffic from Marathon and Pinnacles Quarries, the proponent is to undertake an analysis of the upgrade requirements to the access intersections with the Flinders Highway (14A) and Harveys Range Road (83A) respectively.

RESPONSE

Issue 2:

Task 1: Refer to the Flanagan Consulting Group report on Review of Construction Issues at Appendix A8 in Volume 2. The use of the Eastern Access Corridor will not be possible given the advancement by the State of the programme for the construction of this road.

Task 2: The overall Ross Creek crossing project, a Council project as distinct from a TOT project, as outlined in various Horman reports, has no impact on the Port Access Road.

As outlined in Section 15 of the October 2007 HTC report, changes in traffic flows on Boundary Street, South Townsville associated with construction traffic would be less than 5 percent and therefore based on Main Roads' own published criteria, TOT-related construction traffic would have a negligible effect on operating conditions along Boundary Street.

Assessment of quarry access arrangements is a matter for the quarry operator, each of whom would have their own conditions of planning and access approval.

1.2 RELEVANT LEGISLATION AND POLICY REQUIREMENTS

1.2.1 Issue 1

Table 1.6.1 lists the legislation and controlling approval processes. The Transport Infrastructure Act 1994 (TIA) is not listed, however there are a number of approvals under the TIA that may be required.

Despite the exemptions of Schedule 9 of the Integrated Planning Act 1997, the following approvals under the TIA are required to conduct works in a State-controlled road reserve:

- Section 33 (Prohibition on road works etc. on State-controlled roads); and
- Section 50 (Ancillary works and encroachments) approvals to enter and conduct works on the State-controlled road network.

If the vehicles exceed the mass dimension or loading requirements when hauling construction materials, under the Transport Operations (Road Use Management – Mass Dimensions and Loading) Regulation 2005 , they may be subject to guideline or permit arrangements.

Task

This legislation and approval processes should be listed.

RESPONSE

Noted - the following list of Development Approvals has been updated.

Legislation	Jurisdiction	Application
<i>Breakwater Island Casino Agreement Act 1984</i>	Department of Infrastructure and State Development and Queensland Treasury	Specific Transitional Arrangements which provide for the application in respect of the TOT Project Site. Discussed further below.
<i>State Development and Public Works Organisation Act 1971</i>	Department of Infrastructure and State Development	Controls the EIS process for Projects of state significance. Details of this process are included in Section 1.4 of this EIS.
<i>Environmental Protection and Biodiversity Conservation Act 1999</i>	Commonwealth Department of Environment and Heritage.	Assessment process for Projects declared to be controlled actions for its impacts on matters of national environmental significance. This process is discussed in Section 1.7 of this EIS.
<i>Integrated Planning Act 1997</i>	Department of Local Government, Planning and	Application subject to BICA. Applies for general process for all future development assessment and approval for the Breakwater Cove Precinct.
<i>Environmental Protection Act 1994</i>	Environmental Protection Agency	Assessment of all environmentally relevant activities (such as dredging).
<i>Environmental Protection Policy (Noise)</i>	Environmental Protection Agency	Applies to assessment of noise impacts for proposed development.
<i>Coastal Protection and Management Act 1995</i>	Environmental Protection Agency	Assessment Criteria for Operational Works (Tidal Works) Applications pursuant to State Coastal Management Policy must be undertaken.

Legislation	Jurisdiction	Application
<i>Fisheries Act 1994</i>	Department of Primary Industries and Fisheries	Assessment process for approval to remove, destroy or damage marine vegetation (including sea grass/mangroves)
<i>Great Barrier Reef Marine Park Act 1995</i>	Great Barrier Reef Marine Park Authority	The Project Site is not within the jurisdictional boundaries of the GBR Marine Park.
<i>Nature Conservation Act 1992</i>	Environmental Protection Agency	Applies to works that may interfere with a protected animal or plant.