

| | | |
|-------|-----------------------------------|------|
| 14. | Transport and Infrastructure | 14-1 |
| 14.1. | Legislation | 14-1 |
| 14.2. | Construction phase traffic impact | 14-1 |
| 14.3. | Operation phase traffic impact | 14-2 |
| 14.4. | Transport of water via truck | 14-3 |

14. TRANSPORT AND INFRASTRUCTURE

14.1. Legislation

A submitter stated that it is not clear under which section of the *Transport Infrastructure Act 1994* (TI Act) approval will be given for work in or to interfere with a State-controlled road, specifically for upgrading of the intersection of Fletcher Road with the New England Highway.

The TI Act is the relevant State legislation concerning the management of transport infrastructure including roads and railways. Where construction and/or maintenance access to government supported transport infrastructure are required, approvals are to be obtained under section 62 of the TI Act and construction approval under section 33 of the TI Act.

Of most relevance to this project is how the TI Act provides for state controlled roads (SCRs). Chapter 6, Part 2 of the TI Act deals with SCRs and management of this comes under the Queensland Department of Transport and Main Roads (TMR).

14.2. Construction phase traffic impact

A submitter requested all information be provided to the Department of Community Services (DCS) regional contact officers prior to any changes in road network taking place. SDRC is committed to providing the results of the final Traffic Management Plan (TMP) to the DCS.

A submitter request that SDRC liaise with DTMR Warwick office as early as possible regarding proposed locations of pipelines in road reserves to ensure the potential for conflict of pipe alignments with other services in the road corridor is minimised. SDRC is committed to consulting with the DTMR during the detailed design phase.

SDRC is committed to providing a Road Impact Assessment, Road Use Management Plan and Pavement Impact Assessment. These assessment and plans will be developed in consultation with the relevant authorities and local community stakeholders. These documents will address the following submissions.

14.2.1. *Intersection upgrade*

A submitter suggested that the upgrade of Fletcher Road and New England Highway intersection at the time of dam commissioning, as stated in section 13.1.5 of the EIS should be brought forward into the construction phase to mitigate any potential impacts associated with an increase of traffic during construction. While it was determined that the intersection will operate within the acceptable Degree of Saturation (DoS) range with considerable spare capacity during construction, SDRC will commit to upgrading the intersection at the commencement of construction.

Construction of the intersection will not occur unless DTMR has approved the design and works.

14.2.2. *Intersections impact assessment*

A submitter stated that road surfacing, road reserve requirements, road safety and traffic efficiency for the Fletcher Road and New England Highway intersection should be considered, discussed and agreed to with the Department of Transport and Main Roads (DTMR). SDRC is committed to consulting with the DTMR and will

incorporate the outcomes of consultation into the design of the intersection upgrade prior to construction as detailed in Section 14.2.1.

A submitter requested that the design for the Fletcher Road and New England Highway intersection consider the road reserve requirements. SDRC note this and will consider this via consultation with DTMR.

A submitter also requested the proponent liaise with DTMR to promote adequate consideration of road safety and traffic efficiency in the vicinity of Fletcher Road and New England Highway intersection as per the safety improvement and accessibility measures provided under Table 13-15 of the EIS. As noted above, SDRC is committed to consulting with the DTMR during the detailed design phase.

14.2.3. Use of an Auxiliary Right Turn

A submitter questioned the application of an Auxiliary Right Turn (AUR) into Fletcher Road, stating a Channelised Right Turn Treatment with reduced length of right turn slot (CHR(S)) would be more appropriate as they provide better value for money from a perspective of safety versus construction cost (DTMR, 2006).

The application of an AUR, as part of several other safety improvements for Fletcher Road and New England Highway intersection as stated within Section 13.1.4.3 of the EIS was originally offered as an effective temporary safety improvement measure during construction. AUR was considered appropriate as it would have only required alteration of pavement markings as opposed to a complete redevelopment of the intersection.

As discussed in Section 14.2.1, this intersection will now be fully upgraded prior to construction. The use of a CHR(S) into Fletcher Road as part of the new intersection configuration will be discussed and agreed with DTMR with outcomes incorporated into the design of the intersection upgrade prior to construction.

14.2.4. Noise and vibration associated with truck movements during construction

A submitter suggested the potential generation of noise and vibration impacts were not adequately considered for increased vehicle movements (including trucks) during construction in the immediate vicinity of Fletcher Road. SDRC propose to construct the adopt the final access road to the recreation area during construction to minimise noise impacts from machinery and construction traffic.

14.3. Operation phase traffic impact

A submitter requested that ongoing access requirements for pipeline maintenance be discussed with the district DTMR officer and included in the operational environmental management plan. SDRC will consult with DTMR regarding maintenance access requirements for the pipeline within state-controlled road reserves.

A submitter requested that "as constructed" plans of the pipeline be provided to the DTMR. SDRC is committed to providing "as constructed" drawings to the DTMR.

A submitter stated that the EMP should explicitly deal with project traffic impacts both for the construction and operational phases, ensuring adequate levels of road safety and traffic efficiency are maintained. As discussed in section 13.1.5 of the EIS, additional traffic (predominantly tourism) during the operation phase is not expected to have a significant impact on the surrounding road network and will likely be offset via the upgrade of Fletcher Road. Therefore, the generation of an operational EMP is not considered a requirement of the project.

14.4. Transport of water via truck

A submission sought clarification regarding how (if at all) water haulage routes may be influenced should one dam option (Urban Water Supply Dam or Combined Urban and Irrigation Dam) proceed in preference to the other. Since publication of the EIS, the Project description has been refined and as an outcome of this, the Project is now exclusively the Combined Urban and Irrigation Dam with a capacity of 10,500 ML.

The transport (or haulage) of water via truck (as potable or non-potable) is seldom considered a viable means for water security as cost associated with movement of the product are high. In general, it is only considered an option for water supply during periods of prolonged drought or alternatively, in exceptionally rare emergency scenarios, such as critical failure (at multiple locations) of a water supply network.

With the Project in place, provision of an improved secure water source to Stanthorpe, other urban centres and farmers will occur. Subsequently, the potential for transport of water via trucks around the region is likely to be minimised further.