



# MEMORANDUM

**TO:** Joint Regional Planning Panel Members  
**FROM:** Colby Farmer  
Manager Development Services  
**CC** Andrew Crakanthorp  
Director Planning and Regulatory Services  
**DATE:** 9 April 2014  
**SUBJECT:** DA13/0307

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## **Summary –**

This memo provides information and advice to members of the Joint Regional Planning Panel regarding DA13/0307, Extension to Existing Tarcoola Quarry, specifically regarding a perceived traffic concern relating to the Gillard Road and Hammond Avenue intersection.

## **Background –**

A panel member has raised with the Director Planning and Regulatory Services their concern regarding the Gillard Road and Hammond Avenue Intersection and has suggested that the development be required to extend and seal Tarcoola Road to provide alternative means of servicing the subject development in addition to providing servicing opportunities for existing Industrial premises that have rear access on to that road.

I draw the Panels attention to the following traffic related information contained with DA report presented to the Panel;

"Road access to the site is via the Sturt Highway (known as Hammond Avenue) turning onto Gillard Road, an all weather road, currently maintained by Tarcoola Turf and Quarries that ends at the reserve to the rear of the site. Tarcoola Road runs east west off the western side of Gillard Road and provides access to industrial premises fronting Hammond Avenue.

The issues associated with traffic relate to noise, dust, the increase in traffic on Gillard Road and its impact on other users of this road and the junction of Gillard Road and the Highway.

The EIS supplementary information undertook traffic surveys and assessments. The report found that there would be approximately 60 truck movements per day compared to 54 currently. It should be noted that the current movements are a result of breaching extraction allowances and whilst they give a good indication of what the proposed impacts will be, the increase should have been considered from what is permitted and not what currently occurs. Nonetheless given that current movements are compliant when analysed, the use of this figure can be

accepted. The analysis also took into consideration the Highway traffic and the additional impact of the trucks exiting Gillard Road onto the Highway to determine if there would be any requirement for an upgrade of this junction.

The findings show that the majority of movements are outside of the morning and afternoon peak hours and that the majority of trucks turn left from Gillard Road. The reason for the majority of left exits onto the Highway is due to the operators of the Quarry also operating a concrete batching plant located in Riedel Street, which is left out of Gillard Road. However given Council has no control over who operates the quarry, or where the material is delivered, the traffic movements need to be considered suitable without this relationship.

The report includes traffic modelling in a program known as SIDRA. The findings indicate that the increase in traffic movements would not require an upgrade of the intersection of Gillard Road and the Highway. The average delay for vehicles leaving Gillard Road during the morning peak period is approximately 40 seconds. This would equate to a “level C – Satisfactory but accident study required” level of service. Comments and discussions with the RMS indicate that this junction has no accident history.

The issue of road maintenance along Gillard Road is a concern even with the sealing of the road. Given the type of vehicle and the fact that the majority of the vehicles using Gillard Road are quarry vehicles Council recognises that the operations contribute significantly to the wear and tear of Gillard Road. Appropriate contributions that directly reflect potential project impacts are commonly applied to local developments and major projects where road haulage is likely to result in increased maintenance costs for local roads. Typically contribution rates are set by the section 94/94A contributions plans, but Council’s plan does not refer to road maintenance. Council considers that a contribution to road maintenance is warranted in this case and recommends a rate of 3 cents/tonne/kilometre for quarried material hauled along Gillard Road.

The application was also referred to the RMS and Council’s Traffic Officer, the following comments were provided:

*‘...Even with the increased traffic volume of laden quarry trucks due to this excess extraction rate the intersection of Gillard Road with Hammond Avenue does not have a significant accident history...*

*As Gillard Road is currently unsealed there is evidence of loose material and dust issues at the intersection of Gillard Road with Hammond Avenue due to the haulage of quarry material. For road safety reasons Gillard Road should be sealed so as to minimise the dust generation and the tracking of loose material onto the Sturt Highway.*

*...Given the current configuration of the intersection of Hammond Avenue and Gillard Road with 2 travel lanes in each direction along Hammond Avenue it is considered that the current treatment at this intersection is appropriate to accommodate the additional traffic proposed to be generated by the expanded development subject to implementation of and adherence to an appropriate driver protocol and the sealing of Gillard Road.*

*Roads and Maritime Services has assessed the Development Application based on the documentation provided 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 conditions of consent...*

*The RMS have recommended conditions relating to a traffic management plan, sealing of Gillard Road, the control of dust and loose material on the roads and the maintenance of accurate records. These will be included on any consent granted".*

A panel member has suggested that the existing Tarcoola Road be extended to facilitate access to the Koorinal Road Roundabout. This suggestion for the extension of Tarcoola Road by the Quarry Operator cannot feasibly occur as part of this development application, Tarcoola Road currently terminates at Lot 3, DP 542294 currently owned by Barbara Carolina Wieland and Peter George Wieland (Private and separate ownership).

#### **Map -**



#### **Consultation –**

The Planning and Regulatory Services Directorate in the assessment of this application has engaged both internal and external stakeholders (Council's Traffic Section and RMS). The advice received during this consultation has shaped all traffic related comments, actions and conditions contained within the subject development application report.

#### **Recommendation –**

It is recommended that panel members use the advice contained within this memo when considering the subject development proposal and further note that a proposal for the extension of Tarcoola Road to service the development is an

unviable option in terms of addressing any perceived traffic issues associated with the intersection of Gillard Road and Hammond Avenue.