



Transport
Roads & Maritime
Services

10 January 2017

CR2016/004259
SF2012/050923
KAP

General Manager
Maitland Council
PO Box 220
MAITLAND NSW 2

Attention Leanne Harris,

MOUNT VINCENT ROAD (LOCAL ROAD): DA-16-1805, WASTE TRANSFER AND RECYCLING FACILITY, LOT: 201 DP: 520191 & LOT: 2220 DP: 1095387, WASTE MANAGEMENT CENTRE, 109 & 110 MOUNT VINCENT ROAD, EAST MAITLAND

Reference is made to Council's letter dated 2 September 2016, regarding the abovementioned application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Clause 104 / Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007*.

Roads and Maritime understands the development to be for the construction of a waste transfer and recycling facility at Council's existing Waste Management Centre. The existing area available for landfill is nearing capacity and the proposed development will allow the transport of waste to third party disposal or processing facilities and the continuation of waste management services for the community of Maitland post-closure of the landfill. The new facility will also provide for increased waste segregation and recycling to reduce the amount of waste requiring transportation and subsequent landfilling.

Once fully operational, the facility will open between 8:15am to 4:00pm, seven days a week. A new administration / educational building is to be constructed on-site with approximately twelve (12) full-time staff employed at the facility. Twenty (20) car parking spaces and two (2) coach parking bays are to be provided for the new building.

The current average domestic waste collection truck loads per weekday is eleven (11) vehicles (each vehicle has a 12-tonne capacity). The number of domestic waste collection trucks accessing the site is expected to decrease over time due to the diversion of domestic kerbside waste collection directly to a third party disposal facility and as larger bulk waste vehicles are used to

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transfer waste from the subject site to third party waste facilities. It is expected, once fully operational a total of four (4) 20-tonne bulk waste transfer vehicles will access the subject site per day (or five (5) vehicles by 2040).

Roads and Maritime response

Roads and Maritime's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

In accordance with the *Roads Act 1993*, Roads and Maritime has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. Mount Vincent Road is a local road. Council is the roads authority for this road and all other public roads in the area.

Roads and Maritime has reviewed the information provided and raises no objection to or requirements for the proposed development as it is considered there will be no significant impact on the nearby classified (State) road network.

Advice to Council

Following a review of the traffic impact assessment, Roads and Maritime recommends that the following matters be considered by Council in determining this development:

- Based on historic traffic volume growth trends on Mt Vincent Road, Roads and Maritime believes an assumed 2% growth rate is too conservative due to the expected growth in traffic-generated by the re-development of Stockland Greenhills, the expansion of the site and the general growth in the LGA.
- Crashes quoted in the assessment have been noted as being in the vicinity of the site from 2009-2013. Current crash history to today's date indicates no reported crashes at the access to the site, however there were two injury crashes to the north of the access – an 'emerging from driveway' in 2011 and a 'head on' in 2014.
- The 85th percentile speeds, particularly southbound, are likely to be higher than the 80 km/h posted speed limit, which would affect stopping sight distance in this direction. The 85th percentile speeds in the northbound direction are likely to be closer to the posted limit, due to the uphill gradient.
- It is unclear from the traffic report where the 'third part disposal / processing facility' is located. The location of the destination would be beneficial in Council's assessment as it would provide a clearer picture of the expected distribution of traffic at the access.
- Traffic modelling is typically forecasted for a 10 year (2027) intersection performance. A 23 year forecast (2040) is considered too ambitious for Maitland LGA's changing urban environment.
- The traffic assessment does not identify the potential impacts and a linear increase in trip numbers / tonnage deposited resulting from the change to the site's acceptance in general

waste vs recyclable disposal vs green waste disposal rates. Council should have consideration for the possible changes as it would affect the number of domestic vehicle trips (householder disposal trips) into the site and the performance of the intersection.

- The use of 2015 traffic volume data (relevant to HEX being open since March 2013) is considered a reasonable assumption however changes in traffic volume can be expected since the commencement of work at the Stockland Greenhills site. An assessment of the expected changes at the completion date of Stockland Greenhills should be undertaken in a sensitivity analysis.
- Council should ensure that appropriate traffic measures are in place during the construction phase of the project to minimise the impacts of construction vehicles on traffic efficiency and road safety within the vicinity.
- Council should have consideration for appropriate sight line distances in accordance with the relevant Australian Standards (i.e. AS2890:1:2004) and should be satisfied that the location of the proposed driveway promotes safe vehicle movements.
- Roads and Maritime has no proposal that requires any part of the property.

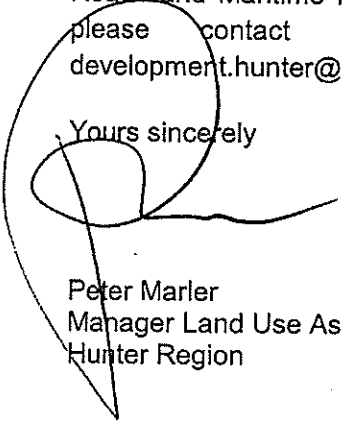
In addition to the abovementioned points, all matters relating to internal arrangements on-site such as traffic / pedestrian management, parking, manoeuvring of service vehicles and provision for people with disabilities are matters for Council to determine.

Despite the above, Roads and Maritime suggests that Council seek to ensure that a suitable traffic management plan is in place to ensure that on-site operations do not cause excessive inbound queues that adversely impact the safety of road users on Mount Vincent Road. As recognised within the Traffic and Transport Impact Assessment Report, prepared by GHD, dated February 2016, queuing has been observed to extend from the weighbridge onto Mount Vincent Road prior to the weekend opening hours of the facility. The entry queue from the entry towards Wilton Drive (to the north) appears to occur within the existing unmarked left turn lane and on the available sealed / unsealed shoulder where widths permit vehicles to stand off the carriageway. There also appears (from aerial imaging) that there is adequate room within the clear-zone for this to occur, however vehicles sitting very close to or upon the edgeline in this area increases the potential for side-swipe crashes, particularly within the 80 km/h zone. Lengthening of the left turn lane and / or widening the sealed shoulder would assist, as would an earlier opening time (especially on weekends) to reduce the potential for queues to build. Early morning queues during winter months should also be minimised wherever possible, as this section of Mt Vincent Road is not street lit.

As queues have the potential to adversely affect road user safety on Mount Vincent Road, it is suggested that Council look to support on-site mitigation measures to manage queues, as identified within the traffic report, like redirecting inbound traffic through the administration / educational building to accommodate weekend queue lengths. The use of the loop road to manage inbound queue lengths prior to opening times on weekend mornings would require active supervision as customers are highly unlikely to undertake these practices without a TCP being implemented and these movements being actively supervised. Without adequate supervision, customers intending to enter the site will want to enter the site directly, rather than being detoured into the loop road.

On Council's determination of this matter, please forward a copy of the Notice of Determination to Roads and Maritime for record and / or action purposes. Should you require further information please contact Hunter Land Use on 4924 0688 or by email at development.hunter@rms.nsw.gov.au.

Yours sincerely



Peter Marler
Manager Land Use Assessment
Hunter Region