

COMPARISON OF HAUL ROAD OPTIONS

1 CHANDLER PROJECT EIS

The Environmental Impact Statement (EIS) had previously considered the construction of a specific haul route, which would have provided access between the Chandler Facility and Stuart Highway. These private roads would have facilitated transportation of salt and waste to/from the Chandler Facility. A storage and transfer facility, termed the Apirnta Facility, was proposed to be constructed where the route intersects the railway line. Figure 1 identifies the previously proposed route.

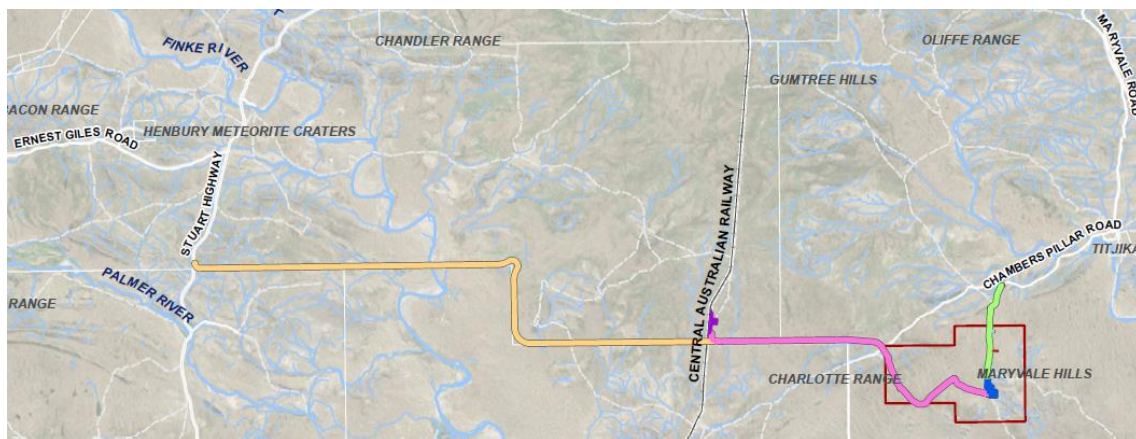


Figure 1: Chandler Project EIS Haul Route

An assessment of the traffic impact associated with the construction and operation of the facility and the haul route was undertaken as part of the EIS. The assessment also considered the impact on the surrounding road network. The following points summarise this assessment:

- Maryvale Road would provide primary access during the construction phase. The use of this access would be phased out during the operation phase. Accordingly, there would have been minimal impact on the road;
- Chambers Pillar Road would have experienced low volumes but the primary concern was the management of traffic at the Chambers Pillar Road/Chandler Haul Road intersection. It was acknowledged that an Operation Traffic Management Plan would be prepared to effectively manage the intersection;
- The proposed new Haul Road (termed Henbury Access Road in the EIS) and Chandler Haul Road would provide primary access to the Chandler Facility and the Apirnta Facility during operation. The traffic volume would be low which results in minimal impacts;
- A large portion of the traffic associated with the Chandler Facility (staff plus trucks hauling waste and salt) will operate between the Chandler Facility and the Apirnta Facility (i.e. on Chandler Haul Road) and traffic on the proposed “Henbury Access

Road” will be primarily limited to staff access and would have been low. Accordingly, the impact on the Haul Road between the Apirnta Facility and Stuart Highway would be low; and

- Stuart Highway would not be used during construction and would have minimal truck movements during operation.

The impacts identified were primarily related to the increased traffic movements during the construction and operation phases. The traffic volumes at each stage will be low and therefore the impacts associated with the increase in traffic would be minimal. In addition, the proposed new roads, could be constructed to relevant standards mitigating risk associated with the existing alignment of the tracks.

Additional issues associated with this route include:

- the potential need for treatment on Stuart Highway at the “Henbury Access Road” intersection to accommodate anticipated truck movements, albeit these movements will be low; and
- the crossing of the railway line and the required treatments on the Chandler Haul Road (particularly in relation to the risk of conflict with trains).

Further, the construction of the proposed route would have potentially resulted in a redirection of traffic travelling between Stuart Highway and the Titjikala community if the route was not gated. Drivers who presently use the public roads could transfer to this route as it presents a shorter route. This may have increased the risks on the route and therefore the associated risks.

2 CHANDLER PROJECT VARIATION

The variation incorporates the use of an off-site inter-modal transit station currently proposed at Brewer Industrial Estate. The haul route between the facilities will be via the public road network, as illustrated in Figure 2



Figure 2: The Haul Route

The roads along the proposed haul route are owned and maintained by the Northern Territory Department Infrastructure Planning and Logistics. They are identified as part of the 53.5 m road train network which means that they are able to be used by multi-combination vehicles, such as those proposed to be used at the Chandler Facility. Such vehicles were identified during the site inspection in October 2019. Accordingly, the proposed truck movements will be accommodated on these roads from a legislative perspective.

The additional volume associated with the proposal will be low and will be easily accommodated on the road network. That said, the proportion of heavy vehicles on the road will increase.

The current route would include a number of existing intersections but would not require the train line to be crossed.

The traffic impact assessment identified a number of deficiencies and risks in the proposed route. The works recommended to improve safety and road characteristics will reduce the risk on the road for existing and proposed users.

3 COMPARISON OF ROUTES

The comparison of the haul routes, as it relates to traffic impact, is a matter associated with anticipated volumes and fleet composition.

Any comparison between the route identified in the EIS and the variation must consider the relative impact on the operation of the road network. Of significance is that the proposed Chandler Facility will generate low volumes and, therefore, the traffic impact will be low.

The proposed fleet to be used for transfer of materials between the Chandler Facility and the storage and transfer facility/inter-modal transit station (be it the Apirnta Facility or a facility located at Brewer Industrial Estate) will be the same. The design of the haul route, irrespective of its location, would accommodate the fleet and such vehicles are already permitted on the relevant public road network.

Table 1 provides a comparison of the traffic impact associated with each haul route.

Table 1: Traffic Impact Comparison

Traffic impact	Chandler Project EIS	Chandler Project Variation	Significance of change
Additional interaction on Maryvale Road with public road users (operation)	X	✓	Low
New intersection with Stuart Highway	✓	X	Low
Additional interaction on Stuart Highway with public road users	✓	✓	Low
Additional interaction on Roger Vale Drive with public road users (operation)	X	✓	Low
New conflict at Railway Crossing	✓	X	Low

The above table identifies that there will be no significant differences in traffic impact between the two proposals.

Of note is that the variation would result in an improved public road facility for existing road users which would not have been realised to the same extent with the EIS option.