B.7.2 Transport Memo (February 2023)

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BRISBANE QLD 4000

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Urbis Pty Ltd
ABN 50 105 256 228

22 February 2023

Kalfresh
6206 Cunningham Highway
Kalbar
QLD 4309

Dear David,

SCENIC RIM AGRICULTURAL INDUSTRIAL PRECINCT (SRAIP) TRANSPORT MEMO

Urbis has been commissioned by Kalfresh to provide traffic engineering and transportation advice for the proposed Scenic Rim Agricultural Industrial Precinct (SRAIP) project. This letter represents Urbis's review of the traffic work undertaken by Cardno, previously submitted, and the amendments to the lot layout prepared by RPS.

INTRODUCTION

As part of the draft impact assessment report (IAR) prepared for the SRAIP project, Cardno prepared a Road Impact Assessment report which outlined the traffic generating assumptions and impacts of the project on the road network. Further to this, Cardno prepared a letter (dated 30 October 2020) to respond to the Coordinator General's Request for Information issued for the project. This response letter included an update to the Road Impact Assessment (RIA) (also dated 30 October 2020) which reflected the amended assumptions and outcomes in response to the Information Request.

Since the issue of that report, the proposed lot layout and staging has been further refined. This transport statement has been prepared to discuss the potential transport impacts of these changes. Further to that, some clarifications and changes to the proposed parking rates for the precinct, as well as updated internal road cross sections, are discussed.

DEVELOPMENT CHANGES

The key development changes relate to the lot layout being further developed (the updated plan is enclosed at Appendix A), with road widths widened to improve amenity throughout the precinct. Table 1 summarises the comparison between developable area from the previous (30 Oct 2020) assessment and the updated plan.

As per the original assessment, the Kalfresh proposed expansion is planned to be separated into two components:

- Allotments owned and operated by Kalfresh
- Allotments sold and operated by others

The uses for the overall site are to remain consistent with the planning for the area, that is, agricultural / industrial uses. At early stages of planning, a high-level yield estimate has been adopted for the purposes of the traffic assessment. This has been informed by RPS town planners, which has indicated that 45% developable area over the allotment area should be adopted.

Hence, the same developable yield assumptions are expected to remain valid.

Table 1 Comparison between new and old developable area

	Developable Area (updated plan) (sq.m)	**Developable Area (previous assessment) (sq.m)**	**Change in Developable Area (sq.m)**
Kalfresh	46,287	44,181	+2,106
Non-Kalfresh	88,065	97,943	-9,878
Whole of Site	**134,352**	**142,124**	**-7,772**

Source: RPS

As highlighted in Table 1, the area associated with Kalfresh operations is expected to increase (+2,106 sq.m) while the non-Kalfresh sites are expected to reduce in developable area (-9,878 sq.m). Overall, there is a reduction in developable area across the precinct of 7,772 sq.m GFA which represents a reduction of approximately 5.5% of developable area.

TRANSPORT IMPACTS OF CHANGES

In terms of traffic volumes associated with these changes, the following reasoning has been applied:

- Kalfresh lots: same operating assumptions as per the previous assessment, meaning traffic generation will remain the same.
- Non-Kalfresh lots: traffic generation rates are tied to developable area, therefore with less developable area, less traffic volumes will be generated.

Therefore, it is expected that there will be an overall reduction in development traffic volumes generated for the SRAIP site.

To understand how background traffic has changed since the previous assessment, Urbis has reviewed traffic census data for the assessed roads, with AADT data from 2018 to 2021. With respect to the pavement impact assessment (PIA), background heavy vehicle (HV) volumes were reviewed as well.

Between 2018 and 2021, the AADT has remained constant, with a slight reduction occurring during 2020 attributed to changed travel patters resulting from COVID-19. The heavy vehicle volumes have also remained relatively constant through this period. Therefore, it is expected that background traffic volumes will remain similar, if not increasing steadily in future years.

Furthermore, Urbis has reviewed the inland rail corridor to understand if this project would impact on the future trend of freight on the Cunningham Highway. At the SRAIP local context, the inland rail corridor will provide an east-west freight corridor from Bromelton to Calvert. This rail line's catchment area does not overlap with the catchment served by the Cunningham Highway. Consequently, it is not

anticipated that HV (freight) traffic will be diverted from the Cunningham Highway to inland rail and therefore, the volume of HV traffic will gradually increase and exhibit an upward trend over time.

With background traffic (and by extension, heavy vehicle background volumes) expected to continue growing, and development generated traffic estimated to reduce with the new lot layout, the development traffic impact for both road network performance and pavement impacts are expected to reduce. Consequently, the assessment and results of the traffic and pavement evaluation as reported in the 30 Oct 2020 RIA is considered to be conservative.

CLARIFICATION ON PROPOSED PARKING RATES

This section proposes amendments to the reported parking rates applicable to certain uses of the SRAIP. The RIA report (dated 30 Oct 2020) proposed a single parking rate for all uses, based on the use area or floor area. Urbis is seeking to amend the parking rates for the following two uses, being the digester, (which is also referred to as a renewable energy facility), and the ancillary service station use.

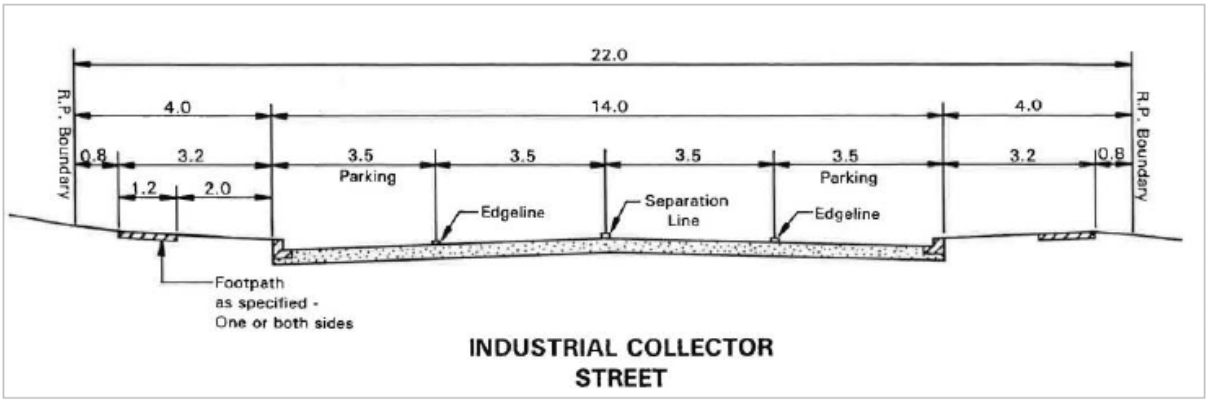
As the digester is an ancillary use to aid the overall operations of the site, rather than an operating site, it is more appropriate to consider the parking requirement based on the maximum number of staff attending site at one time rather than the use area or floor space. It is understood that staff will only go to the digester for maintenance purposes. and they will come from elsewhere on the site (i.e., an internally generated trip). It is suggested that the parking rate applicable to the digester use is amended to a flat rate of 5 parking spaces as has been advised by Kalfresh who will control the day-to-day activities associated with the digester.

Additionally, the parking rate for the ancillary service station is proposed to be changed to 1 space per 20 square metres of service station console area. This is to ensure adequate parking spaces are provided for this specific use which operates differently to other industrial uses. This rate is consistent with the comparative parking rates stated in other south-east Queensland local government planning schemes.

INTERNAL ROAD CROSS SECTIONS

The previous lot layout which was reported on in the RIA report (dated 30 Oct 2020) included 22.0m wide internal roads, with the cross section consistent with the Queensland Streets standard, which is referenced in the Boonah Shire Planning Scheme, as shown on Figure 1.

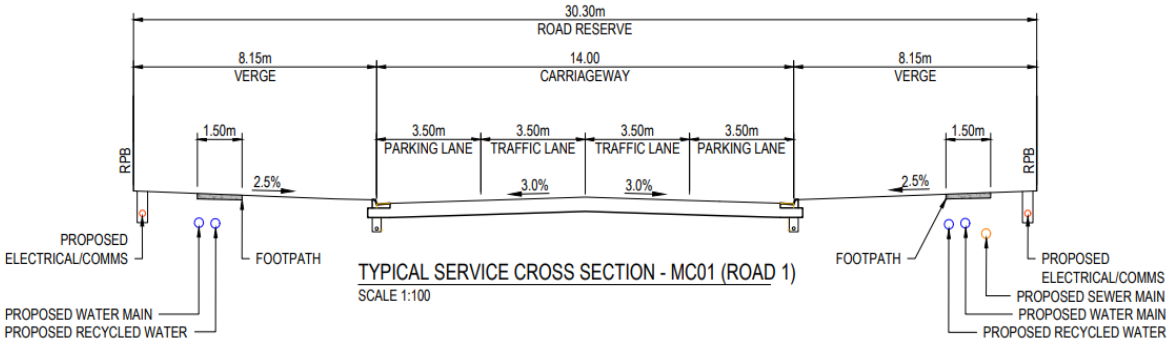
Figure 1 Original Internal Cross Section



Source: Queensland Streets

The proposed cross sections have been further developed with precinct planning in mind. Figure 2 and Figure 3 indicate the two proposed cross sections for the internal industrial access roads.

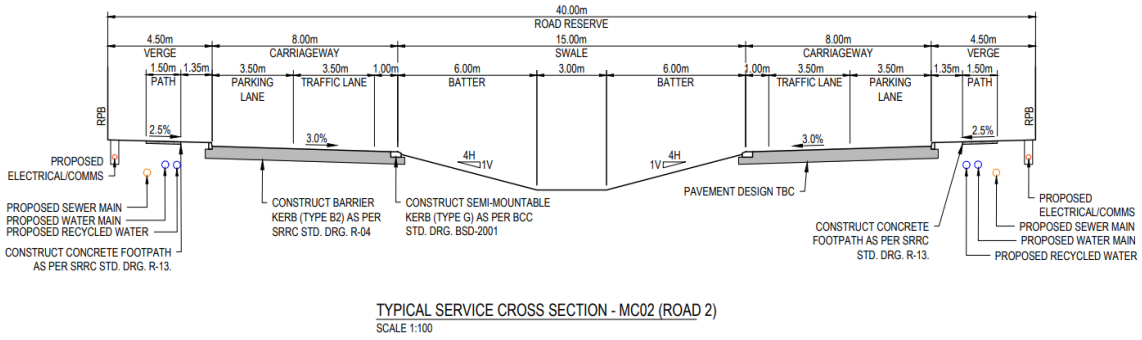
Figure 2 New Cross Section - Road 1 (30.3m)



Source: Stantec drawing, 510357-001-CI-SK101 Rev 1

The proposed cross section for Road 1 (Cunningham Highway to Wagner quarry) is shown above on Figure 2. The width of the road reserve has been increased from 22.0m to 30.3m. The carriageway width and number of traffic lanes remain the same as the approved cross section. The increase in width is attributed to the verge which will be a much more generous width than that of the original at 8.15m compared to 4.0m as indicated within the Queensland Street standards. The minor adjustments will have no impact on heavy vehicle traffic or movements as there have been minimal changes made.

Figure 3 New Cross Section – Road 2 (40.0m)



Source: Stantec drawing, 510357-001-CI-SK101 Rev 1

Figure 3 as shown above indicates a proposed road reserve of 40.0m for Road 2 (internal access from Road 1). This cross section shows the carriageway being median divided by a 15.0m wide swale. Each direction of travel includes 4.5m wide verge and 8.0m wide carriageway with 3.5m wide parking lane and 3.5m wide travel lane, adjacent to a 1.0m wide shoulder. This arrangement will be suitable for heavy vehicle access as the carriageway is generally consistent with the approved cross section. The provision of a divided carriageway will not prohibit access to properties, allowing for left in left out access.

A copy of the Stantec plan (510357-001-CI-SK101 Rev 1) is enclosed in Appendix B.

URBIS

CONCLUSION

This transport memorandum has been prepared to outline the transport related impacts associated with the updated lot layout. It has identified that the updated layout will result in reduced developable areas which will in turn reduce development generated traffic volumes. The most recently submitted RIA report provides assessment results representing a larger development impact than that estimated for the updated lot layout. Therefore, it is considered that there is no need to provide an updated transport assessment for the new lot layout.

Further to this, the proposed parking rates are recommended to be amended for two specific ancillary uses within the SRAIP, being:

- Digester (renewable energy facility): 5 parking spaces.
- Service station: 1 parking space per 20 sq.m of service station console area.

These rates are proposed to better reflect the likely demand for the uses.

Internal access road cross sections have been updated to widen the road reserve from 22.0m (originally assessed) to 30.3m and 40.0m for Road 1 and Road 2, respectively. The widths of travel lanes and parking lanes on all road carriageways are consistent with the approved cross section and therefore, the proposed widened design is considered to be suitable for access to lots.

Should you wish to discuss any matters raised in this letter, please contact the undersigned or Andy Johnston at (07) 3007 3800.

Yours sincerely,

Alice Shi
Associate Director, RPEQ 22028
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ashi@urbis.com.au

Enc:

Appendix A: SRAIP Concept Lot Layout, 142489-06, dated 14 February 2023, prepared by RPS

Appendix B: Civil Plans, 510357-001-CI-SK100 and SK101, dated 3 December 2019, prepared by Stantec

APPENDIX A SRAIP CONCEPT LOT LAYOUT

0 25 50 75 100 150 1 : 5,000 @ A1

KALFRESH
SCENIC RIM AGRICULTURAL INDUSTRIAL PRECINCT
6206 CUNNINGHAM HWY, KALBAR 4309 QLD

SRAIP OVERALL CONCEPT LOT LAYOUT PLAN

PLAN REF: 142489 – 06
Rev No: T
DATE: 14 FEBRUARY 2023
CLIENT: KALFRESH
DRAWN BY: NV
CHECKED BY: JC / PHE

Legend

- Site Boundary
- SRAIP Precinct Boundary
- Existing Contours (1 metre)
- Existing Boundaries
- Existing Easement
- Proposed Stormwater Infrastructure (Common Property)
- Proposed Overland Flow (Easements, Part of Lot 18 and Lot 20)
- Proposed Cunningham Highway Frontage Common Property (3 metres wide)
- Proposed Utilities Common Property (4 metres wide)
- Proposed Bio Basin
- Proposed Water Storage Dam
- Proposed Effluent Irrigation
- Proposed Composting Lot
- Lechate Pond
- Proposed Composter Lot Access Track
- Proposed Plant & Equipment
- Proposed Windrow & Finished Product
- Proposed Stormwater Basin
- Proposed Wagner Quarry Access - *(not part of the SRAIP proposal and subject to separate development approval)*
- Significant Vegetation Area
- Access Track Connection to Composter Area
- Access Easement for Wagners Road Alignment
- Access Easement to Lot 19 (Composter) within Lot 11 (Digester)
- Swale

Yield Breakdown	
Industry Allotments	**Overall**
4000m² -1HA	3
1HA- 2.99HA	10
3HA +	2
Digester and Energy Site	1
Total Industry Allotments	**16**
Infrastructure	
Private Infrastructure Lot	1
Total Infrastructure Allotments	**1**
Rural Allotments	
Lot 18	1
Lot 19	1
Lot 20	1
Total Rural Allotments	**3**
Total Allotments	**20**

Land Budget		
	Overall	
	Area	**%**
Overall Area	**145.216 ha**	**100.0%**
Saleable Area		
Industry Allotments	**29.756 ha**	**20.5%**
Rural Allotments	**104.224 ha**	**71.8%**
Digester and Energy Site	**5.120 ha**	**3.5%**
Road		
Private Road	**3.849 ha**	**2.7%**
Wagners Access Track (Part Lot 70)	**0.820 ha**	**0.6%**
Common Property		
Stormwater Infrastructure	**0.382 ha**	**0.3%**
Utilities	**0.098 ha**	**0.1%**
Cunningham Highway Frontage	**0.267 ha**	**0.2%**
Infrastucture		
Sewer Treatment Plant, Water Treatment and Fire Fighting	**0.700 ha**	**0.5%**
Overland Flow (Part of Rural Lot 18)	***12.037 ha***	
Overland Flow (Part of Rural Lot 20)	***7.101 ha***	

Note:
All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.

Dimensions have been rounded to the nearest 0.1 metres.

Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.

Source Information:
Site boundaries: DCDB
Adjoining information: DCDB.
Contours: RPS Survey
Aerial photography: RPS Survey
Overland Flow Path: Aurecon
KRA Boundary: Scenic Rim Planning Scheme 2020

URBAN DESIGN
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520 Wickham Street
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Fortitude Valley QLD 4006
T +61 7 3539 9500
W rpsgroup.com

APPENDIX B CIVIL PLANS

DATE PLOTTED: 15 February 2023 4:54 PM BY: PAULO ZOTTIS

XREF's: XR-SURVEY; XR-CUTFILL OP2; XR-CONT-EXIST; XR-DSGN OP2; XR-CONT-DSGN OP2a
CAD File: \\aus\fcfs02\data\5103-57\001 - CIVIL ENGINEERING\Drawings\510357-001-CI-SK100-SK101.dwg

LAYOUT PLAN
SCALE 1:2000

0 50 100 150 200m
SCALE 1:2000 @A1

LEGEND

- PROPOSED PROPERTY BOUNDARY
- PROPOSED NOMINAL KERB LINE
- PROPOSED NON-POTABLE WATER MAIN — RW
- PROPOSED WATER MAIN — W
- PROPOSED SEWER MAIN — S
- PROPOSED TOP OF BATTER
- PROPOSED BOTTOM OF BATTER
- PROPOSED ELECTRICAL/COMMS — E/T/G
- OVERLAND FLOW PATH
- PROPOSED CONTOURS (0.25m) — 36.5
- EXISTING CONTOURS (0.5m) — 36.5
- EXISTING OVERHEAD ELECTRICAL — OH/E
- EXISTING POWER POLES — PP

NOTE:
REFER TO DRAWING 510357-001-CI-SK101
FOR TYPICAL SERVICES CROSS SECTIONS.

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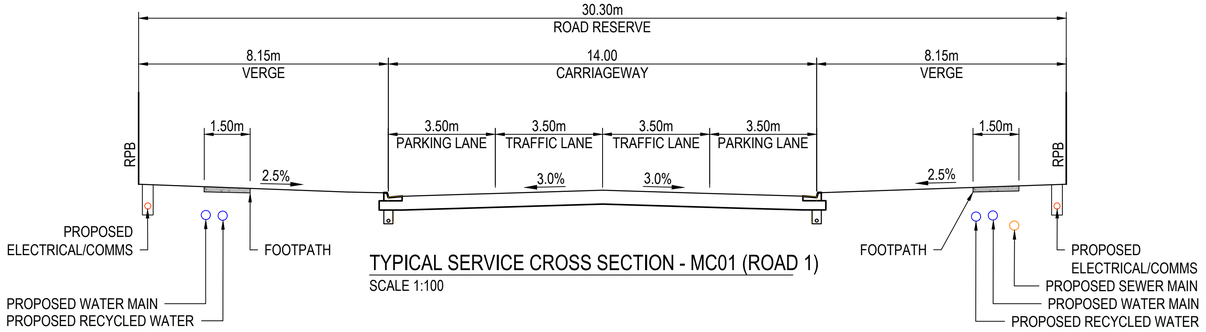
KALFRESH PTY LTD

SERVICES LAYOUT PLAN

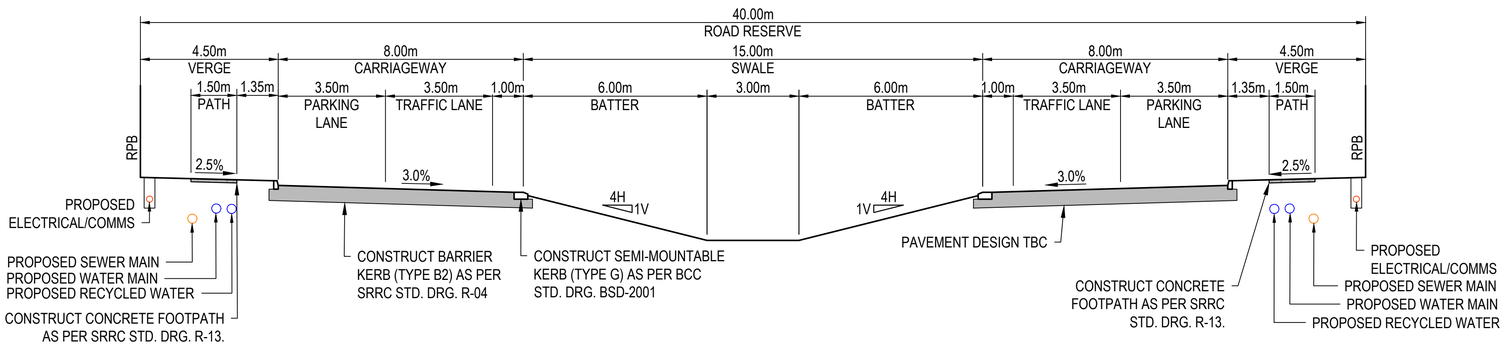
Datum	Date	Scale	Size
AHD	3/12/2019	AS SHOWN	A1

Drawing Number	Revision
510357-001-CI-SK100	1



TYPICAL SERVICE CROSS SECTION - MC01 (ROAD 1)

SCALE 1:100



TYPICAL SERVICE CROSS SECTION - MC02 (ROAD 2)

SCALE 1:100

0 1 2 4 6 8 10m

SCALE 1:100 @A1

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TYPICAL SERVICES CROSS SECTIONS

Datum	Date	Scale	Size
AHD	3/12/2019	AS SHOWN	A1

Drawing Number	Revision
510357-001-CI-SK101	1