

**Gas Import Jetty and Pipeline Project
Traffic and Transport Evidence by Hilary Marshall
On behalf of Mornington Peninsula Shire Council**

**Traffic issues to be
resolved as of 11 Nov 2020**

- Appendix J to Pipeline Construction Environment Management Plan (CEMP), Day 2 version
 - Performance objectives and standards - A8
- Environmental Performance Requirements
 - EPR TP07

Appendix J to Pipeline Construction Environment Management Plan, Day 2 version

Performance objectives and standards - A8

A8

A Traffic Management Plan (TMP), approved by the relevant local government authorities and VicRoads, will be in place prior to the commencement of construction. The TMP will include the following:

- Stakeholder and communications arrangements
- Public transport [and school bus](#) disruption management
- [Pedestrian & cyclist connectivity](#)
- Level crossing audit requirements for the level crossing adjacent to Frankston-Flinders Road
- Road safety audit requirements [including review of performance of key intersections and safe intersection sight distance \(SISD\) and any necessary mitigation measures](#)
- [Car parking management](#)
- Pavement strength survey and condition assessment requirements
- [The design, construction and management measures for access point intersections to provide safe vehicle movements](#)

Pre-construction

[C Dunstan evidence](#)

[C Dunstan Reply evidence](#)

ratio:

I agree with the highlighted changes, including dot point 5, with the exception of the reference to 'key intersections' needing to be further defined as follows:

Additional text to CEMP - A8 dot point 5

As currently proposed:

- Road safety audit requirements, including review of performance of key intersections and safe intersection sight distance (SISD) and any necessary mitigation measures

Additional text:

Key intersections are to include as a minimum:

- Tyabb-Tooradin Road / Bungower Road
- Western Port Highway / Bungower Road
- Western Port Highway / Tyabb-Tooradin Road
- Frankston-Flinders Road / Western Port Highway / Denham Road
- Frankston-Flinders Road / Marine Parade
- Woolleys Road / Stony Point Road

Assessment of the above intersections was supported by Ms Dunstan acting on behalf of the proponent, and although she didn't feel they needed to be referenced specifically, the fact that they were not considered in the EES TIA or Ms Dunstan's original evidence statement, highlights why they do need to be specifically mentioned.

Environmental Performance Requirements (EPR)

ratio:

- It is understood that the EPRs are specific to the Gas Import Jetty Works and ongoing operational matters.
- Therefore, it is my understanding that the concerns I have raised with the EPRs will need to be addressed in the CEMP A8 requirements, with the exception of EPR TP07 – Nitrogen Transport Plan

EPR TP07 as currently proposed

ratio:

MM-EPR ID	ENVIRONMENTAL PERFORMANCE REQUIREMENT	TIMING	ASSOCIATED RISK ID	OTHER PARTY CHANGES	AGL RESPONSE
<p>MMEPR-TP07</p>	<p>Nitrogen Transport Plan</p> <p>A Nitrogen Transport plan will be developed. This plan will include identifying the preferred route(s), management measures at key intersections and permit requirements for access to <u>roads that</u> are not approved B-Double routes. Alternative roads to bypass Hastings and Somerville town centres will be used where possible.</p>	<p>Operation</p>	<p>TP10, TP 11</p>	<p>Mornington Peninsula Shire Council</p> <p>Proposed amendment in Document 120:</p> <p>Nitrogen Transport Plan</p> <p>A Nitrogen Transport plan will be developed and updated at least every 5 years to the satisfaction of the Responsible Authority. This plan will include</p> <ul style="list-style-type: none"> a) identifying the preferred route(s), management measures at key intersections and permit requirements for access to <u>roads that</u> are not approved B-Double routes. Alternative roads to bypass Hastings and Somerville town centres will be used where possible. b) a Road Safety Audit of any blackspot intersections identified on the 'preferred' route and mitigated appropriately; c) road pavement strength testing with mitigation to the satisfaction of the Responsible Authority as appropriate. 	<p>Mornington Peninsula Shire Council</p> <p>Not accepted based on the evidence of Ms Dunstan.</p>

Suggested EPR TP07 wording

MM-EPR ID	ENVIRONMENTAL PERFORMANCE REQUIREMENT	TIMING	ASSOCIATED RISK ID
MMEPR-TP07	<p>Nitrogen Transport Plan</p> <p>A Nitrogen Transport plan will be developed and updated at least every 5 years to the satisfaction of the Responsible Authority.</p> <p>This plan will include identifying the preferred route(s), management measures at key intersections and permit requirements for access to roads, that are not approved B-Double routes. Alternative roads to bypass Hastings and Somerville town centres will be used where possible.</p> <p>A Road Safety Audit shall be undertaken of any blackspot intersections or road segments identified on the 'preferred' route and mitigated appropriately.</p>	Operation	TP10, TP 11

ratio:

- As the delivery of Liquid Nitrogen is expected to occur for at least the next 20 years, a review of the plan and any incidents that may have occurred would be good practice and a reasonable expectation in my opinion.
- The inclusion of a Road Safety Audit of the preferred route/s should be undertaken prior to commencement of this activity and should be a separate exercise to the construction related RSA.