M^CLAREN TRAFFIC ENGINEERING

Address: Shop 7, 720 Old Princes Highway Sutherland NSW 2232
Postal: P.O Box 66 Sutherland NSW 1499

Telephone: (02) 9521 7199
Web: www.mclarentraffic.com.au
Email: admin@mclarentraffic.com.au

Division of RAMTRANS Australia ABN: 45067491678 RPEQ: 19457

Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

27th October 2021 Reference: 190133.02FB

Hanson Construction Materials Pty Ltd
Attention: Ashleigh Zarlenga

LETTER OF RESPONSE TO DEPARTMENT OF PLANNING & TFNSW FOR THE PROPOSED EASTERN CREEK RESOURCE RECOVERY FACILITY AT HONEYCOMB DRIVE, EASTERN CREEK

Dear Ashleigh,

Reference is made to your request to provide Letter of Response to Department of Planning & TFNSW for the Eastern Creek Resource Recovery Facility at Honeycomb Drive, Eastern Creek, with amended proposed plans depicted in **Annexure A**). This letter is in response to Transport for New South Wales (TfNSW) letter dated 15th April 2021 and the Department of Planning (DoP) letter dated 30th April 2021. The comments made by the DoP and TfNSW relevant to traffic and parking are shown below (italicised) with *M^CLaren Traffic Engineering*'s (MTE) response thereafter.

TfNSW

1. *It is required that the applicant be conditioned to provide bicycle parking and end of trip facilities in accordance with the Eastern Creek Precinct Plan and Australian Standards AS1742.9:2019 Manual of Uniform Traffic Control Devices – Bicycle Facilities, and Cycling Aspects of Austroads Guides including:*

    - *Locate bicycle parking and storage facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with AUSTROADs guidelines.*

MTE Response: There is no objection to conditioning the provision of bicycle spaces. The Eastern Creek Precinct Plan outlines a provision of 1 space per 600m^2 of office space, resulting in a requirement of one (1) bicycle space. The provision of one (1) bicycle space, does not really promote bicycle facilities to and from the site, as such it is recommended that four (4) bicycle space be provided, which is roughly 15% of all staff arriving to the site.

DoP

Traffic and Transport

- *Provide swept path diagrams that show the largest vehicles can:*
    - *Safely pass while travelling around the site*
    - *Enter and exit the truck parking safely*
    - *Enter and exit the shed to receive and dispatch materials*
- *Describe how traffic would be controlled to effectively manage vehicles entering and exiting the site.*

MTE Response: How the site manages its on-site heavy vehicle traffic entering and exiting the site is outside the scope of MTE's expertise, as we are not operators of Resource Recovery Facilities. This is for others to address. Regarding the relevant swept path testing, refer to **Annexure B**, demonstrating all requested movements.

The only area that does not provide internal two-way passing is the south-east corner. Whilst this is the case, the operation is still deemed safe, as intervisibility is provided between passing areas.

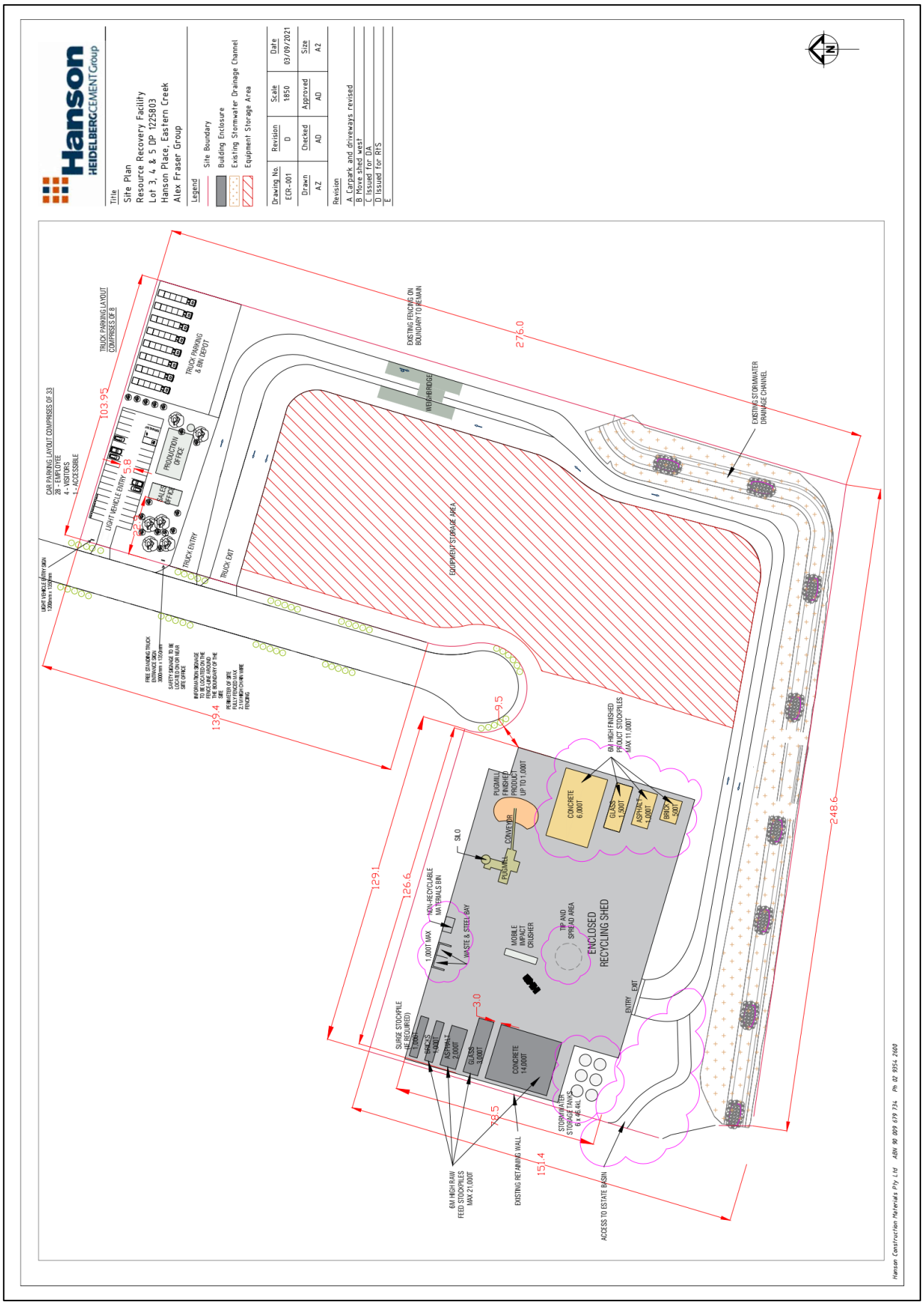
Heavy vehicle sight distance measures as 2.5m from the ground, as such vehicles can see opposing vehicles and act accordingly, i.e., wait to give-way to opposing vehicles prior to the bend. In addition, on-site management can ensure that the operation of the site does not result in large vehicle opposing each other at this location, via a Plan of Management. Alternatively, to the above the road corner is to be widened to allow for two-way passing at all times.

Please contact the undersigned on 9521 7199 should you require further information or assistance.

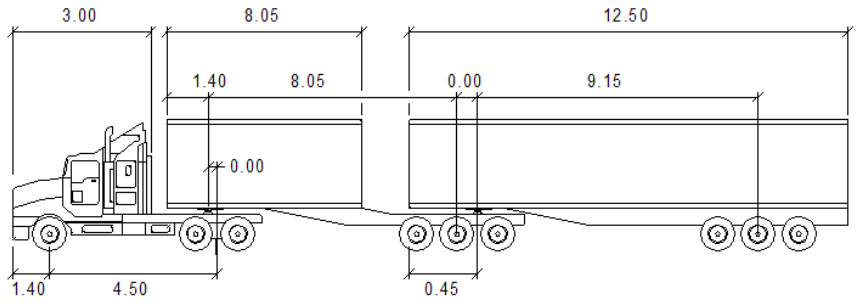
Yours faithfully,
McLaren Traffic Engineering

Matthew McCarthy
Senior Traffic Engineer
BE Civil Engineering
Masters of Engineering Science
RMS Accredited Level 1 Road Safety Auditor
RMS Accredited Work Zone Traffic Management Plan Designer and Inspector

ANNEXURE A: PROPOSED PLANS
(SHEET 1 OF 1)

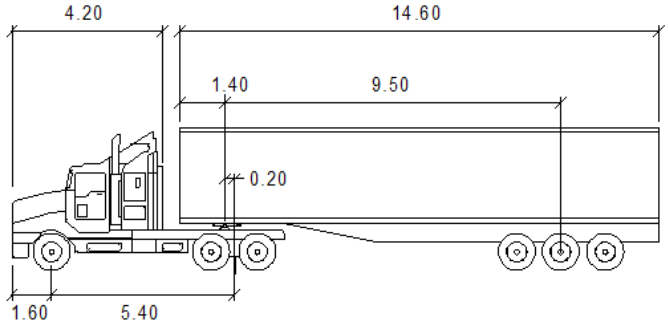


ANNEXURE B: SWEPT PATH TESTING
(SHEET 1 OF 7)



B-double

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 23.4
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		



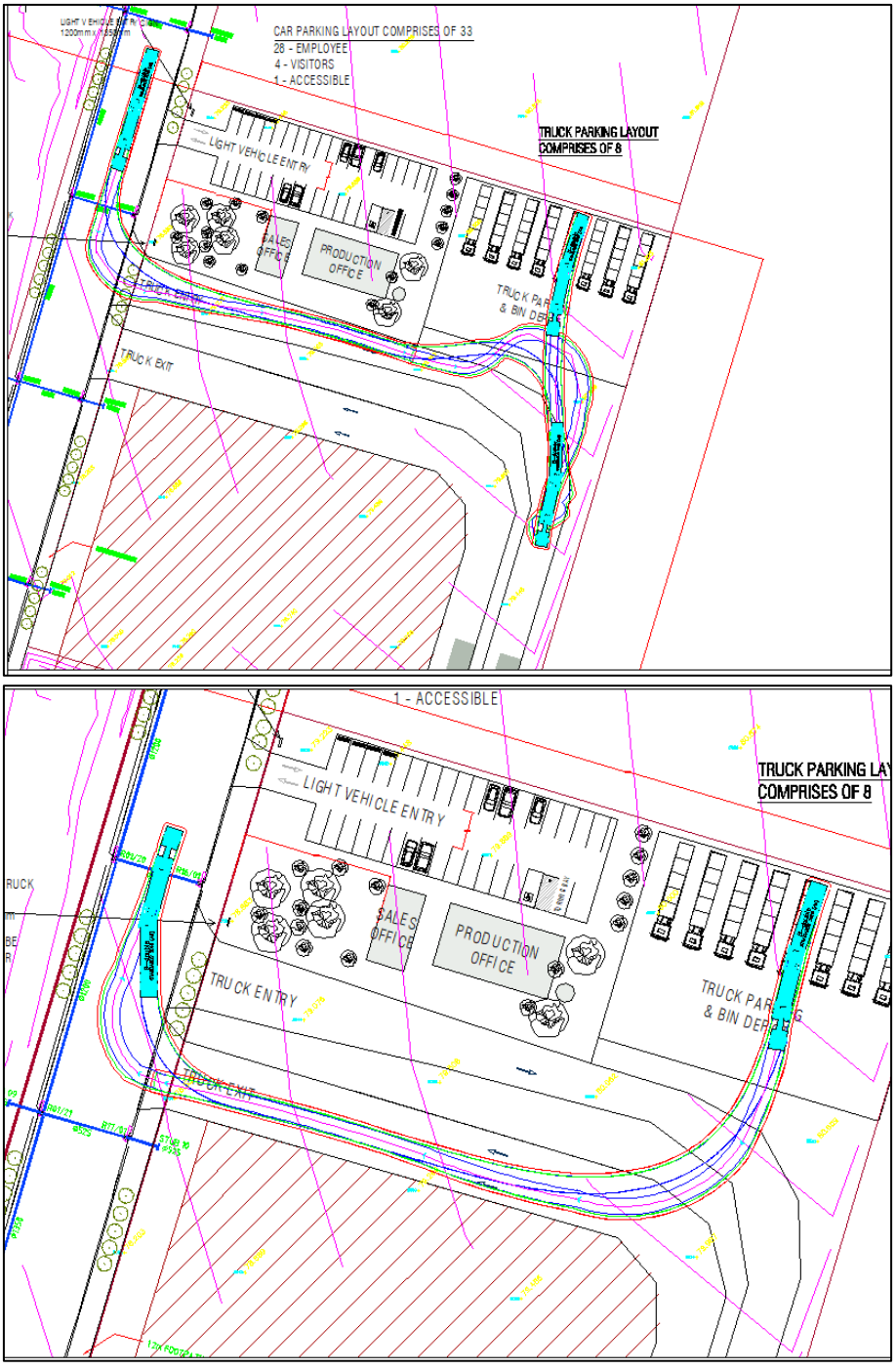
AV

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		

26m B-double & 20m Length Articulated Vehicle Templates

ANNEXURE B: SWEPT PATH TESTING

(SHEET 2 OF 7)



26m B-double into and out of truck parking area

Tested @ 5km/h

Successful

Blue – Vehicle Tyres

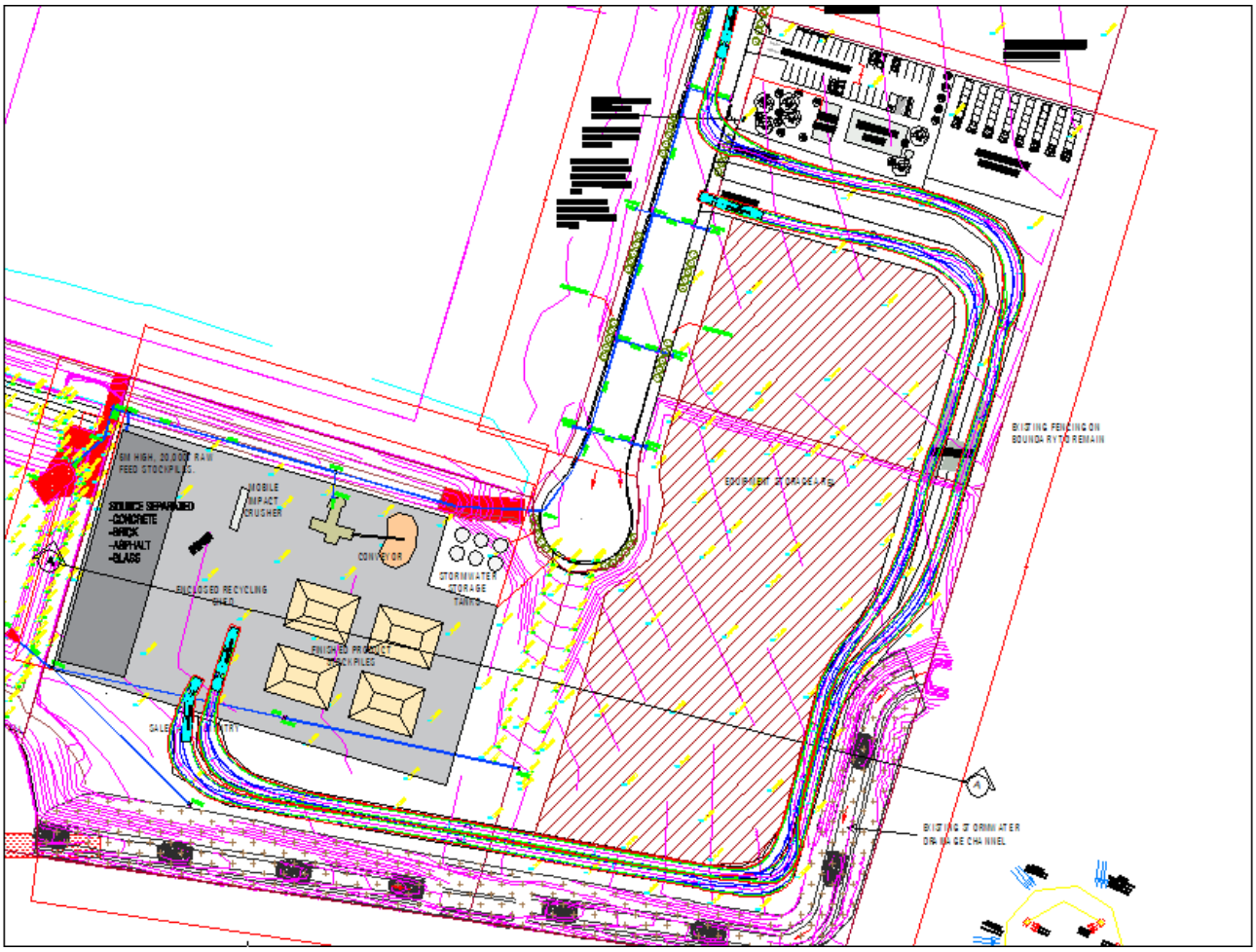
Green – Vehicle Body

Red – 500mm Clearance

It should be noted that the operation of parking management will be to the discretion of the operator.

ANNEXURE B: SWEPT PATH TESTING

(SHEET 3 OF 7)



20m length Articulated vehicle circulation within entire site.

Tested @ 5km/h

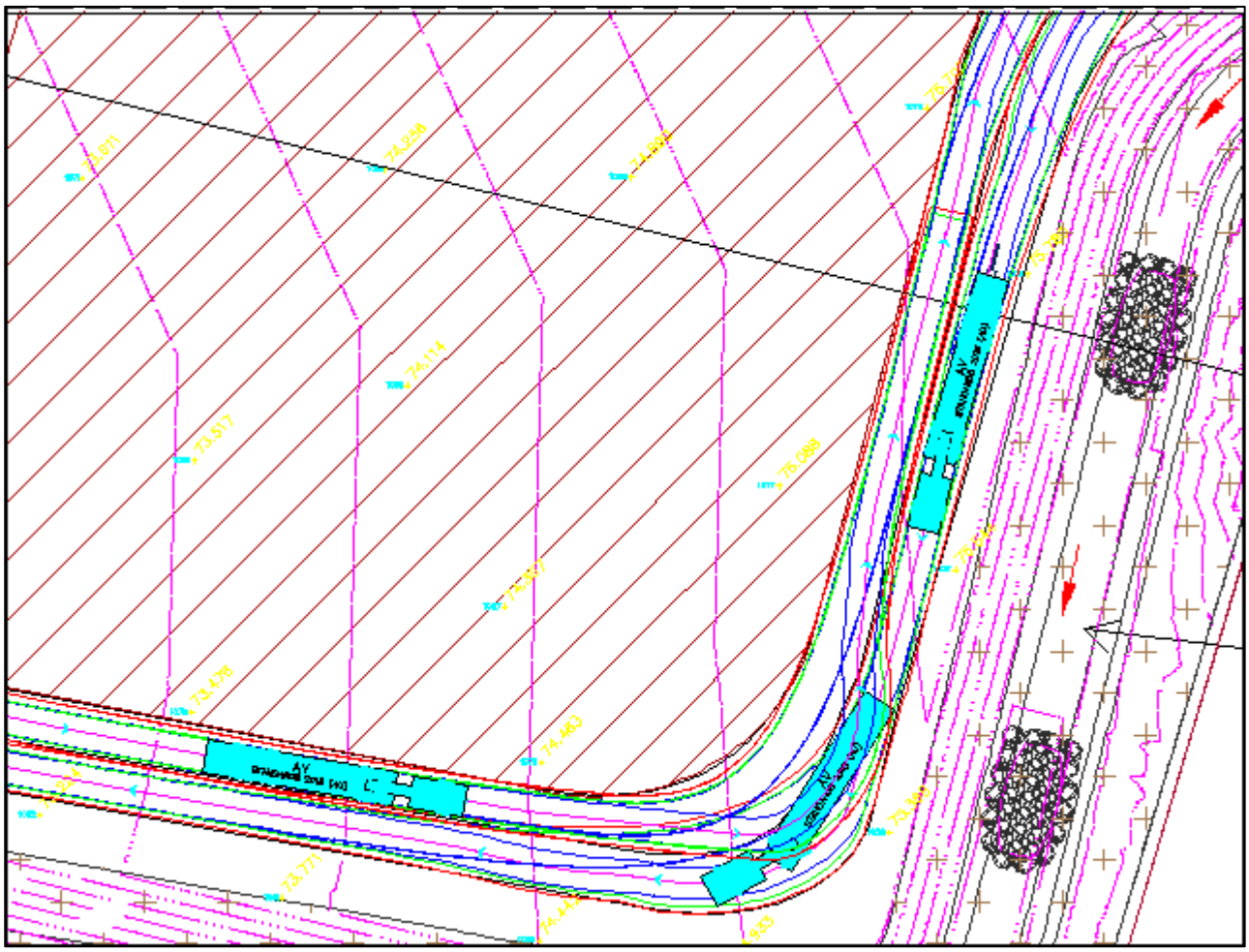
Successful – Note, two-way passing is not possible around the south-east corner, refer to the following page for further detail

Blue – Vehicle Tyres

Green – Vehicle Body

Red – 500mm Clearance

ANNEXURE B: SWEPT PATH TESTING
(SHEET 4 OF 7)

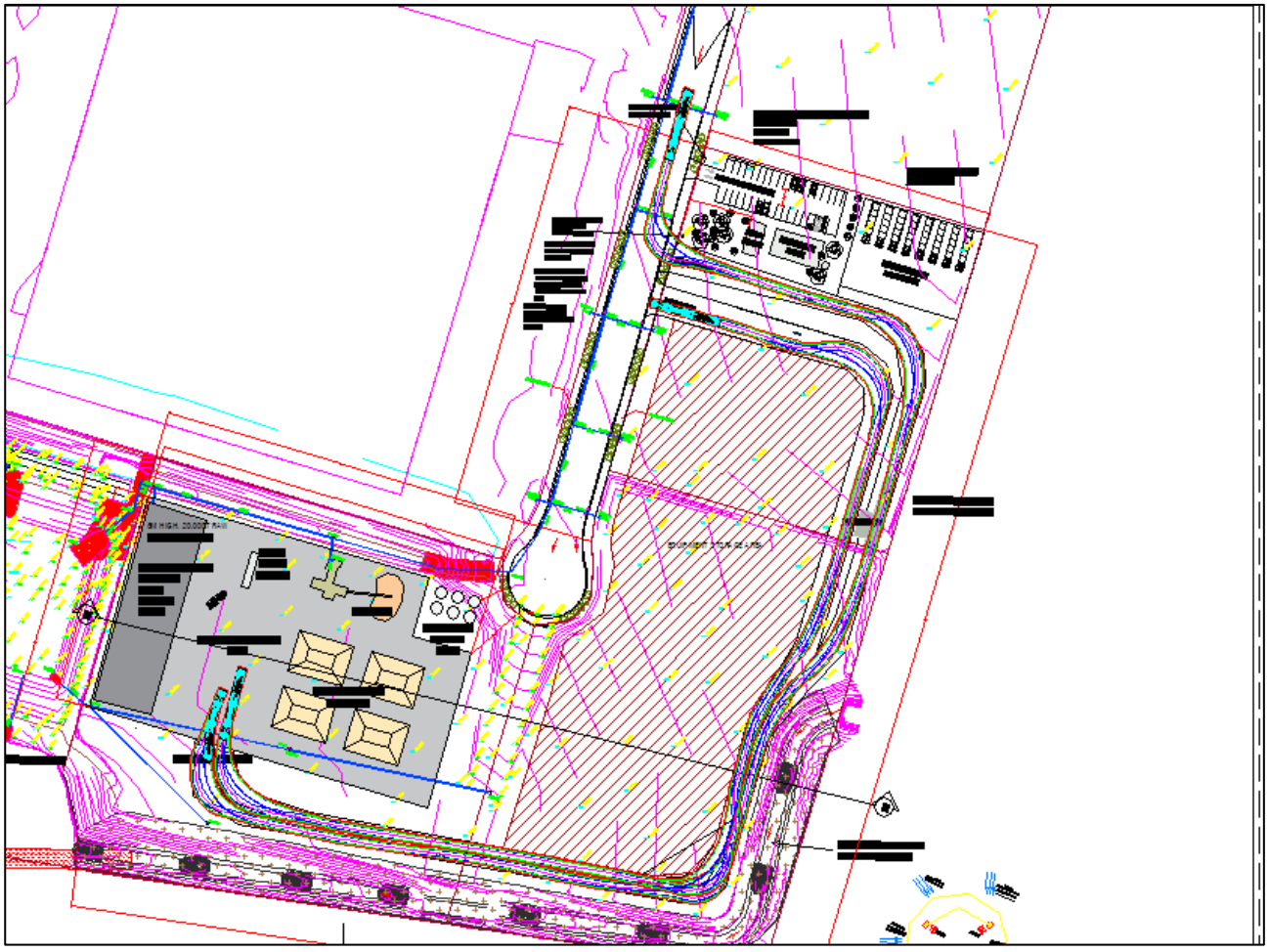


As shown above, two-way passing is not possible around the corner, while this is the case the above is a safe operation, as intervisibility is provided between passing areas.

Heavy vehicle sight distance measures as 2.5m from the ground, as such vehicles can see opposing vehicles and act accordingly, i.e., wait to give-way to opposing vehicles prior to the bend. In addition, on-site management can ensure that the operation of the site does not result in large vehicle opposing each other, via a Plan of Management.

Alternatively, to the above the road corner is to be widened to allow for two-way passing at all times.

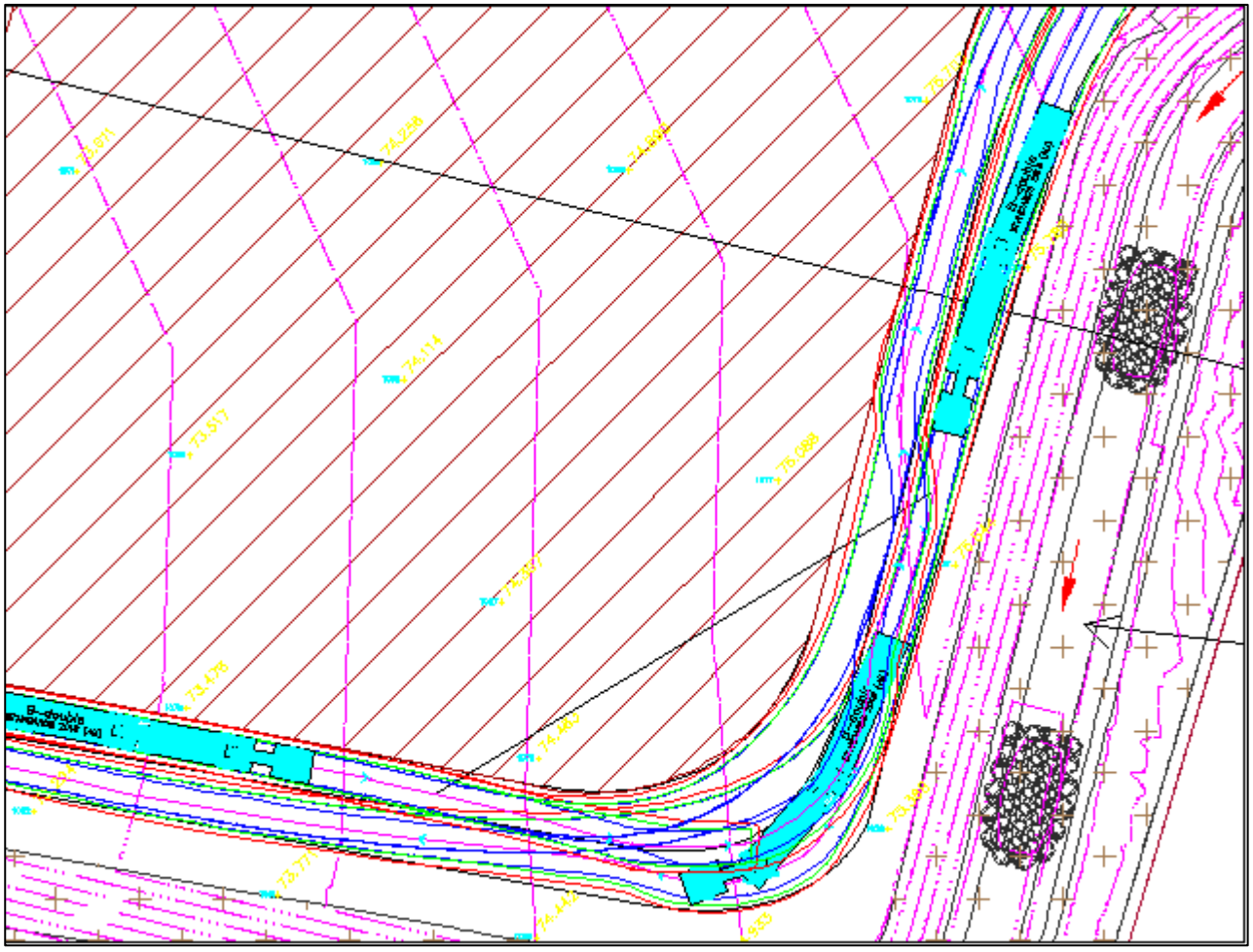
ANNEXURE B: SWEPT PATH TESTING
(SHEET 5 OF 7)



26m B-Double vehicle circulation within entire site.
Tested @ 5km/h
Successful – Note, two-way passing is not possible around the south-east corner, refer to the following page for further detail

Blue – Vehicle Tyres
Green – Vehicle Body
Red – 500mm Clearance

ANNEXURE B: SWEPT PATH TESTING
(SHEET 6 OF 7)



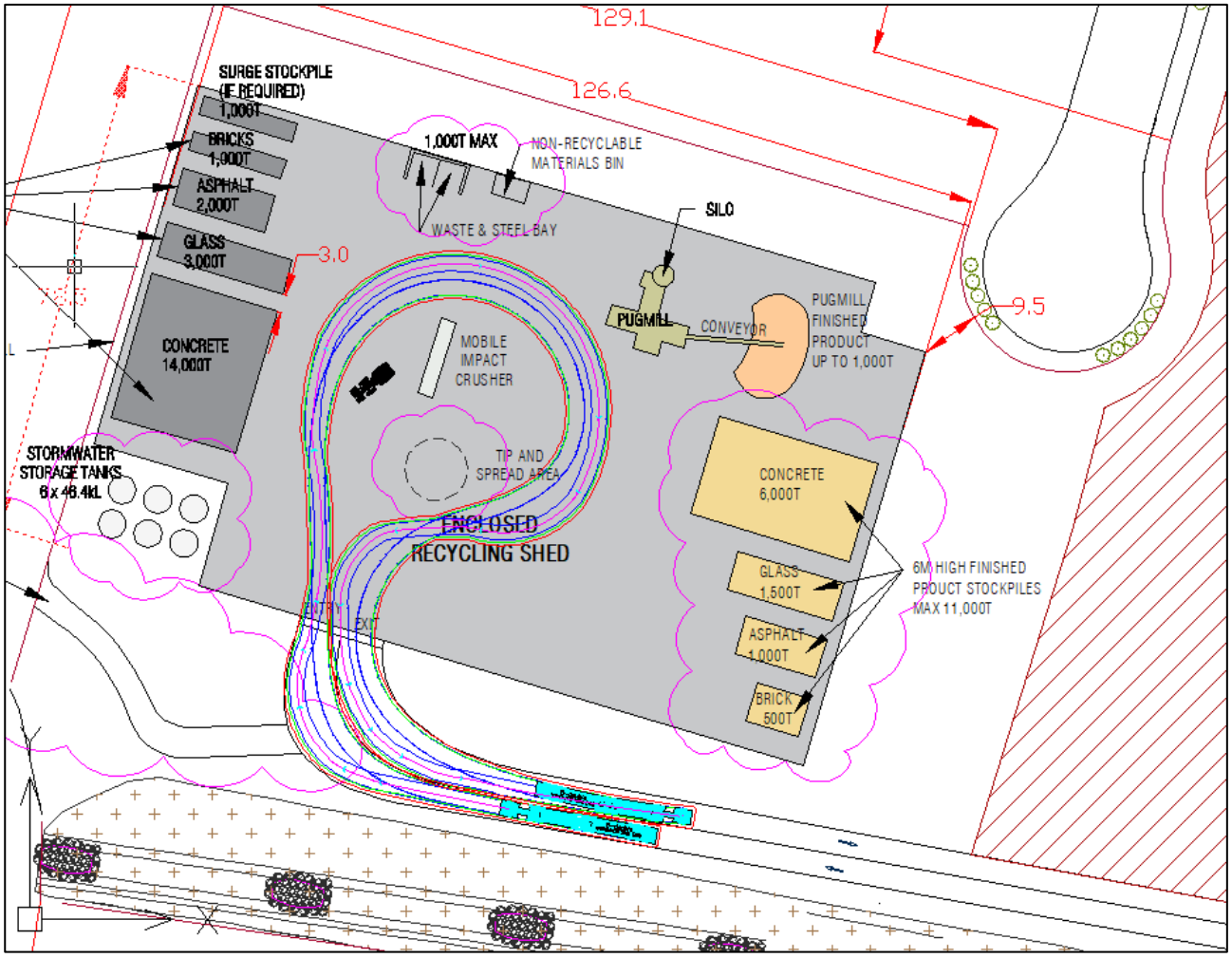
As shown above, two-way passing is not possible around the corner, while this is the case the above is a safe operation, as intervisibility is provided between passing areas.

Heavy vehicle sight distance measures as 2.5m from the ground, as such vehicles can see opposing vehicles and act accordingly, i.e., wait to give-way to opposing vehicles prior to the bend. In addition, on-site management can ensure that the operation of the site does not result in large vehicle opposing each other, via a Plan of Management.

Alternatively, to the above the road corner is to be widened to allow for two-way passing at all times.

ANNEXURE B: SWEPT PATH TESTING

(SHEET 7 OF 7)



26m b-double turning around within the enclosed shed. Area shown above to be kept clear for circulation

Tested @ 5km/h

Successful

Blue – Vehicle Tyres

Green – Vehicle Body

Red – 500mm Clearance