

Our Ref: SYD19/01630/02
DPIE Ref: SSD-10407

9 December 2020

Mr Jim Betts
Secretary
Department of Planning Industry and Environment
12 Darcy Street,
Parramatta NSW 2150

Attention: Ellen Luu

Dear Mr Betts,

**SSD-10407L EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT (EIS)
LIQUID WASTE TREATMENT PLANT
14-16 KIORA CRESCENT, YENNORA**

Thank you for referring the Environmental Impact Statement (EIS) to Transport for NSW (TfNSW) comment. TfNSW has reviewed the EIS and provides the following advisory comments for the Department's consideration in **TAB A**.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Divna Cvetojevic, Development Assessment Officer, on 0455 515 259 or by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



Brendan Pegg
Senior Land Use Planner
Planning and Programs, Greater Sydney Division

TAB A

Comment:

TfNSW notes that the swept path diagram (Appendix 8C) shows that the incoming trucks will be required to manoeuvre out of the 14 Kiora Crescent vehicle crossover, before reversing into the site.

Recommendation:

As Kiora Crescent is under the care and control of Council, the proposed swept path design of the vehicle movements should be in accordance with Council's requirements. TfNSW requests that this addressed as part of the Response to Submissions (RtS).

Comment:

The application seeks to process out-of-date liquid product/food waste destruction which will generate some 10,000 tonnes of outgoing waste. This includes solid waste such as cardboard, plastic, timber, steel etc. However, TfNSW questions whether additional traffic generation will be created as part of this outgoing waste.

Recommendation:

TfNSW requests that the proponent clarifies this as part of the RtS.

Comment:

The proposed access arrangements and parking provisions should be in accordance with Australian Standards.

Recommendation:

TfNSW recommends that the proponent is conditioned to the following:

- The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004, AS2890.6-2009 and AS 2890.2-2018 for heavy vehicle usage. Parking Restrictions may be required to maintain the required sight distances at the driveway.

Comment:

The development may impact the transport network due to construction activities.

Recommendation:

TfNSW recommends that the proponent is conditioned to the following:

- A Construction Pedestrian and Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements, and cumulative traffic impact of concurrent projects within the area and any potential impacts to general traffic, cyclists, and pedestrians should be submitted to Council for approval.

Transport for NSW

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