

Our ref: STH07/01072/11  
Contact: Rachel Carocci 4221 2548  
Your ref: SSD-21184278

15 June 2021

Sally Munk  
Department of Planning, Industry & Environment  
BY EMAIL: Sally.Munk@planning.nsw.gov.au

## **MAJOR PROJECTS SSD-21184278 – REQUEST FOR ADVICE - WOODLAWN ADVANCED ENERGY RECOVERY CENTRE**

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Dear Sally

Transport for NSW (TfNSW, formerly Roads and Maritime Services) refers to your correspondence dated 3 June 2021 requesting advice on the Planning Secretary's Environmental Assessment Requirements for proposed Woodlawn Advanced Energy Recovery Centre.

TfNSW interest is the impact of the proposal on the state road network. The relevant state classified roads in this location are Braidwood Road and the Federal Highway.

TfNSW requires the following issues to be addressed as part of the Environmental Impact Statement (EIS):

- A traffic impact study (TIS) is required. As a guide Table 2.1 of the RTA Guide to Traffic Generating Developments outlines the key issues that may be considered in preparing a TIS;
- The TIS needs to include the type of vehicles accessing the site, the likely daily and peak hour movements in and out of the site (including staff movements), the likely distribution of these movements (i.e. which direction they are coming from/going to) and the expected duration of the construction/operation (and associated traffic movements);
- The TIS also needs to outline predicted haulage routes, including over size over mass vehicles, and consider any impacts to the state road network (i.e. where the haulage route meets the state road);
- An assessment of the predicted impacts of this traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model. This is to include the identification and consideration of approved and proposed developments/planning proposals/road upgrades in the vicinity;
- Detailed plans of the site access and proposed layout to demonstrate vehicles loading, unloading or servicing can be accommodated on the site to avoid queuing on the road network, and to depict the internal road and pedestrian network and parking on site is in accordance with the relevant Australian Standards and Council's DCP;
- Provide a swept path analysis in accordance with Austroads turning templates to demonstrate that the largest vehicle likely to utilise the access can enter and exit the driveway in a forward direction and manoeuvring throughout the site; and
- Where the development has an impact on the performance of an intersection on the state road network an appropriate junction upgrade needs to be provided.

If you have any questions please contact Rachel Carocci on 4221 2548.

Please ensure that any further email correspondence is sent to [development.southern@rms.nsw.gov.au](mailto:development.southern@rms.nsw.gov.au)

Yours faithfully

A handwritten signature in blue ink, appearing to read 'R Carocci', with a small mark above the final 'i'.

Rachel Carocci  
Development Assessment Officer  
Community and Place | South Region