

1 December 2022

TfNSW reference: STH07/01072/15

Your reference: SSD-21184278

Department of Planning and Environment
By Email: sally.munk@planning.nsw.gov.au

Attention: Sally Munk

SSD-21184278 – Woodlawn Advanced Energy Recovery Centre

Dear Sally

Transport for NSW (TfNSW) is responding to the SSD-21184278 referred on 21 October 2022.

TfNSW has reviewed the information and is unable to properly assess possible impacts of the proposed development on the State Road network and its users. Details of additional required information are set out in Attachment 1.

If you have any questions, please contact Timothy Mahoney, Development Services Case Officer, on (02) 9549 9966 or email development.south@transport.nsw.gov.au.

Yours faithfully

A handwritten signature in grey ink, appearing to read "Timothy Mahoney".

Timothy Mahoney

Development Case Officer, Development Services

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SSD-21184278 – Woodlawn Advanced Energy Recovery Centre

Context

TfNSW notes:

- The key state road is Braidwood Road.
- The development proposes construction of an Advanced Energy Recovery Centre (ARC) to recover energy from waste at the Eco Precinct in Tarago, NSW.
- In EMM's Traffic Impact Assessment page 32 and 33 dated 8 July 2022 it is highlighted heavy vehicles, including Oversize Overmass (OSOM) may be required although specific haulage routes (including maps) have not been provided.
- Prior to determination of the SSD, consideration needs to be given to the routes of OSOM and B-Double vehicles that would be required as part of the construction of the ARC.
- This is required to assess the environmental/social impacts of the ARC, including consultation with the impacted community/s and public exhibition of any proposed works.

Additional required information

TfNSW requires the following additional information to assess the proposed SSD:

- Oversized and B-Double vehicles: Details are required on any B-Double and OSOM movements associated with the proposal as well as details on the route these vehicles will take (including a route map and swept paths of the relevant intersections) and any changes to the road network required to cater for B-Double and OSOM movements (e.g., removal of infrastructure, widening works, vegetation removal, etc).
- Strategic/Concept Design: Should it be identified that physical adjustments or mitigation measures are required that will impact a state/classified road then a strategic design for the proposed works will need to be prepared and submitted as part of the State Significant Development (SSD) assessment process/before SSD determination.
- TfNSW notes a 26m B-Double cannot turn left from Wallace Street into Braidwood Road without crossing into the opposing travel lane and cannot make the turn right from Braidwood Road into Wallace Street.
- TfNSW strongly recommends liaising with the Special Permits Unit on 1300 656 371 to assess the appropriateness of the routes and identify potential issues. Early consideration of these matters may identify that the proposed routes are not viable, or simply help to avoid unexpected costs and delays at a later stage of the project. It should be noted that the issuing of Special Permit may be subject to route and bridge assessments.

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