

6 April 2023

File No: NTH23/00174/01
Your Ref: PAE-56986241

The Director
Planning and Assessment
Department of Planning & Environment
NSW Major Projects Portal

Attention: Nick Hearfield

SSISEARS: 56980459

SEARS Request, Thrumster Wastewater Scheme, L: 14 DP: 1139180, 433 Fernbank Road Thrumster

I refer to your email of 31 March 2023 requesting input from Transport for NSW (TfNSW) to the Secretary's Environmental Assessment Requirements (SEARs) for the abovementioned development proposal.

Roles and Responsibilities

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy*.

Pacific Highway (A1), Pacific Highway (HW10) and Oxley Highway are classified State roads., Hastings River Drive and Fernbank Creek Road are local roads. Council is the roads authority for all public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

The subject site shares a common boundary with the Oxley Highway which is a Controlled Access Road by notification in Government Gazette. Accordingly direct access across this common boundary is restricted.

Transport for NSW Response

TfNSW requests that a Traffic Impact Assessment (TIA) be prepared by suitably qualified person/s in accordance with the Austroads Guide to Traffic Management Part 12, the complementary TfNSW Supplement and RTA Guide to Traffic Generating Developments. The TIA should include, but not necessarily be limited to, an assessment of the considerations outlined in **Attachment A**.

Should you require further information please contact Tim Chapman, Development Services Case Officer, on 1300 207 783 or 0412274356 or by emailing development.north@transport.nsw.gov.au.

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Yours faithfully



Court Walsh

A/Team Leader Development Services
North Region | Community & Place
Regional & Outer Metropolitan

Enc. ATTACHMENT A - Requested TIA consideration for SEAR

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ATTACHMENT A - Traffic Impact Assessment – Requested considerations for SEAR

For context, this attachment must be read with TfNSW letter of 6 April 2023 reference number NTH23/00174/01

Traffic Impact Assessment (TIA) be prepared by suitably qualified person/s in accordance with the Austroads Guide to Traffic Management Part 12, the complementary TfNSW Supplement and RTA Guide to Traffic Generating Developments.

The TIA is to identify the impacts of the development and the proposed on-site and off-site measures proposed to mitigate the impacts of the development on any road or rail related infrastructure. The TIA must explain and justify all inputs informing the proposed mitigation measures and TIA conclusions.

The TIA should be tailored to the scope of the proposed development and include, but not be limited to, the following:

- Heavy vehicle and OSOM routes:
 - Identify all types of heavy and OSOM vehicles to be used by the project.
 - Undertake a logistics route analysis:
 - Details of the road geometry and alignment along the identified transport route/s, including existing formations, crossings, intersection treatments and any identified hazards. This should include;
 - Available sight distances at the site access and nearby intersections and any constraint to achieving the required sight distance for the posted speed limit.
 - An assessment of turn treatment warrants in accordance with the *Austroads Guide to Traffic Management Part 6* and *Austroads Guide to Road Design Part 4A* for intersections along the identified transport route/s, identifying the existence of the minimum basic turn treatments and addressing the need for any warranted higher order treatments.
 - Swept path analysis demonstrating the largest design vehicle entering and leaving the development, and moving in each direction through intersections along the proposed transport route/s.

The design vehicle templates used with the swept path analysis software are also requested in order for TfNSW to review the performance within the software (e.g. Autodesk Vehicle Tracking or Transoft AutoTURN).
 - Highlighting each at-risk road structures that the haulage route crosses including bridges, traffic signals, signage, major culverts, and minor culverts that may not meet the desirable cover to cater for proposed axle loads.
 - National Heavy Vehicle Regulator (NHVR) approved routes identified on the Restricted Access Maps (RAV MAP) are to be utilised for the heavy vehicle routes for the proposed development.

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- A map of the surrounding road network identifying the site access, nearby accesses, intersections and transport related facilities.
- A map of the proposed transport route/s identifying all public roads proposed to obtain access from the classified (State) road/s to the development site.
- The total impact of existing and proposed development on the road network with consideration for a 10 year horizon. This should include;
 - Identify Annual Average Daily Traffic (AADT) volumes with percentage heavy vehicles along the transport route/s and diagrammatically demonstrate AM and PM peak hour movements at key intersections.
 - Background traffic data from published sources and/or recent survey data. The source of data and any assumptions are to be clearly explained and justified, including the growth rate applied to the future horizon. Due to the impact of COVID-19 on travel patterns, traffic counts undertaken at this time may not be representative of normal volumes. Alternative approaches to understanding the impact of COVID-19 on traffic patterns should be discussed with TfNSW.
 - The volume and distribution of existing and proposed trips to be generated by the construction, operational and decommission phases of the development. This should identify the maximum daily and hourly demands generated by the development, particularly where they coincide with the network peak hour.
 - The type and frequency of design vehicles accessing the development site.
- Details of the road geometry and alignment along the identified transport route/s, including existing formations, crossings, intersection treatments and any identified hazards. This should include;
 - Available sight distances at the site access and nearby intersections and any constraint to achieving the required sight distance for the posted speed limit.
 - Available sight distances at intersections along the proposed transport routes and any constraint to achieving the required sight distance for the posted speed limit.
 - An assessment of turn treatment warrants in accordance with the Austroads Guide to Traffic Management Part 6 and Austroads Guide to Road Design Part 4A for intersections along the identified transport route/s, identifying the existence of the minimum basic turn treatments and addressing the need for any warranted higher order treatments.
 - Swept path analysis demonstrating the largest construction design vehicle entering and leaving the development, and moving in each direction through intersections along the proposed transport route/s.
- Capacity analysis using SIDRA or other relevant application, to identify an acceptable Level of Service (LOS) at intersections with the classified (State) road/s, and where relevant, analysis of any other intersections along the proposed transport route/s.
- A review of crash data along the identified transport route/s for the most recent 5 year reporting period and an assessment of road safety along the proposed transport route/s considering the safe systems principles adopted under Future Transport 2056.
- Strategic (2D) design drawings of all proposed road works and the site access demonstrating scope, estimated cost and constructability of works required to mitigate the impacts of the development on road safety, traffic efficiency and the integrity of

transport infrastructure. Works must be appropriately designed for the existing posted speed limit.

- Site plan demonstrating site access, internal manoeuvring, servicing and parking areas consistent with the relevant parts of AS2890 and Council requirements.
- Details of measures to address impacts and/or provide connections for public transport services and active transport modes, such as, public and school bus services, walking and cycling.
- Details of measures to ameliorate the impacts of road traffic noise, dust, and/or glare generated along the proposed transport route/s.
- Details of any Traffic Management Plan (TMP) proposed to address the construction and operation phases of the proposed development. The TMP should be prepared and implemented in accordance with *Australian Standard 1742.3* and the *Work Health and Safety Regulation 2017*. It is recommended that any TMP include, but not necessarily limited to, the following;
 - A map of the primary transport route/s highlighting critical locations.
 - An induction process for vehicle operators and regular toolbox meetings.
 - Procedures for travel through residential areas, school zones and/or bus route/s.
 - any proposed temporary measures such a Traffic Guidance Scheme (TGS)
 - A Driver Code of Conduct for heavy vehicle operators.
 - A complaint resolution and disciplinary procedure.
- Community consultation measures proposed for peak periods.

Where road safety concerns are identified at a specific location along the proposed haulage routes, TfNSW suggests that the TIA be supported by a targeted Road Safety Audit undertaken by suitably qualified persons in accordance with the Austroads Guidelines.

Any roadwork on classified State road/s is to be designed and constructed in accordance with the current Austroads Guidelines, Australian Standards and [TfNSW Supplements](#).

The developer will be required to enter into a Works Authorisation Deed (WAD) with TfNSW for any roadwork deemed necessary on the classified (State) road. The developer will be responsible for all costs associated with the roadwork and administration for the WAD. It is recommended that developers familiarise themselves with the requirements of the WAD process. Further information can be obtained from the TfNSW [website](#).