

Industry Assessments  
Department of Planning, Industry & Environment  
GPO Box 39  
Sydney NSW 2001

Attention: Emma Barnet

Dear Ms Barnet,

**New Request for Advice - Moss Vale Plastics Recycling Facility  
(SSD-9409987) (Wingecarribee Shire)**

Thank you for your correspondence via the Major Projects Planning Portal (ref: PAE-9419686) dated 23 September 2020 requesting Transport for NSW (TfNSW) provide input to the Secretary's Environmental Assessment Requirements (SEARs) for the above.

Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services (Roads and Maritime), and TfNSW. This response reflects the advice from the new organisation.

The supporting documentation provided in support of the proposed development application has been reviewed, and the following comments are provided for inclusion in the SEARs:

A detailed transport and accessibility impact assessment should be prepared and include, but not be limited to, the following:

1. **Traffic Impact Assessment (TIA)**: A TIA is required to examine any potential transport/traffic related implications of the development. As a guide Table 2.1 of the RTA's *Guide to Traffic Generating Developments* outlines the key issues that should be considered in preparing a TIA. The TIA also needs to include, but not be limited to, the following:
  - a. Details on the types of vehicles that will access the development site (both heavy and light vehicles) during its operation. For heavy/service vehicles details are required on their size, their associated carrying capacity, etc. for both the receipt of required raw materials and the despatch of product. This should also include details on the maximum number of vehicles per day and per annum that the proposed development will generate including a breakdown into vehicle types and how these numbers correlate to the daily and annual limits for which approval is being sought. Details on how maximum vehicle numbers will be monitored to ensure ongoing compliance should also be provided;
  - b. Road transport routes that are to be used to provide access to and from the site (for both heavy and light vehicles) including details on the distribution of the traffic generated;
  - c. Consideration of the impacts to the state road network and identification of appropriate measures to mitigate the impact (i.e. intersections to be used by the development that connect with the classified road network). The assessment of impacts on key intersections, depending on traffic volumes generated by the development, may require SIDRA modelling to be provided (including the electronic files). Any SIDRA modelling undertaken must ensure the base model has been calibrated with on-site observations (i.e. queue lengths, delays, etc.), must be provided for AM and PM peak periods as well as a 10 year growth scenario and provide details on any defaults changed along with supporting justification; and

- d. Swept path diagrams to demonstrate the largest vehicles that will be using the classified road network where it connects with the local road network can undertake all required manoeuvres to enable access to and from the development site.

Please note the above relates only to potential impacts on the classified road network. Discussions should be had with Wingecarribee Shire Council in relation to the information they may require to be included in the TIA concerning local road impacts.

2. Access: Further details are required on the access as detailed in Section 2.5 of the Scoping Report (i.e. the unformed east-west road, Braddon Road, which is at the northern end of Beaconsfield Road and will connect with Lackey Road). Specifically, when this access will be provided and how access will be provided to the development site should this access not be in use prior to the commencement of the developments operation.
3. Strategic/Concept Design: Should it be identified as part of preparing the Environmental Impact Statement or during the assessment of the application that mitigation measures are required that will impact a classified road, then a concept design for the proposed works will need to be prepared and submitted. This is needed to clarify the scope of works, demonstrate the works can be constructed within the road reserve and allow the consent authority to consider any environmental impacts of the works as part of their assessment.

The concept design submitted must include, but not be limited to, legal property boundaries (including the existing road reserve boundaries based on a survey), existing and proposed lane configurations and lane widths at a number of locations along the length of the proposed works, etc. The design provided, should be based on a design speed which is 10km/h over the posted speed limit and should demonstrate compliance with the applicable requirements in Austroads Guide to Road Design and the relevant TfNSW supplements.

The detailed traffic impact assessment should address the relevant planning provisions, goals and strategic planning objectives in the following:

- a. Future Transport 2056 and supporting documents;
- b. NSW Freight and Ports Plans 2018-2023;
- c. Guide to Traffic Generating Developments 2002(RTA);
- d. TDT 2013/04a Guide to Traffic Generating Developments; and
- e. Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development.

Thank you again for the opportunity to provide feedback on the above development application. Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at [Robert.rutledge@transport.nsw.gov.au](mailto:Robert.rutledge@transport.nsw.gov.au).

Yours sincerely



6/10/2020

**Mark Ozinga**

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Customer Strategy and Technology

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