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Project Strategy
PO Box 271
SUTHERLAND NSW 1499

Attention: Mr Stewart Johnson

Re: Cleanaway Western Sydney Materials Recovery Facility
600 Woodstock Avenue, Glendenning
Scoping Report

Dear Stewart,

We refer to the subject State Significant Development (SSD) proposal which has undergone the pre-SSD application process with Blacktown City Council. A number of key items have been raised at the Blacktown City Council consultation meeting and these matters are addressed within the following scoping letter in anticipation of the preparation of the Secretary's Environmental Assessment Requirements (SEARS) for the subject proposal.

Outline of Proposal and Indicative Traffic Impacts

The proposed development seeks approval for a new purpose-built Materials Recovery Facility and associated ancillary office space. The facility has been designed to operate 24 hours a day and the plant equipment to have a capacity throughput of 120,000 tonnes per annum (tpa). There will be a maximum of 40 staff on-site at any one time (operational and office staff) and multiple shifts are expected inline with operational demands. Once operational at maximum capacity (120,000tpa) the site will accommodate the following truck movements:

- 160 rigid truck movements per day (80 in, 80 out); and
- 60 articulated (combination of B-Doubles, semi-trailers and truck & dogs) truck movements per day (30 in, 30 out).
- Peak arrival times for rigid trucks will be between 5am and 1pm whilst peak arrival times for articulated trucks will be between 5am and 5pm.

When taking into consideration the existing truck movements to/from the site (associated with the current industrial use), the above trucks volumes are not a net addition over existing conditions. As such, the assessment of keys intersections and SIDRA modelling discussed below is considered appropriate for this level of traffic volume. A Site Plan is presented in **Figure 1** and the response to Council's key concerns are below:

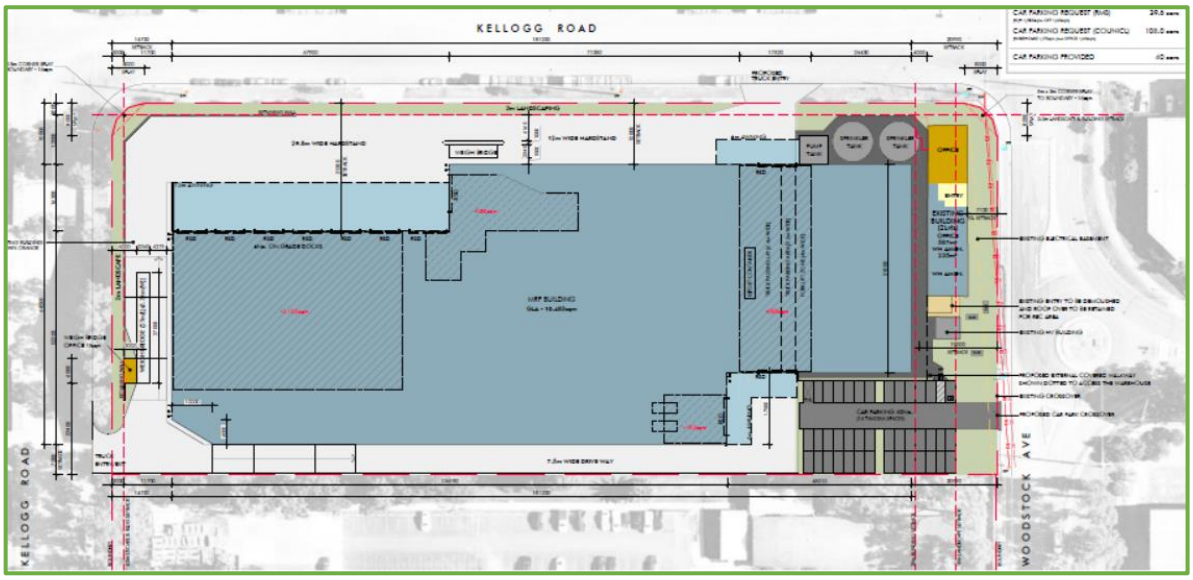

Figure 1: Site Layout Plan

Parking Provision

The Blacktown Development Control Plan 2015 (DCP) does not provide a car parking rate for Materials Recovery Facilities. The most applicable rate that the DCP provides is in relation to industry and warehouse uses, which prescribes the following:

- 1 space per 75m^2 GFA; plus
- 1 space per 40m^2 GFA for the office component.

Adoption of the above is rate is not considered appropriate as it is a generic rate that that does not reflect the daily operations and needs of the proposed development. Noting the proposed GFA and the small number of operational staff on-site at any one time, it is proposed that the car parking provision is determined by a demand-based assessment, using the number of operational staff members and the office GFA. Cleanaway (the operator) has several comparable developments located around Sydney from which reliable data is available concerning the anticipated number of operational/office staff and visitor arrivals expected for the site. A demand-based rate can be developed with the use of the information which is based on operational needs and will assess the parking demands of the development.

Tandem Parking

The provision of tandem spaces is considered acceptable for this type of development as the vast majority of parking spaces will be allocated to be staff. All tandem spaces (rear spaces) are to be allocated to staff only and therefore can be managed internally by Cleanaway. Management of these spaces can be further aided through the implementation of staggered shift start and finish times.

The provision of tandem spaces within industrial developments is not uncommon and the procedures for car park management can be further detailed in a site-specific Traffic Management Plan prepared at a later stage (prior to occupation), if deemed necessary by the department.

Access from Woodstock Avenue

The subject site has an existing vehicular access via Woodstock Avenue, near the intersection of Woodstock Avenue and Glendenning Road. The continual use of this access driveway is considered acceptable in this circumstance noting its historic use, the proposal seeks to reduce its width and that the existing roundabout splitter island can be lengthened to ensure all staff members enter the site from the east (left in) using the existing cul-de-sac. Vehicle movements at this access will generally be outside of the network peak periods noting the shift change over times of 2pm, 10pm and 6am. The continual use of this access will also separate light and heavy vehicle movements which is considered a design objective under the RMS Guide to Traffic Generating Developments.

Operation of the intersection of Woodstock Avenue and Kellogg Road

Due to the effect of the 2021 COVID-19 restrictions in NSW, traffic surveys are unable to be conducted at key intersections surrounding the site. However, to overcome this issue and provide a robust traffic and transport assessment, it is intended to utilise historic SCATS intersection volume data and historic intersection count data from December 2019 (Pre-COVID). The historic intersection volume data was collected outside of the school holiday period and is considered acceptable in these extraordinary circumstances.

The following key intersections are therefore proposed to be assessed as part of the SSDA traffic impact assessment report, noting the most direct connection to the M7 Motorway:

- The signalised intersection of Woodstock Avenue and the M7 Motorway (comprised 2 x signalised intersections);
- The signalised intersection of Woodstock Avenue and Kellogg Road; and
- The roundabout intersection of Woodstock Avenue and Glendenning Road.

The SIDRA modelling of these intersections will include intersection modelling of the 'base case' scenario and the 'base case plus development' scenario. Additional sensitivity testing may be conducted of these intersections 10 years into the future, if specifically requested by TfNSW.

On-Site Queuing and Mitigation of Impact on Intersection

The proposed layout provides significant on-site queuing areas for both weighbridges. A detailed queuing assessment will be undertaken during the preparation of the SSDA traffic report taking into consideration weighbridge timings, number of trucks etc. Additional operational management procedures will also be detailed to ensure that all queuing is contained within the bounds of the site and no queuing impacts the intersection of Woodstock Avenue and Kellogg Road.

Conclusion

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information.

Yours faithfully,

Traffix

Ben Liddell
Senior Engineer