

Industry Assessments
Department of Planning, Industry & Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Asini Rajapakse

Dear Ms Rajapakse,

New Request for Input: Eastern Creek REP Throughput Increase (SSD-11606719)

Thank you for your correspondence dated 27 November 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:

Key Issue – Transport and Accessibility

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; and
 - c. An assessment of the forecast impacts on traffic volume generated on road safety and capacity of road network including consideration of cumulative traffic impacts at key intersections including 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 SIDRA default model parameters changed along with supporting justification.

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

2. Access: 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, as well as vehicles entering, exiting and manoeuvring throughout the site.
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.

Yours sincerely



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Mark Ozinga

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