

20 December 2024

TfNSW Reference: SYD24/00521/02
DPHI Reference: SSD-78269209



Ms. Kiersten Fishburn
Secretary
Department of Planning, Housing and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Ellen Luu

**REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS)
LUCAS HEIGHTS RESOURCE RECOVERY PARK WESTERN EXTENSION PROJECT AT LITTLE FOREST ROAD, LUCAS
HEIGHTS**

Dear Ms. Fishburn,

Thank you for referring the request for Secretary's Environmental Assessment Requirements (SEARs) which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted information and requests the following issues in **TAB A** to be addressed as part of the assessment for the proposed development.

For more information, please contact Vic Naidu, Land Use Planner via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

Andrew Lissenden
A/Senior Land Use Planner - Eastern
Land Use, Network & Place Planning
Transport Planning | Planning, Integration and Passenger

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TAB A

1. **Traffic Impact Assessment (TIA):** A TIA is required to examine any potential transport related implications of the Development. The TIA needs to be prepared in accordance with the *Guide to Transport Impact Assessment (GTIA)*. The Guide replaces the *Guide to Traffic Generating Developments* and can be found with this [link](#). The TIA will enable TfNSW to understand the impacts the development may have on the state classified road network that it manages. In addition to the above the TIA shall address the following:
 - a) The impact of trips generated by the development on nearby intersections and at the development site access point (noting the comments in Point 3a) below), with consideration of the cumulative impacts from other approved developments in the vicinity, and the need/associated funding for, and details of, upgrades or road improvement works. Traffic modelling is to be undertaken using SIDRA network modelling. The modelling provided shall be based on current traffic counts, ensure the base model is calibrated with on-site observations (e.g. queue lengths, delays), provide existing traffic volumes with and without the proposed development and detail what defaults have been changed with supporting justification. Electronic copies of the SIDRA files will need to be provided to TfNSW for review.
 - b) Details of the proposed site vehicle access and parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (i.e. turn paths, sight distance requirements, aisle widths, etc) and relevant requirements in *Austrroads Guide to Road Design*.
 - c) Details of the light and heavy vehicle movements (including vehicle type and likely arrival and departure times), including service vehicle movements. This shall also detail the estimated increase in vehicle numbers for the proposed changes with supporting justification for the figures provided.
 - d) Detail vehicle circulation, proposed number of on-site car parking spaces for staff and visitors and corresponding compliance with existing parking codes and justification for the level of car parking provided on-site.
 - e) An assessment of road and pedestrian safety adjacent to the proposed development and the details of required road safety measures.
 - f) Emergency vehicle access, service vehicle access, delivery and loading arrangements.
 - g) Review of the crash history and crash types with associated mitigation measures being provided should the existing crashes be related to vehicles entering and/or leaving the site.
2. **Strategic Design:** A strategic design must be prepared for any required works/upgrades to the state road network to cater for the proposed development and ameliorate any impacts on traffic efficiency and road safety impacts associated with the proposed development. The design shall meet the requirements outlined in the strategic design fact sheet, available via this link - [Strategic Design Fact Sheet](#). The strategic design will help the determining authority consider the environmental impacts of the works, ensure the works can be wholly contained within the legally defined road reserve and ensure the design complies with *Austrroads Guide to Road Design* standards
3. **General Comments:**
 - a) Heathcote Road is a major arterial road, which carries a high volume of traffic, where transport efficiency of through traffic is of great importance. The TfNSW current practice is to limit the number of vehicular conflict points along the arterial road network to maintain network efficiency and road safety. Further, Section 2.119 of *State Environmental Planning Policy (Transport and Infrastructure) 2021*, states: “The consent authority must not grant consent to development on land that has frontage to a classified road unless it is satisfied that: “Where practicable, vehicular access to the land is provided by a road other than the classified road”

As such, TfNSW recommends that access to the proposed expansion area be provided via the existing vehicular access at the intersection of New Illawarra Road/Little Forest Road. TfNSW notes that the existing waste infrastructure is planned to be rehabilitated and handed back to Council in 2037, it is recommended that the developer explore the opportunities with Council and adjoining property owner to maintain the existing vehicular access post 2037.
 - b) The development site is within a broad area under investigation for the long-term upgrade of Heathcote Road. TfNSW is currently developing plans to upgrade the section of Heathcote Road along the development sites western boundary to four lanes with a concrete barrier. TfNSW would not be supportive of breaking the median barrier in a 90km/h speed zone.

- c) SCATS data for the intersection of New Illawarra Road/ Heathcote Road, request can be sent to SCATS.Traffic.Signal.Data@transport.nsw.gov.au.
- d) The preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:
 - a) Assessment of cumulative impacts associated with other construction activities (if any).
 - b) An assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity.
 - c) Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process.
 - d) Details of anticipated peak hour and daily construction vehicle movements to and from the site.
 - e) Details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle.
 - f) Details of temporary cycling and pedestrian access during construction.