



TRAFFIC IMPACT ASSESSMENT (TIA)

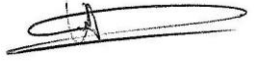
Proposed Expansion of a Material Recovery Facility 40-42 Madeline Street, Strathfield South

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1. INTRODUCTION

TRAFFIX has been commissioned by Re.Cycle Operations Pty Ltd to undertake a traffic impact assessment (TIA) in support of a state significant development application (SSDA) relating to an industrial development at 40-42 Madeline Street, Strathfield South, comprising of a waste management facility. The development is located within the Strathfield Council Local Government Area (LGA) and has been assessed under that Council's controls.

As part of the SSD process, the Secretary's Environmental Assessment Requirements (SEARs) have been issued for the proposal. This TIA has been prepared to assess the traffic and access impacts of the proposal and respond to the relevant SEARs. The report is structured as follows:

- Section 2: Addresses the SSDA Responses.
- Section 3: Describes the site and its location.
- Section 4: Documents existing traffic conditions.
- Section 5: Describes the proposed development.
- Section 6: Assesses the parking requirements.
- Section 7: Outlines the site operations.
- Section 8: Assesses traffic impacts.
- Section 9: Discusses access and internal design aspects.
- Section 10: Presents the overall study conclusions.

2. SSDA RESPONSES

2.1 SEARS Responses

A response to each relevant requirement of the Secretary's Environmental Assessment Requirements (SEARs) is provided below, including references to sections of this report where applicable. Reference should also be made to the SEARs and the below matters relate specifically to Traffic and Transport.

Traffic and Transport

SEARS Requirements	Reference
a quantitative transport impact assessment prepared in accordance with the Transport for NSW Guide to Transport Impact Assessment (GTIA) and Austroads guidelines, that includes:	
consideration of all deliverables and actions for operation of the development in Appendix E – Scoping checklist of the GTIA	Refer to Section 7 and Section 8.1.
an assessment of the cumulative traffic impact on road performance and safety implications at key intersections using an appropriate modelling framework (including the consideration of existing base case, future base case and project case scenarios)	Refer to Section 8.2 and 8.3
plans demonstrating how all vehicles likely to be generated during operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network	Refer to Section 7
details and plans of the internal road network, access points, loading dock provision and servicing, on-site parking provisions, and sufficient pedestrian and cyclist facilities, in accordance with the relevant Australian Standards and Austroads/TfNSW technical guidelines	Refer to Section 6.5 and 9
swept path diagrams for the largest vehicles manoeuvring through site access points, internal roads, hardstand areas and nearby intersections (where necessary)	Refer to Section 6.5 and Section 9
details of road upgrades, traffic control measures, new roads or access points required for the development if necessary (including approval-in-principle from the relevant road authority, where relevant).	Refer to Section 8.2

2.2 Transport for NSW (TfNSW) Responses

In addition, a response to each of Transport for NSW's requirements is provided below, including references to sections of this report where applicable.

TfNSW Requirements	Reference
An analysis of the existing traffic network, including the road hierarchy, current and future daily peak hour (light and heavy) vehicle movements and existing and future performance levels of nearby intersections.	Refer to Section 8
A forecast of additional daily and peak hour vehicle movements because of the proposal and identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cycle conflict).	Refer to Section 8
Proposals to mitigate any traffic impacts, including intersection upgrades to achieve acceptable performance.	Refer to Section 8
Details of car parking provision, having regard to relevant parking rates, specifications and standards.	Refer to Section 6.1 and Section 9
Details of proposed vehicular access, loading and unloading deliveries and servicing arrangements, and any proposed infrastructure improvements or measures to reduce potential conflicts with pedestrians and cyclists.	Refer to Section 6.5, Section 7 and Section 9
Swept path diagrams depicting vehicles entering, exiting and manoeuvring throughout the site.	Refer to Section 9

3. LOCATION AND SITE

The subject site is known as 40-42 Madeline Street, Strathfield South (Lot 24 of DP1200563) and is located on the western side of Madeline Street. It is located approximately 3.1 kilometres southwest of the Strathfield town centre and approximately 12.3 kilometres southwest of the Sydney Central Business District (CBD).

The site has an irregular configuration with a total site area of approximately 1.89 hectares and currently consists of two buildings used for a materials recycling facility (MRF). It has a western frontage of approximately 118 metres to Madeline Street. It is bound on all other sides by industrial developments.

Vehicular access to the site is currently provided via two (2) access driveways along the western frontage, along Madeline Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**. Reference should also be made to the Photographic Record presented in **Appendix A** which provides an appreciation of the general character of roads and other key attributes in proximity to the site.



Figure 1: Location Plan



Figure 2: Site Plan

4. EXISTING TRAFFIC CONDITIONS

4.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- **Hume Highway:** a TfNSW Highway (HW 2) that generally runs in a north-south direction and connects the Great Western Highway in Ashfield in the east and the Victorian border in the south. In the vicinity of the site, the Hume Highway is also known as Liverpool Road and is subject to a 60km/h speed zoning. It generally consists of three traffic lanes in either direction separated by a median and does not permit any form of on street parking.
- **Punchbowl Road:** a TfNSW Main Road (MR 549) that traverses east to west between Coronation Parade in the east and Canterbury Road in the west. It is subject to a 60km/h speed zoning and carries two (2) lanes of traffic in each direction within an undivided carriageway. Punchbowl Road does not permit on-street parking along either side of the road.
- **Cosgrove Road:** an Unclassified Regional Road (RR 7062) that generally traverses in a north-south direction between the Hume Highway in the north and Punchbowl Road in the south. It is subject to a 60km/h speed zoning and carries a single lane of traffic in each direction. Unrestricted kerbside parking is generally permitted along either side of the road.
- **Madeline Street:** a local road that generally traverses in a north-south direction between Cleveland Street in the north and Chisholm Street in the south. It is subject to a 50km/h speed zoning in the vicinity of the site and carries a single lane of traffic in either direction. Unrestricted kerbside parking is generally permitted along either side of the road.

It is evident that the site is conveniently located with access to the Hume Highway, Punchbowl Road and Cosgrove Road which provides access to the wider road network.

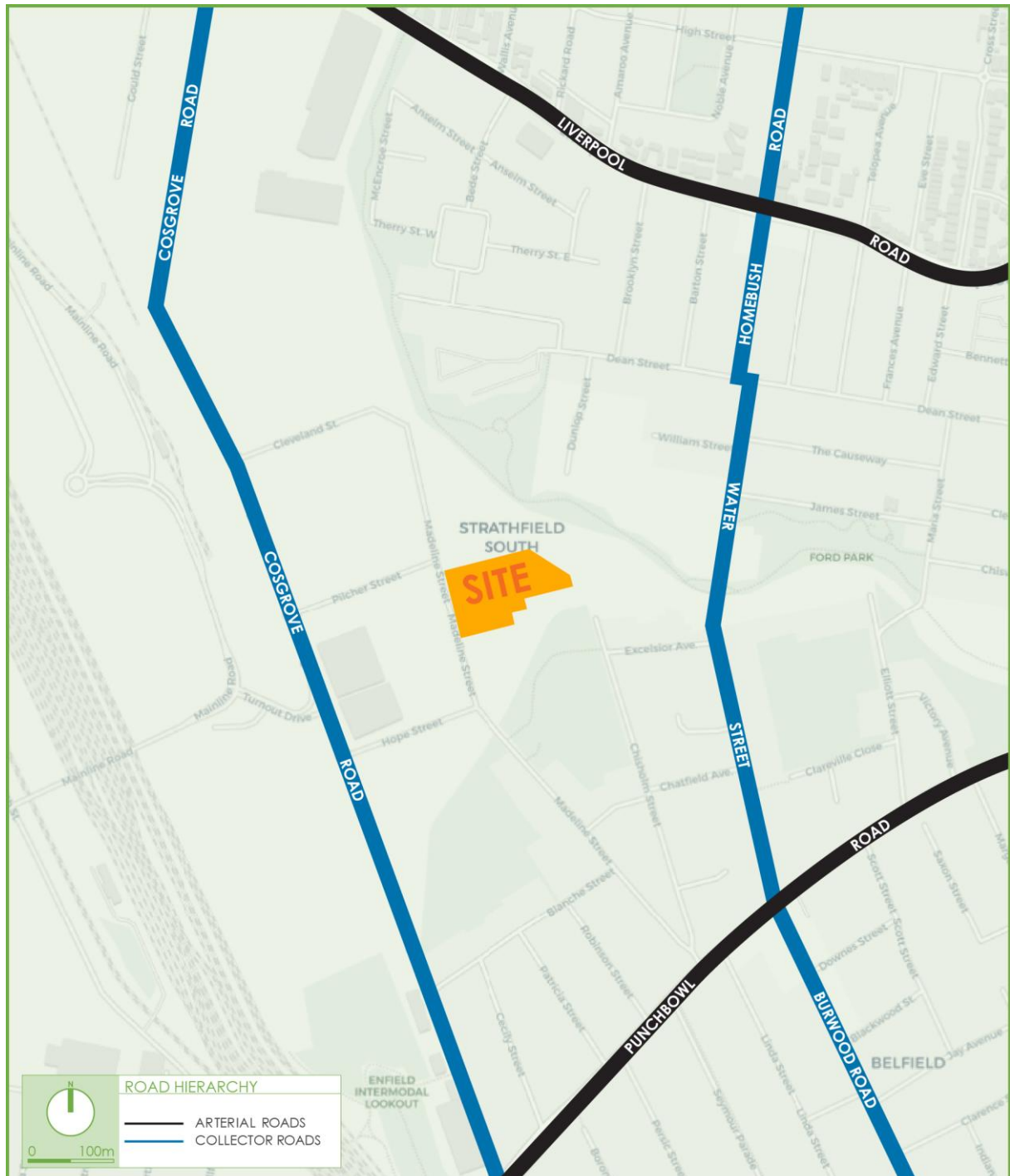


Figure 3: Road Hierarchy

4.2 Key Intersections

The key intersections in the vicinity of the site are shown below and provide an understanding of the existing road geometry and alignment.

4.2.1 Intersection of Cosgrove Road and Cleveland Street



Figure 4: Intersection of Cosgrove Road and Cleveland Street

It can be seen from **Figure 4** that the intersection of Cosgrove Road and Cleveland Street is a three-legged roundabout intersection. The main attributes of each approach outlined as follows:

- Cosgrove Road (north and south leg)
 - The northern approach provides a single lane from which all movements are permitted.
 - The southern approach provides a single lane from which all movements are permitted.
- Cleveland Street (east leg)
 - The eastern approach provides a single lane from which all movements are permitted.

4.2.2 Intersection of Cosgrove Road and Hope Street



Figure 5: Intersection of Cosgrove Road and Hope Street

It can be seen from **Figure 5** that the intersection of Cosgrove Road and Hope Street is a three-legged roundabout intersection. The main attributes of each approach outlined as follows:

- Cosgrove Road (north and south leg)
 - The northern approach provides a single lane from which all movements are permitted.
 - The southern approach provides a single lane from which all movements are permitted.
- Hope Street (east leg)
 - The eastern approach provides a single lane from which all movements are permitted.

4.3 Public Transport

The existing bus services that operate in the locality are shown in **Figure 6**. The site is located within 400m of two (2) bus stops serviced by the 450 route. This service provides connection to Strathfield Railway Station and travels between Strathfield and Hurstville.

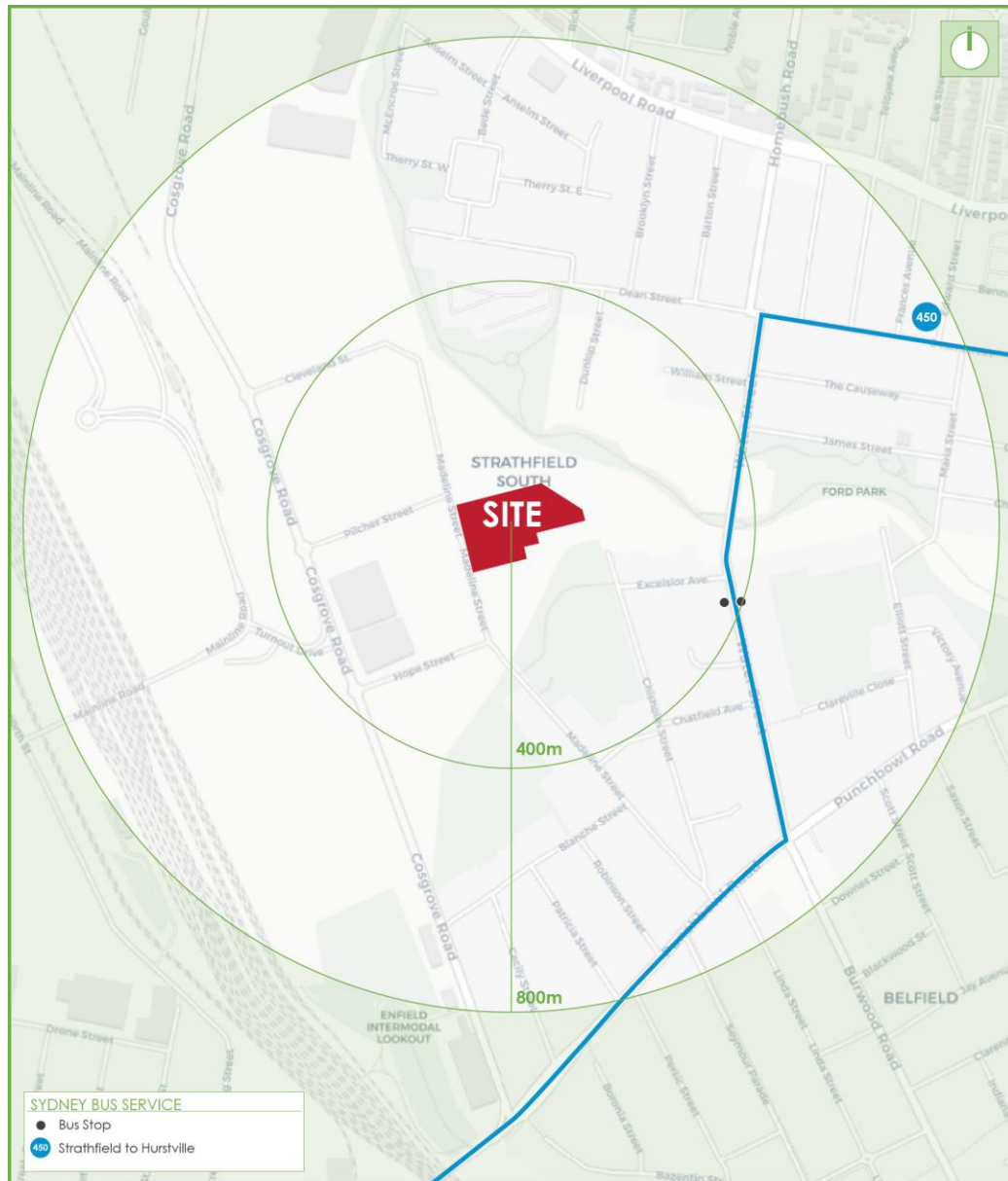


Figure 6: Public Transport

5. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the Environmental Impact Statement (EIS) prepared separately. In summary, the development for which approval is now sought is an industrial development comprised of the following:

- The proposal relates to the increase in processing capacity of the mixed waste stream at the existing MRF by 100,100 tpa.
- This will increase the total materials received and processed at the site from the currently approved 99,900tpa to 200,000tpa. No changes are proposed to the paper and card board waste stream which is approved for 30,000 tpa.
- The development will not comprise of any additional buildings, plants or equipment and will not require any site layout changes.
- No changes are proposed to the existing on-site parking and vehicular access arrangements.
- Up to six (6) additional staff are proposed on site at one time for the proposed changes to operation. This results in an overall total of 21 staff on site at any one time consisting of four (4) office staff and 17 MRF staff. It is noted that the existing approved DA consent for the site allows for a maximum of 24 employees to be present on site at any one time. This proposal does not exceed the existing approved staffing numbers.
- Operational hours for material receipt at the MRF are proposed to be changed from 4:30am - 3:00pm Monday to Saturday to 4:30am-6:00pm Monday to Saturday.

The parking and traffic impacts arising from the development are discussed in **Section 5** and **Section 6**. Reference should be made to the plans submitted separately to Council which are presented at reduced scale in **Appendix B**.

6. PARKING REQUIREMENTS

6.1 Car Parking

Part I of the Strathfield Consolidated Development Control Plan 2005 (DCP) states the off-street car parking requirements for industry uses as follows:

- 1 space per 55m² GFA (where the office component is less than 20% of the floor area); or 1 space per 2 employees whichever provides the greater number of spaces.
- 1 space per 55m² GFA (excluding office); plus 1 space per 40m² GFA of office (when the office component is over 20% of the total floor area); or 1 space per 2 employees whichever provides the greater number of spaces.

As the proposed changes to the site do not relate to an increase in floor area, only the additional staff number have been considered to determine the car parking requirements of the site. Noting that six (6) additional staff are proposed to be on site at any one time, this results in a requirement for three (3) additional car parking spaces in accordance with the DCP.

As the site is currently operating, it is worth noting that the existing development is approved and currently provides a total of 29 car parking spaces for an approved 24 employees on site at any one time. When taking into account the total number of staff on site (including the additional 6 staff), there would be a maximum of 21 staff on site at any one time, comprised of four (4) office staff and 17 MRF staff. Therefore, the existing car parking provision and proposed staff numbers are expected to be readily accommodated within the existing carparking arrangements. As a result, the current car parking arrangement is considered acceptable to accommodate the proposed development.

6.2 Accessible Parking

Council's DCP does not specify any accessible parking requirements for industrial developments. The approved existing car parking arrangements provides a single accessible car parking. As no changes are proposed to the existing car parking arrangement, no additional accessible parking is proposed. This is considered acceptable, noting that the existing (approved) accessible parking spaces will be retained.

6.3 Bicycle Parking

The Council DCP does not specify any bicycle parking requirements for industrial developments. In response, the development will not provide any bicycle parking spaces which is considered acceptable and compliant with Council's requirements.

6.4 Motorcycle Parking

Council's DCP does not specify any motorcycle parking requirements for industrial developments. In response, the development will not provide any motorcycle parking spaces which is considered acceptable and compliant with Council's requirements.

6.5 Waste Collection and Servicing

As detailed within the Statement of Environment Effects prepared by Arcadis dated 24 May 2023 for the recent modification that has been approved (DA: 2015/177/3), the site is currently approved for glass cullet being loaded into the required tipper trucks. No changes are proposed to this arrangement and the proposed changes relate only to an increase in the frequency of trucks arriving to site.

A queuing analysis has been conducted of the anticipated number of vehicles in the critical morning peak hour to confirm that all queuing can be wholly contained within the site. In any case, management measures to ensure on-street queuing does not take place can be detailed within a Loading Dock Management Plan (LDMP) prepared in response to a suitable condition of consent.

7. SITE OPERATIONS

7.1 On-Site Activities

The proposal seeks to increase the mixed waste capacity at the existing MRF by an additional throughput of 100,100tpa. This will result in a total throughput in materials of 200,00tpa at the site.

7.2 Hours of Operations

The existing MRF facility operates from 5:00am to 10:00pm and has approval under DA 2015.177.2 for receipt of materials between 4:30am to 3:00pm, Monday to Saturday, with the roller doors to be closed at 3:00pm.

The proposal includes a variation to the hours of operation, with the proposal to allow materials to be received at the MRF from 4:30am to 6:00pm Monday to Saturday similar to the recently approved temporary DA modification

7.3 Staffing and Shift Patterns

The existing development consent permits a maximum of 24 employees on site at any one time. This is comprised of three (3) office staff and 21 personnel working in the MRF and PCR facility. The current site operates with a rotating two-shift arrangement. Under this arrangement a maximum of 21 employees are present on site at any one time (four office staff and 17 personnel working in the MRF and PCR facility).

The proposed development also proposes a two-shift arrangement with a maximum of 21 employees present on site at any one time (four office staff and 17 personnel working in the MRF and PCR).

This proposal is under the existing DA consent staff numbers and as such there is no overall change to this staffing number above the approved consent.

7.4 Vehicular Access

No changes are proposed to the existing approved and operational vehicular accesses.

7.5 Light Vehicle Parking

The existing development provides 29 at-grade parking spaces off Madeline Street for staff and visitors. No changes are proposed to the on-site parking provisions.

7.6 Truck Types

No changes are proposed to the approved truck types for the site.

7.7 Weighbridges and Vehicle Control

No changes are proposed to weighbridge arrangements on site.

7.8 Queuing

All queuing will be accommodated within the site. All truck arrivals to and from the site will be scheduled to ensure that no on-street queuing occurs. Trucks will only arrive to site when the weighbridge is available for use. These management measures can be managed internally by staff and a suitable Traffic Management Plan may be conditioned, as necessary.

7.9 Truck Routes

The following truck route aims to avoid residential areas and direct trucks to and from Liverpool Road and Punchbowl Road, both arterial roads minimising impacts in the area.

It is noted that Madeline Street, Hope Street and Cleveland Street are approved 25/26m B-Double routes. Cosgrove Road is an approved truck route subject to travel conditions being – between 6:00am-7:00pm, access by right turn only from Liverpool Road to Cosgrove Road and exit via right turn only to Punchbowl Road.

The truck routes are presented in **Figure 7** and **Figure 8**, with the route summarised as follows:

Truck Routes between 4:00am to 6:00am (Figure 7)

➤ Routes to the subject site (IN):

In from Hume Highway/Liverpool Road

1. Trucks will arrive on Liverpool (eastbound)
2. Trucks will turn right onto Cosgrove Street.
3. Trucks will turn left onto Cleveland Street and travel eastbound.
4. Turn right onto Madeline Street.
5. Turn left into site.

➤ Route from the subject site (OUT)

Out onto Hume Highway/Liverpool Road

1. Trucks will turn right onto Madeline Road.
2. Trucks will turn left onto Cleveland Street.
3. Trucks will turn right onto Cosgrove Street (northbound).
4. Trucks will turn left/right onto Liverpool Road

➤ Routes to the subject site (IN):

In from Punchbowl Road

1. Trucks will arrive on Punchbowl Road (eastbound or westbound)
2. Trucks will turn right/left onto Cosgrove Street.
3. Trucks will turn right onto Hope Street and travel eastbound.
4. Turn left onto Madeline Street.
5. Turn right into site.

➤ Route from the subject site (OUT)

Out onto Punchbowl Road

1. Trucks exit site and turn left onto Madeline Street.
2. Trucks will turn right onto Hope Street.
3. Turn left onto Cosgrove Road
4. Trucks will turn right onto Punchbowl Road.

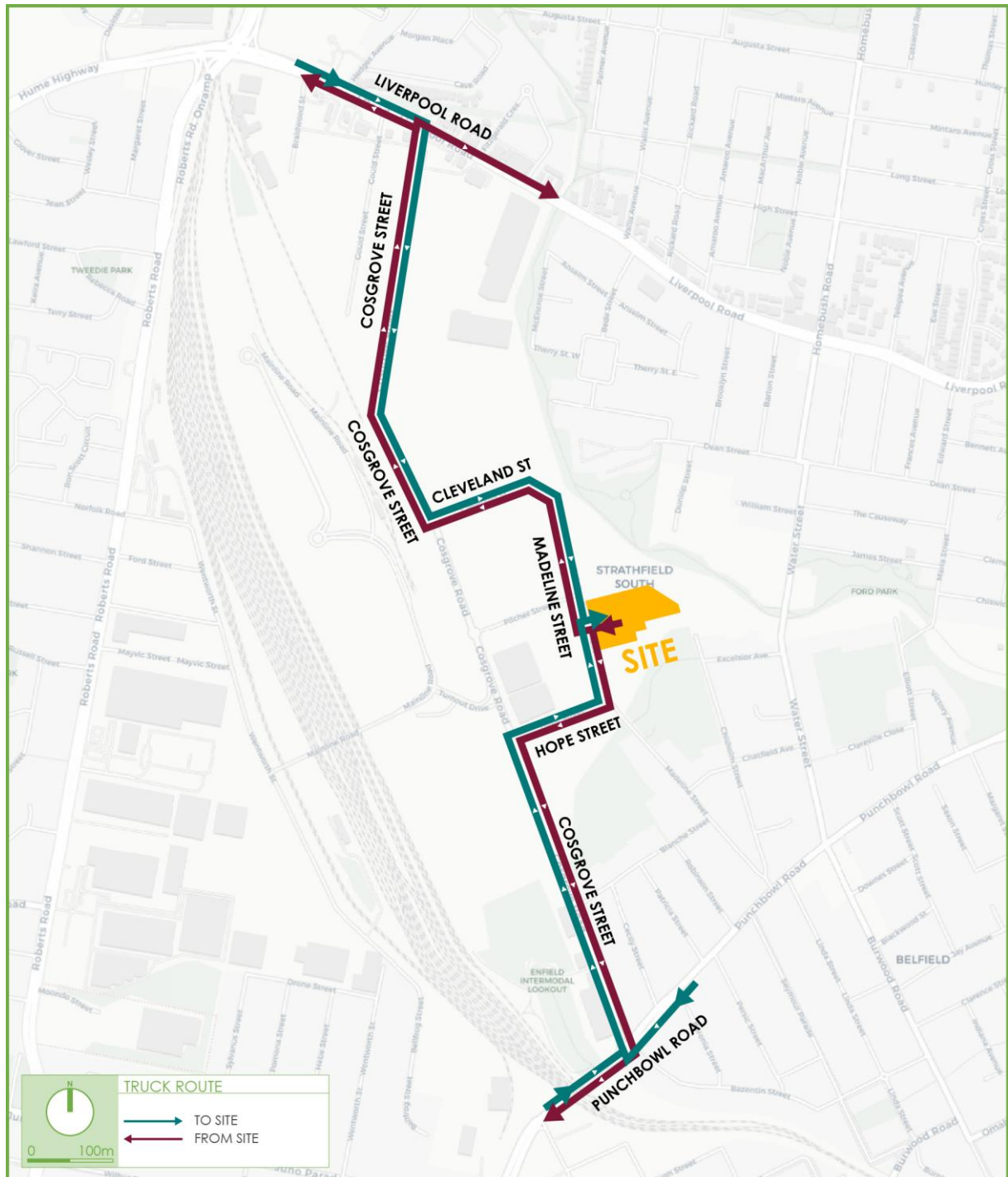


Figure 7: Truck Routes between 4:00am to 6:00am

Truck Routes between 6:00am to 7:00pm (Figure 8)

➤ Routes to the subject site (IN):

In from Hume Highway/Liverpool Road

1. Trucks will arrive on Liverpool (eastbound)
2. Trucks will turn right onto Cosgrove Street.
3. Trucks will turn left onto Cleveland Street and travel eastbound.
4. Turn right onto Madeline Street.
5. Turn left into site.

➤ Route from the subject site (OUT)

Out onto Punchbowl Road

1. Trucks exit site and turn left onto Madeline Street.
2. Trucks will turn right onto Hope Street.
3. Turn left onto Cosgrove Road.
4. Trucks will turn right onto Punchbowl Road.

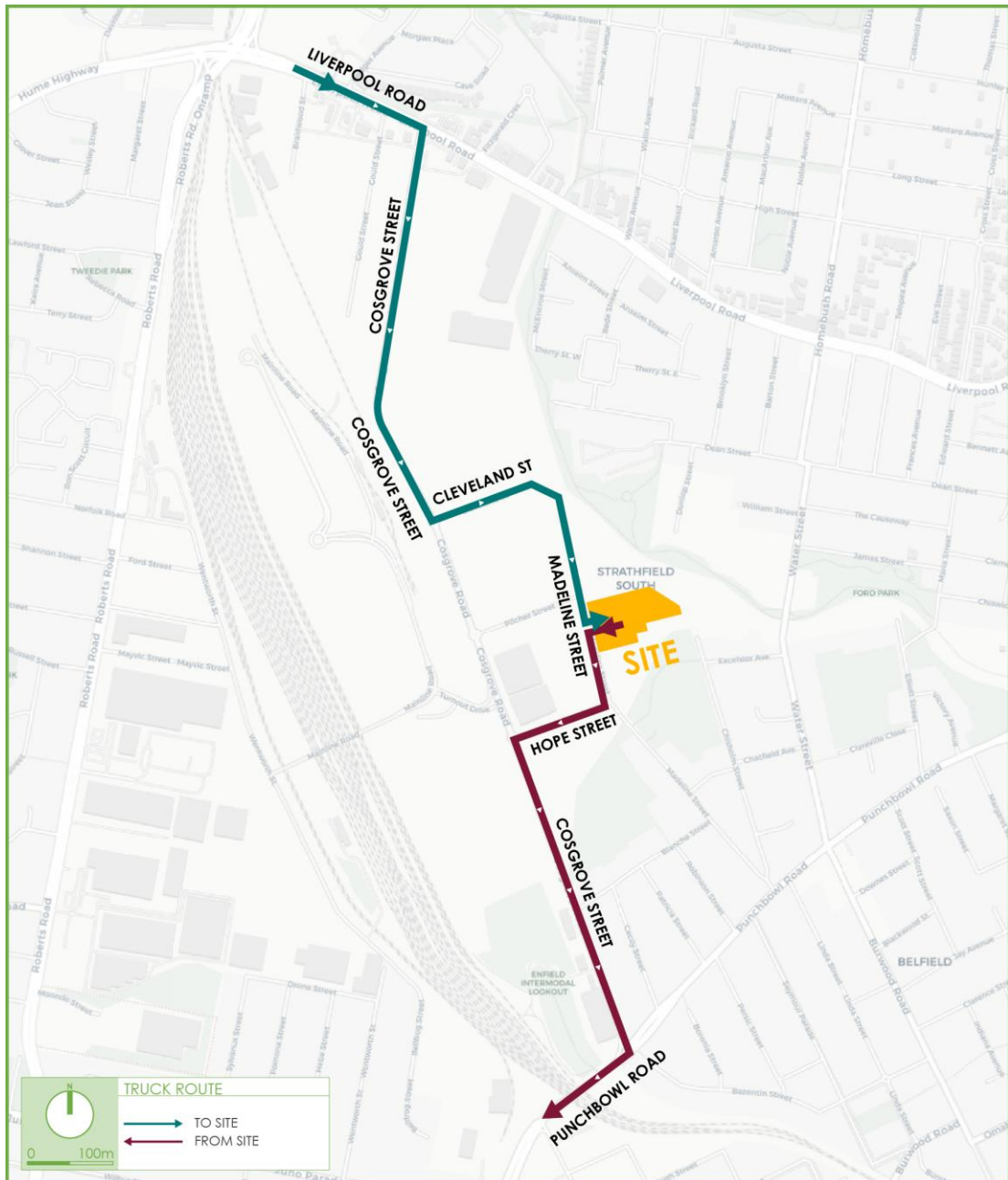


Figure 8: Truck Routes between 6:00am to 7:00pm

7.10 Internal Speed Limits

The following speed limits will be enforced within the site:

- 10km/h for vehicle traffic areas;
- Walking pace in loading/unloading areas;
- Walking pace in pedestrian designated areas; and
- 5km/h in vehicle parking areas.

8. TRAFFIC AND TRANSPORT IMPACTS

8.1 Development Trip Generation

Noting the approved use of the site, only the net change in staff and truck volumes has been considered under this development application.

The proposed development is projected to increase the mixed waste capacity of the existing MRF by an additional throughput of 100,100 tpa materials processed.

Based on information from the client, it is projected that this will result in the following additional daily trips to and from the site:

- 58 vehicle trips associated with B-Doubles or Semi-Trailers delivering material to the site (29 in, 29 out);
- 13 vehicle trips associated with B-Double or Semi-Trailers collecting processed material from the site. Generally, occurs outside of the network peak hours. (7 in, 6 out); and
- 12 vehicle trips (6 staff) associated with additional staff due to the proposed development (6 in, 6 out).

Light Vehicles

Assuming that all six (6) additional staff that are proposed for the expansion of the development arrive in the morning peak hour (highly conservative), the following traffic generation can be assumed:

- 6 vehicle trips in the morning peak hour (6 in, 0 out).

Heavy Vehicles

As informed by the client, the majority of truck movements occur in the morning period between 5:00am-10:00am. Assuming that all trucks delivering/collecting material (58 vehicles) to the site arrive in the critical five (5) hour morning period, and applying a peak hour factor of 1.5, the peak hour trucks trips are anticipated to be as follows:

- 18 vehicle trips in the morning peak hour (9 in, 9 out).

Combined Traffic Generation

The combined traffic generation due to the proposed development can be summarised as follows:

- 24 vehicle trips in the morning peak hour (15 in, 9 out).

It is noted that the development traffic does not coincide with the network evening peak and therefore is not required to be assessed.

8.2 Intersection Performance

8.2.1 Traffic Surveys

For the purposes of assessing the traffic impacts of this development, traffic surveys were obtained at the critical intersections within proximity of the site. The intersections surveyed are consistent with the previous traffic modelling that was conducted for the recent modification application (DA 2015/177/2).

These surveys were conducted on Wednesday, 11 October 2023 during the critical morning network peak between 7:00am-9:00am at the below following key intersections.

- The intersection of Cosgrove Road and Cleveland Street;
- The intersection of Cosgrove Road and Hope Street; and

8.2.2 Trip Distribution

The adopted trip distribution of traffic onto the surrounding road network is summarised in **Table 1** below.

Table 1: Traffic Distributions

Direction	Inbound Movements		Outbound Movements	
Vehicle Type	Light Vehicle	Heavy Vehicle	Light Vehicle	Heavy Vehicle
Arrives/departs north on Hume Highway via Cosgrove Road, Cleveland Street and Madeline Street	50%	100%	50%	0%
Arrives/departs south on Punchbowl Road via Cosgrove Road, Hope Street and Madeline Street	50%	0%	50%	100%

8.2.3 Scenarios

In order to assess the potential traffic impacts of a proposed development, the following scenarios were identified:

- Existing Scenario; and
- Existing + Development Scenario.

8.2.4 SIDRA Intersection Analysis

The surveys were analysed using the SIDRA Intersection 9 computer program to determine their performance characteristics under existing traffic conditions. The SIDRA model produces a range of outputs, the most useful of which are the Degree of Saturation (DoS) and Average Vehicle Delay per vehicle (AVD). The AVD is in turn related to a level of service (LoS) criteria. These performance measures can be interpreted using the following explanations:

DoS the DoS is a measure of the operational performance of individual intersections. As both queue length and delay increase rapidly as DoS approaches 1, it is usual to attempt to keep DoS to less than 0.9. When DoS exceeds 0.9 residual queues can be anticipated, as occurs at many major intersections throughout the metropolitan area during peak periods. In this regard, a practical limit at 1.1 can be assumed. For intersections controlled by roundabout or give way / stop control, satisfactory intersection operation is generally indicated by a DoS of 0.8 or less.

AVD the AVD for individual intersections provides a measure of the operational performance of an intersection. In general, levels of acceptability of AVD for individual intersections depend on the time of day (motorists generally accept higher

delays during peak commuter periods) and the road system being modelled (motorists are more likely to accept longer delays on side streets than on the main road system).

LoS this is a comparative measure which provides an indication of the operating performance of an intersection as shown in **Table 2**.

Table 2: Intersection Performance Indicators (TfNSW)

Level of Service (LoS)	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
F	More than 70	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode or major treatment.

A summary of the modelled results is provided in **Table 3**, reference should also be made to the SIDRA outputs provided in **Appendix C** which provide detailed results for each movement.

Table 3: Intersection Performance for Existing and Development

Intersection	Control Type	Scenario	Period	Degree of Saturation (DoS)	Average Delay	Level of Service
Cosgrove Road and Cleveland Road	Roundabout	Existing	AM	0.378	10.0	A
		Existing + Development		0.378	10.0	A
Cosgrove Road and Hope Street	Roundabout	Existing	AM	0.366	8.9	A
		Existing + Development		0.368	9.1	A

It can be seen from Table 3 that both key intersections experience only minor increases or no increase to the average delay in the development scenarios for the morning peak period. The intersection of Cosgrove Road and Cleveland Road experiences no change to the average delay in the development scenario and the intersection of Cosgrove Road and Hope Street experiences an increase of 0.1 seconds. Both intersections continue to operate with a Level of Service (LoS) A.

Therefore, the proposed development will have minimal impact on the surrounding road network with no external infrastructure improvements (intersection upgrades etc.) required to accommodate the proposed development.

8.3 Cumulative Impacts

The NSW Department of Planning, Housing and Infrastructure (DPHI) published the Cumulative Impact Assessment Guidelines for State Significant Projects in July 2021. The Guidelines require the cumulative assessment of relevant projects to determine their combined cumulative impacts on the operation of the nearby transport network and recommend suitable mitigation measures to address any impacts.

The Guideline sets out criteria for the identification of relevant projects. Applying these criteria a review of the NSW Planning Portal has identified two State Significant Developments in the vicinity of the subject site. These projects are detailed in **Table 4** below.

Table 4: Nearby Major Projects

Application No.	Type	Address	Proposal	Status
MP05_0147-Mod-15	SSI Modification	127 Cosgrove Road, Strathfield South	Re-use Tarpaulin Factory as a Garden Centre	Approved 22/11/2023
SSD-67497708	SSD Application	13 Bellfrog Street, Greenacre	Increase capacity of existing Waste Facility to 250,000 tpa	Response to Submissions

A review of the impacts of the above projects has been undertaken and the following has been found:

- **MP05_0147-Mod-15** is an approved development for a garden and retail centre at 127 Cosgrove Road on the corner of Punchbowl Road and Cosgrove Road. The development when operational would utilise the Punchbowl Road / Cosgrove Road and Liverpool Road / Cosgrove Road intersections. A review of the Traffic Impact Assessment and SIDRA outputs submitted with the proposal identifies that these key intersections would continue to operate at an acceptable Level of Service. In addition, the DPHs assessment report notes *"the proposed modification to have minor impacts on the surrounding street traffic network and potential impacts are addressed by DA2022/68 conditions"*.
- **SSD-67497708** is an SSD project for an upgrade to an existing waste facility to process more waste which is currently at the Response to Submissions stage. The development when operational would utilise the Roberts Road / Norfolk Road intersection, then heading either north/south to the Hume Highway or Canterbury Road. A review of the SIDRA outputs submitted states that this intersection would continue to operate at an acceptable Level of Service. The proposed development would not directly impact the development as the site is accessed via different access roads and the likelihood of crossover trips is very unlikely.

As detailed above, under **Section 8.1** and **Section 8.2**, the traffic generated by the proposed development is considered minor and would occur largely during the morning peak.

Given the level of traffic generated by the proposed development, combined with that predicted for the approved development at 127 Cosgrove Road, it is considered that the cumulative traffic impacts of the proposal would result in minimal and acceptable impacts on the surrounding transport network.

9. ACCESS AND INTERNAL DESIGN ASPECTS

9.1 Site Vehicular Access

No changes are proposed to the existing approved and operational vehicular access arrangements for the site.

9.2 Internal Design

No changes are proposed to the internal design of the loading of car parking areas. All of the internal design aspects have been assessed and approved for the existing site under a previous DA. As a result, no additional swept path analysis is therefore required as the development will continue to operate with the current largest size vehicle (being B-Doubles).

10. CONCLUSIONS

In summary:

- The proposal seeks to increase the material processing capacity of the existing MRF at 40-42 Madeline Street, Strathfield South. The proposal will result in an additional throughput of 100,100 tpa of materials processed at the site and a change in operational hours from 4:30am - 3:00pm Monday to Saturday to 4:30am-6:00pm Monday to Saturday.
- The proposed development will not comprise of any additional buildings, plants or equipment and does not propose any changes to the existing site layout, existing truck types, vehicular access and on-site car parking arrangements.
- No changes are proposed to the existing 29 car parking spaces, loading areas and vehicular access arrangements. This provision is considered sufficient to meet the demands of the site. This is discussed in detail within **Section 6**.
- As informed by the client, the majority of truck arrivals to the site occur in the morning. As such, the morning peak hour is considered critical for the purposes of assessing the impact of traffic generation on the surrounding road network. As detailed within **Section 8**, the proposed development results in a net increase in traffic generation of 24 vehicles in the morning peak hour. SIDRA modelling demonstrates that all intersections maintain a LoS 'A' during the morning peak period with minimal increase in average delay. Therefore, all intersections are expected to operate satisfactorily with no upgrades or road improvements required to accommodate the proposed development.
- No changes are proposed to the car parking areas. In addition, no changes are proposed to the existing loading arrangements or truck types with the proposal only relating to an increase in the frequency of trucks on site. As such, the development will continue to operate satisfactory.

This traffic impact assessment therefore demonstrates that the subject application is supportable on traffic planning grounds. TRAFFIX anticipates an ongoing involvement during the development approval process.

.

APPENDIX A

Photographic Record



View looking west towards northern vehicular access



View looking east towards northern weighbridge



View looking northeast along northern internal roadway



View looking southeast along northern internal driveway



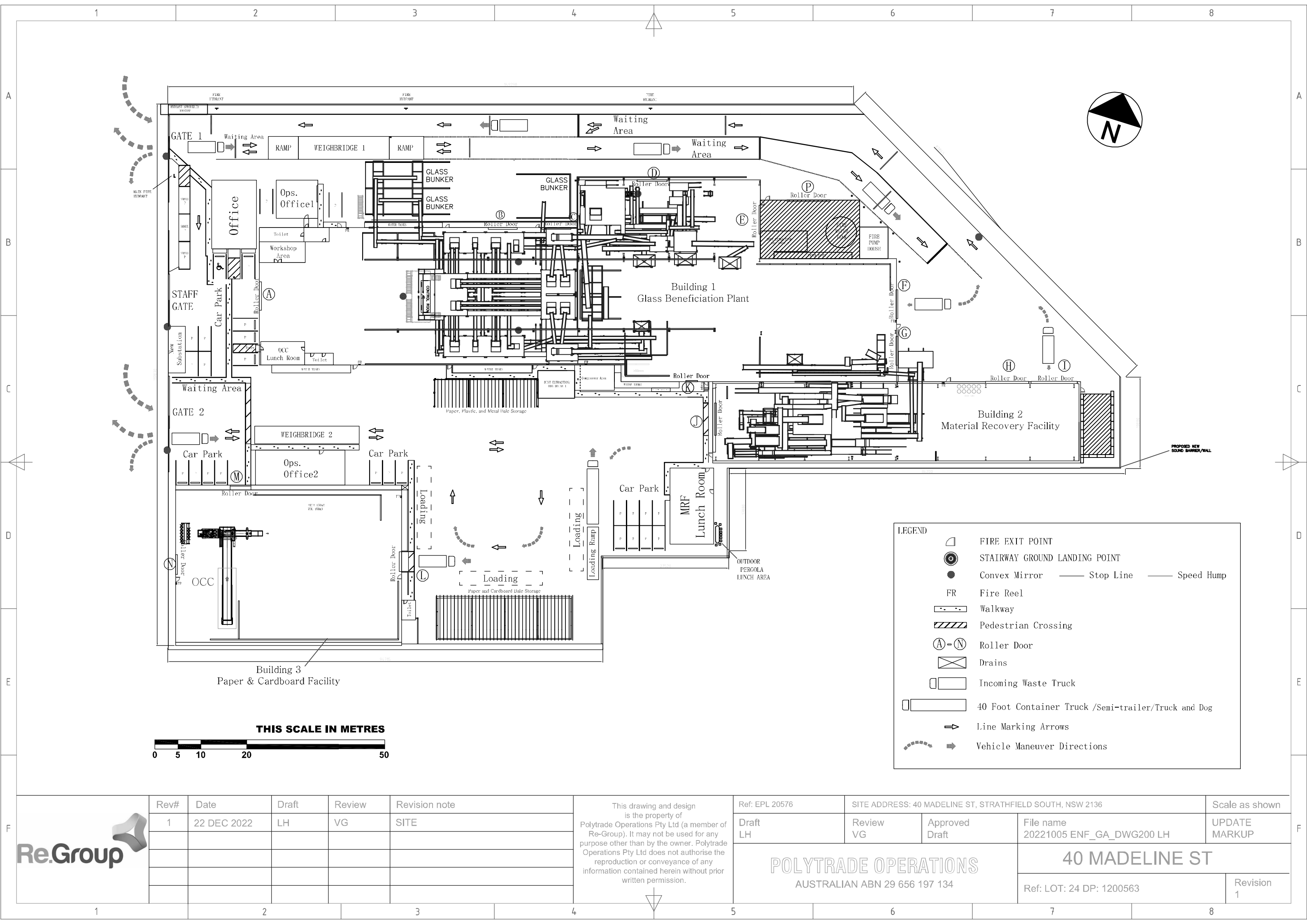
View looking west at end of northern internal roadway – towards glass processing area



View looking south at end of northern internal roadway – towards glass processing area

APPENDIX B

Reduced Plans



Rev#	Date	Draft	Review	Revision note
1	22 DEC 2022	LH	VG	SITE

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Ref: EPL 20576

Draft
LH

SITE ADDRESS: 40 MADELINE ST, STRATHFIELD SOUTH, NSW 2136

Review
VG

Approved
Draft

File name
20221005 ENF_GA_DWG200 LH

Scale as shown

UPDATE
MARKUP

POLYTRADE OPERATIONS
AUSTRALIAN ABN 29 656 197 134

40 MADELINE ST

Ref: LOT: 24 DP: 1200563

Revision
1

APPENDIX C

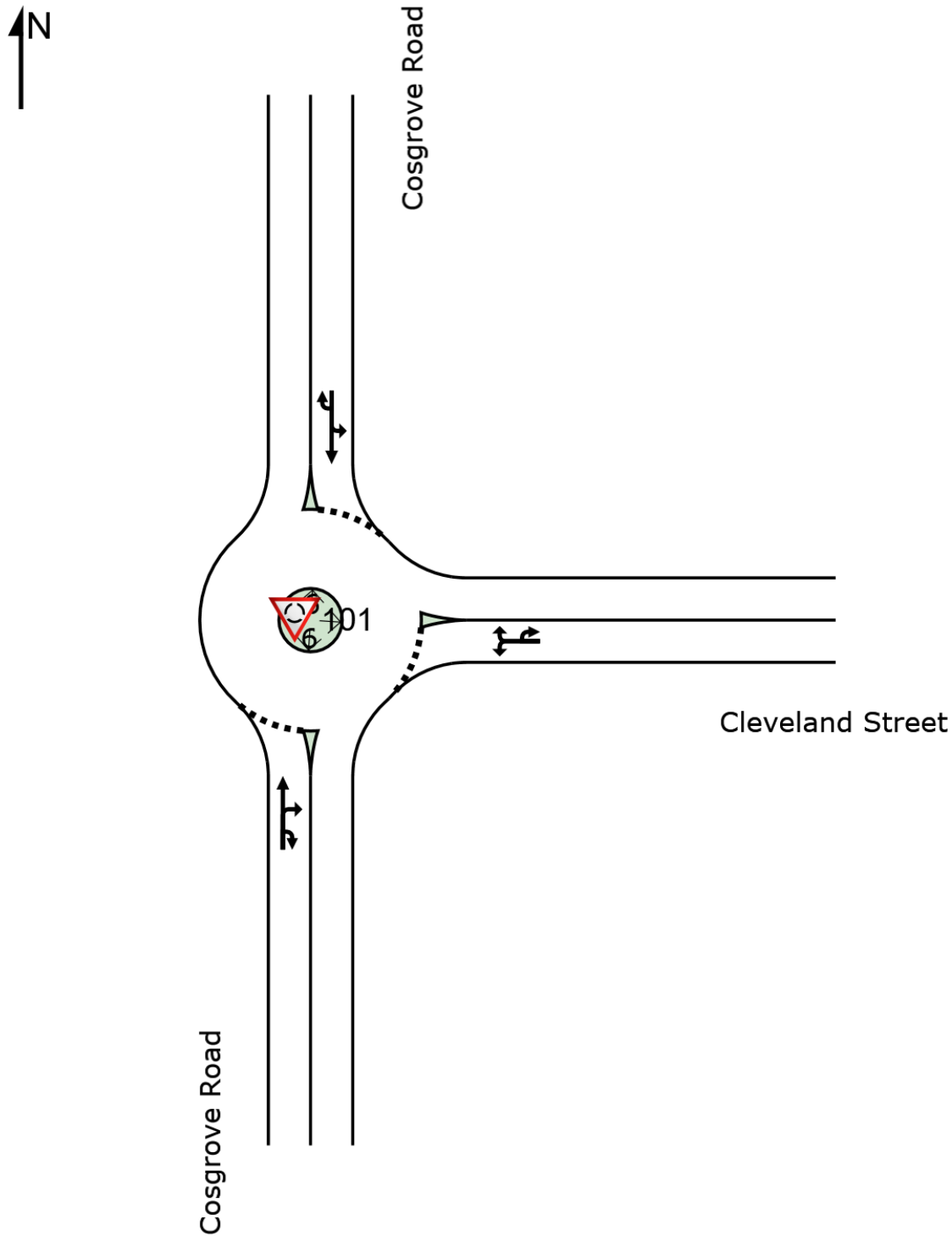
SIDRA Outputs

SITE LAYOUT

 **Site: 101 [101_EXAM_Cosgrove Road and Cleveland Street**
(Site Folder: General)]

Intersection of Cosgrove Road and Cleveland Street
Existing AM Scenario
7:45am-8:45am
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

🚧 Site: 101 [101_EXAM_Cosgrove Road and Cleveland Street (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Intersection of Cosgrove Road and Cleveland Street
Existing AM Scenario
7:45am-8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Dist		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	m				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Cosgrove Road															
2	T1	All MCs	439	7.7	439	7.7	0.378	5.6	LOS A	2.7	20.3	0.36	0.50	0.36	50.1
3	R2	All MCs	19	27.8	19	27.8	0.378	8.8	LOS A	2.7	20.3	0.36	0.50	0.36	48.2
3u	U	All MCs	1	0.0	1	0.0	0.378	9.7	LOS A	2.7	20.3	0.36	0.50	0.36	45.8
Approach			459	8.5	459	8.5	0.378	5.7	LOS A	2.7	20.3	0.36	0.50	0.36	50.0
East: Cleveland Street															
4	L2	All MCs	16	26.7	16	26.7	0.120	7.7	LOS A	0.6	5.2	0.48	0.67	0.48	44.2
6	R2	All MCs	78	35.1	78	35.1	0.120	10.5	LOS A	0.6	5.2	0.48	0.67	0.48	48.3
6u	U	All MCs	1	0.0	1	0.0	0.120	10.8	LOS A	0.6	5.2	0.48	0.67	0.48	49.7
Approach			95	33.3	95	33.3	0.120	10.0	LOS A	0.6	5.2	0.48	0.67	0.48	47.8
North: Cosgrove Road															
7	L2	All MCs	102	22.7	102	22.7	0.281	5.6	LOS A	1.8	14.3	0.14	0.50	0.14	51.8
8	T1	All MCs	278	14.4	278	14.4	0.281	5.1	LOS A	1.8	14.3	0.14	0.50	0.14	49.4
9u	U	All MCs	4	0.0	4	0.0	0.281	9.2	LOS A	1.8	14.3	0.14	0.50	0.14	52.5
Approach			384	16.4	384	16.4	0.281	5.3	LOS A	1.8	14.3	0.14	0.50	0.14	50.2
All Vehicles			938	14.3	938	14.3	0.378	6.0	LOS A	2.7	20.3	0.28	0.52	0.28	49.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

🚦 Site: 101 [102_PRAM_Cosgrove Road and Cleveland Street (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Intersection of Cosgrove Road and Cleveland Street
Proposed AM Scenario
7:45am-8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand	Flows	Arrival	Flows	Deg. Satn	Aver. Delay	Level of Service	95% Back Of	Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec							km/h
South: Cosgrove Road															
2	T1	All MCs	439	7.7	439	7.7	0.378	5.6	LOS A	2.7	20.3	0.36	0.50	0.36	50.1
3	R2	All MCs	19	27.8	19	27.8	0.378	8.8	LOS A	2.7	20.3	0.36	0.50	0.36	48.2
3u	U	All MCs	1	0.0	1	0.0	0.378	9.7	LOS A	2.7	20.3	0.36	0.50	0.36	45.8
Approach			459	8.5	459	8.5	0.378	5.7	LOS A	2.7	20.3	0.36	0.50	0.36	50.0
East: Cleveland Street															
4	L2	All MCs	16	26.7	16	26.7	0.120	7.7	LOS A	0.6	5.2	0.48	0.67	0.48	44.2
6	R2	All MCs	78	35.1	78	35.1	0.120	10.5	LOS A	0.6	5.2	0.48	0.67	0.48	48.3
6u	U	All MCs	1	0.0	1	0.0	0.120	10.8	LOS A	0.6	5.2	0.48	0.67	0.48	49.7
Approach			95	33.3	95	33.3	0.120	10.0	LOS A	0.6	5.2	0.48	0.67	0.48	47.8
North: Cosgrove Road															
7	L2	All MCs	115	28.4	115	28.4	0.292	5.6	LOS A	1.9	15.3	0.14	0.50	0.14	51.5
8	T1	All MCs	278	14.4	278	14.4	0.292	5.1	LOS A	1.9	15.3	0.14	0.50	0.14	49.4
9u	U	All MCs	4	0.0	4	0.0	0.292	9.2	LOS A	1.9	15.3	0.14	0.50	0.14	52.5
Approach			397	18.3	397	18.3	0.292	5.3	LOS A	1.9	15.3	0.14	0.50	0.14	50.1
All Vehicles			951	15.1	951	15.1	0.378	6.0	LOS A	2.7	20.3	0.28	0.52	0.28	49.8

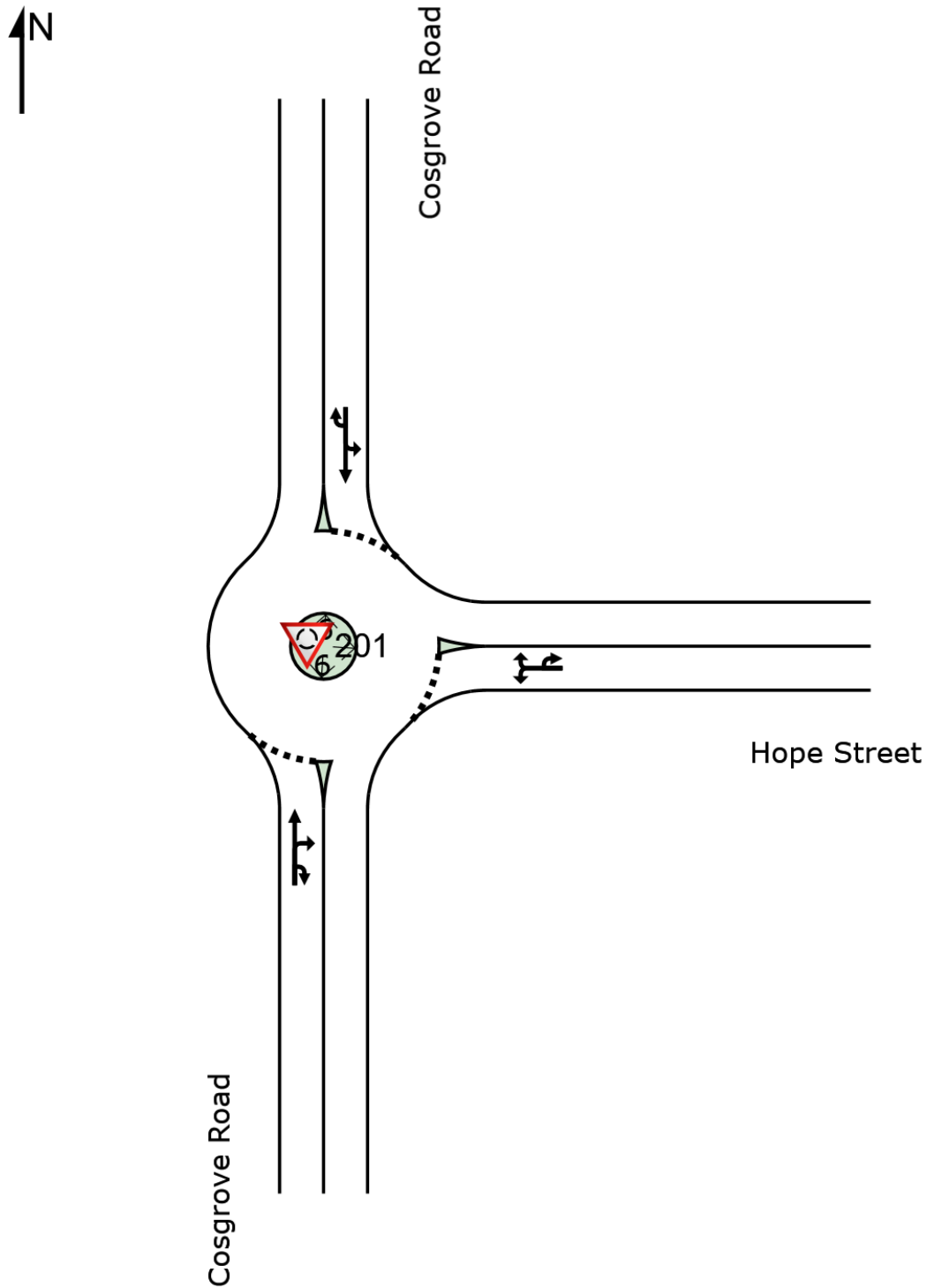
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

 Site: 201 [201_EXAM_Cosgrove Road and Hope Street (Site Folder: General)]

Intersection of Cosgrove Road and Hope Street
Existing AM Scenario
7:45am-8:45am
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

🚦 Site: 201 [201_EXAM_Cosgrove Road and Hope Street (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Intersection of Cosgrove Road and Hope Street
Existing AM Scenario
7:45am-8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Dist		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	m				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Cosgrove Road															
2	T1	All MCs	474	5.6	474	5.6	0.366	5.1	LOS A	2.7	20.3	0.18	0.49	0.18	50.9
3	R2	All MCs	41	51.3	41	51.3	0.366	8.5	LOS A	2.7	20.3	0.18	0.49	0.18	47.6
3u	U	All MCs	1	0.0	1	0.0	0.366	9.2	LOS A	2.7	20.3	0.18	0.49	0.18	46.7
Approach			516	9.2	516	9.2	0.366	5.3	LOS A	2.7	20.3	0.18	0.49	0.18	50.6
East: Hope Street															
4	L2	All MCs	25	45.8	25	45.8	0.063	8.1	LOS A	0.3	2.6	0.47	0.65	0.47	42.6
6	R2	All MCs	24	17.4	24	17.4	0.063	9.7	LOS A	0.3	2.6	0.47	0.65	0.47	49.5
6u	U	All MCs	1	0.0	1	0.0	0.063	10.6	LOS A	0.3	2.6	0.47	0.65	0.47	50.2
Approach			51	31.3	51	31.3	0.063	8.9	LOS A	0.3	2.6	0.47	0.65	0.47	46.3
North: Cosgrove Road															
7	L2	All MCs	29	7.1	29	7.1	0.241	5.5	LOS A	1.4	10.9	0.21	0.49	0.21	52.2
8	T1	All MCs	269	15.2	269	15.2	0.241	5.3	LOS A	1.4	10.9	0.21	0.49	0.21	49.1
9u	U	All MCs	2	50.0	2	50.0	0.241	10.1	LOS A	1.4	10.9	0.21	0.49	0.21	50.2
Approach			301	14.7	301	14.7	0.241	5.4	LOS A	1.4	10.9	0.21	0.49	0.21	49.5
All Vehicles			867	12.4	867	12.4	0.366	5.6	LOS A	2.7	20.3	0.21	0.50	0.21	49.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

🚦 Site: 201 [202_PRAM_Cosgrove Road and Hope Street (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Intersection of Cosgrove Road and Hope Street
Proposed AM Scenario
7:45am-8:45am
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Cosgrove Road															
2	T1	All MCs	474	5.6	474	5.6	0.368	5.1	LOS A	2.7	20.5	0.18	0.49	0.18	50.9
3	R2	All MCs	44	47.6	44	47.6	0.368	8.5	LOS A	2.7	20.5	0.18	0.49	0.18	47.8
3u	U	All MCs	1	0.0	1	0.0	0.368	9.2	LOS A	2.7	20.5	0.18	0.49	0.18	46.6
Approach			519	9.1	519	9.1	0.368	5.4	LOS A	2.7	20.5	0.18	0.49	0.18	50.6
East: Hope Street															
4	L2	All MCs	35	60.6	35	60.6	0.079	8.6	LOS A	0.4	3.6	0.48	0.66	0.48	41.0
6	R2	All MCs	24	17.4	24	17.4	0.079	9.7	LOS A	0.4	3.6	0.48	0.66	0.48	49.3
6u	U	All MCs	1	0.0	1	0.0	0.079	10.6	LOS A	0.4	3.6	0.48	0.66	0.48	50.0
Approach			60	42.1	60	42.1	0.079	9.1	LOS A	0.4	3.6	0.48	0.66	0.48	44.7
North: Cosgrove Road															
7	L2	All MCs	29	7.1	29	7.1	0.243	5.6	LOS A	1.4	11.0	0.22	0.49	0.22	52.2
8	T1	All MCs	269	15.2	269	15.2	0.243	5.3	LOS A	1.4	11.0	0.22	0.49	0.22	49.0
9u	U	All MCs	2	50.0	2	50.0	0.243	10.2	LOS A	1.4	11.0	0.22	0.49	0.22	50.2
Approach			301	14.7	301	14.7	0.243	5.4	LOS A	1.4	11.0	0.22	0.49	0.22	49.4
All Vehicles			880	13.3	880	13.3	0.368	5.6	LOS A	2.7	20.5	0.21	0.50	0.21	49.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.