

16 October 2020

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

**Attention: Bruce Zhang**

**SSD-8660- TRAFFIC IMPACT ASSESSMENT REVIEW - KARIONG SAND AND SOIL SUPPLIES, 90 GINDURRA ROAD SOMERSBY, AND LIGHT INDUSTRIAL SUBDIVISION DEVELOPMENT, 83 GINDURRA ROAD SOMERSBY**

On 30 September 2020, Department of Planning, Industry and Environment (DPIE) forwarded to TfNSW "*Traffic Impact Assessment Review – Kariong Sand and Soil Supplies Development and Light Industrial Subdivision Development – 90 and 83 Gindurra Road, Somersby*" (**the TIA Review**) prepared by Intersect Traffic, dated 22 September 2020. The TIA Review provided commentary on the Traffic Impact Assessments (TIA) of two separate development applications, being:

- SSD 8660 which is currently with (DPIE) for assessment. TIA by SECA Solution dated 9 July 2020, and
- DA 59244/2020 which is currently with Central Coast Council (Council) for assessment. TIA by SECA Solution dated 29 July 2020.

DPIE requested TfNSW review the TIA Review, specifically requesting advice on the Kariong Sand and Soil Supplies Development. TfNSW has previously provided a response to each of these development applications to the relevant consent authority.

TfNSW have considered the TIA Review, and provided advice within the attached Table (Attachment A).

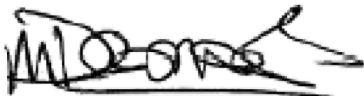
TfNSW considers that there will be an impact on the Central Coast Highway from this and other developments within the area, within the larger catchments of Mount Penang and Somersby. TfNSW have recommended Council to undertake S7.11 plans for each catchment

informed by a Traffic Assessment in consultation with TfNSW, to determine appropriate upgrades to the State road network and funding mechanisms.

It is further recommended that Council be referred the TIA Review for comment, as Gindurra Road and Debenham South Roads are local roads, and the majority of issues raised within the TIA Review are local issues.

Should you require further information please contact Kumar Kuruppu, Development Assessment Officer, on 0429 037 333 or by emailing [development.hunter@rms.nsw.gov.au](mailto:development.hunter@rms.nsw.gov.au).

Yours sincerely

A handwritten signature in black ink, appearing to read 'M. Desmond', with a stylized flourish at the end.

**Marc Desmond**  
A/Manager Land Use Assessment  
Hunter Region

Attach.

## **ATTACHMENT A**

|   | <b>TIA Issue (Intersect Letter dated 22 September 2020 )</b>   | <b>TfNSW Response</b>   |
|---|--|---|
| 1 | Queuing of vehicles on the road network. In the Kariong Sand and Soil report there is a general statement that vehicles will arrive once every 5 minutes therefore two queuing spaces should be enough, but they do not prove it. No detail on service times or length of stays for vehicles or the internal capacity of the site to cater for vehicles has been provided. Also in a peak hour there will actually be a vehicle arriving every 3 minutes (21 vtph) so the report has not addressed peak hour traffic from a queuing perspective and the queue lengths could be predicted using queuing theory to determine if there is enough queuing area on the site such that queuing trucks will not impede traffic on Gindurra Road. Therefore I am of the opinion the report does not prove there is enough queuing space on-site. | <ul style="list-style-type: none"> <li>Central Coast Council (Council) is the roads authority for Gindurra Road, which is a local road. Any decision relating to internal parking/truck storage and queuing area is the responsibility of Council.</li> </ul>   |
| 2 | The traffic data used for the traffic assessment is 5 years old. For an important development like this current traffic data should be used. Whilst it is understood undertaking traffic counts in June and July this year would have resulted in reduced traffic volumes due to the impacts of COVID 19 and the requirement to isolate as much as possible. However traffic volumes are now considered to be close enough to pre COVID volumes for traffic counting to recommence. Given the amount and type of traffic generated by this development I would have thought Council and TfNSW should be requiring that updated traffic counts be used in this assessment.  | <ul style="list-style-type: none"> <li>TfNSW note this comment. The traffic consultant should provide further comment on this to DPIE.</li> </ul>   |
| 3 | I am not sure that the measures to stop vehicles heading through the rural residential area to the east is sufficient. At the moment they are only suggesting signposting at the access. I think new load limit signs and enforcement should   | <ul style="list-style-type: none"> <li>TfNSW understand that the 90 Gindurra Road will be restricted left out only. Council/consent authority may consider signposting of any relevant load limits east to the site, or additional physical measures to restrict exiting vehicles to left turn only.</li> </ul> |

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|---|---|--|
|   | occur to the east of the site and the development should ensure all heavy vehicle drivers using the site are aware of and sign off on a driver code of conduct for the development.   |  |
| 4 | Both traffic impact reports do not appear to have considered the cumulative impacts of other development in the area, not the least being the cumulative impacts of traffic from the other development. Whilst they consider the impacts of their own traffic generation at least one of the reports should consider the impacts of the combined traffic from both developments. This has not been done and given the same consultant was used for each report it would have been easy for this to be done. | <ul style="list-style-type: none"> <li>TfNSW consider that other nearby approved developments should be considered when undertaking a Traffic Impact Assessment.</li> </ul>  |
| 5 | It is noted that the Sidra modelling was done for 2017 traffic, yet the report was dated July 2020. It is my opinion that the modelling should have been undertaken for 2020 conditions including the cumulative impacts of both developments. While this is unlikely to have a major impact on the operation of the Wiseman's Ferry Road / Gindurra Road roundabout it may not be the case with the Central Coast Highway / Wiseman's Ferry Road traffic signals where an overall LoS C already exists.    | As above.  |
| 6 | Further it is usual to undertake traffic impact assessments over a horizon period of 10 years and as such Sidra modelling of at least the Central Coast Highway / Wiseman's Ferry Road traffic signals for the 2030 traffic conditions including the development traffic from both developments should have been undertaken as part of the traffic assessments for both developments.   | <ul style="list-style-type: none"> <li>SEARs issued on 23 August 2017 recommended Guide to Traffic Management Part 12: Traffic Impacts of Developments to assist with the preparing of EIS. This Austroads Guide has since been updated and renamed AGTM12-20-Part-12-Integrated-Transport-Assessments-for-Developments (AGTM12).</li> <li>AGTM12 recommends a 10 year horizon be used with any modelling to ensure that spare capacity remains within the network.</li> </ul> |