



Transport  
for NSW

Emma Barnet  
Department of Planning, Industry and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

Dear Ms. Barnet,

**Minto Resource Recovery Facility (SSD-5339)**

Thank you for your correspondence via Major Project portal (ref: PAE-10113682) on 16 October 2020, requesting Transport for NSW (TfNSW) to review and provide advice on the subject proposal.

The Environmental Impact Statement (EIS) and Traffic Impact Assessment (TIA) have been reviewed. There are several issues observed from the EIS and TIA that require clarification as part of the Response to Submissions. The matters in question are outlined in attached **TAB A** for consideration.

Thank you again for the opportunity of reviewing the subject matter. If you require any further information, please don't hesitate to contact Billy Yung, Senior Transport Planner, via email at [billy.yung@transport.nsw.gov.au](mailto:billy.yung@transport.nsw.gov.au). I hope this has been of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

9/11/2020

**Mark Ozinga**

Principal Manager, Land Use Planning & Development  
Customer Strategy and Technology

CD20/08169

**Issues requiring clarification**

The following observations are made from the Environmental Impact Statement (EIS) and Traffic Impact Assessment (TIA) that can be clarified as part of the Response to Submissions:

1. The proposed inbound and outbound truck routes indicate that the development traffic would pass through the intersection of Ben Lomond Road/Campbelltown Road. However, this intersection has not been included in the traffic survey/assessment.
2. Section 2.2 of the EIS states that waste material would be delivered onsite by truck with an average weight of 16 tonnes. However, in section 2.9 states the average weight load would be 18 tonnes (daily capacity of 1,600 tonnes/89 loaded trips). Clarification should be provided whether this may result in number of trips generated being underestimated, should trucks with a 16 tonne payload be utilised.
3. Section 10.5.4 of the EIS and Section 5.4 of the TIA suggests that 95% of outgoing trucks will be empty and do not require to be weighed as the weight is known. However, based on data presented in Table 2-4 in the EIS, it appears that around 48% (82 out of 171 inbound trips) of inbound trucks will arrive empty. Clarification should be provided to confirm that this will not result in queuing onto the public road.
4. Table 2 (page 16) of the TIA indicates a larger number of outbound trucks (51) than inbound trucks (20) during 6-8am. If approximately 30 trucks will be onsite after operating hours, clarification should be provided regarding the parking capacity for these trucks.
5. The site is located within the approved 25/26m B-Double area, however, the design vehicle for the site is limited to 19m semi-trailer only. The applicant may consider whether the internal road network should be designed to accommodate 25/26m B-Double to improve efficiency.