

29 March 2021

TfNSW Reference: SYD20/00731/02

DPIE Reference: SSD-10474

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

Attention: **David Schwebel**

EXHIBITION OF EIS - ST MARYS RESOURCE RECOVERY FACILITY - 25 DUNHEVED ROAD, ST MARYS

Dear Sir/Madam,

Reference is made to your correspondence dated 5 March 2021, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted application and provides the following comments for consideration in the determination of this application:

1. The Traffic Impact Assessment (TIA), identifies the GML for a semi-trailer as 35 tonnes, with a payload of 20 tonnes. However the TIA uses a semi-trailer combination with a prime mover with a single drive axle group that has a maximum load of 9 tonnes. A more common combination is a semi-trailer with a prime mover that has a tandem drive axle group which has a maximum load of 16.5 tonnes at GML, and a total GML mass of 42.5 tonnes. The difference in payload is approximately 4 tonnes.

It is requested that the applicant confirms whether the lower payload of 20 tonnes is correct for a semi-trailer, as identified in the TIA (e.g. if the processed material is volumetric) as this may over estimate vehicle movements.

2. The TIA states that the proposal will generate 92 one-way heavy vehicle trips per day, but does not break down this figure into the number generated by inbound (mostly heavy rigid vehicles), or outbound vehicles (mostly semi-trailers).

It is requested that the proponent detail how the daily heavy vehicle trips were calculated, and show that the number of heavy vehicle trips can handle the proposed throughput of 150,000 tonnes per annum.

3. The TIA uses traffic survey data undertaken in 2016 which is outdated. It is not clear why more recent traffic survey counts were not undertaken.
4. A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.
5. The TIA states that bicycle parking should be provided in accordance with the suggested bicycle parking provision rates for different land use types in NSW Government's *Planning Guidelines for Walking and Cycling* (2004). The *NSW Planning Guidelines for Walking and Cycling* has been superseded by *Cycling Aspects of Austroads Guides, 2017*, which recommends that bicycle parking for all-day use on a regular basis should be expected to be combined with end-of-trip facilities such as showers, lockers etc.

It is requested that prior to the issue of the Construction Certificate, the applicant be conditioned to provide bicycle parking and end of trip facilities for staff and visitors in accordance with Australian Standard AS1742.9:2018 Manual of Uniform Traffic Control Devices - Bicycle Facilities, and Cycling Aspects of Austroads Guides including:

- a. Locate bicycle parking and storage facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.
6. Current NSW policies state the importance of walking and cycling to increase access to local centres and integrating transport with land use as part of the whole customer journey, including recommendations related to walking and cycling, including managing travel demand; unlocking capacity in existing assets; and improving population health outcomes through more active transport.

It is requested the applicant prepare a Green Travel Plan in consultation with TfNSW. The applicant shall submit a copy of the final plan to TfNSW for endorsement at development.sco@transport.nsw.gov.au, prior to the issue of the first occupation certificate. The Green Travel Plan should include, but not be limited to:

- be prepared by a suitably qualified traffic consultant;
- include objectives and staged modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;
- consideration of a staff travel survey and workforce data analysis to inform likely staff travel patterns and resultant travel plan strategies to / from the site;
- implementation strategy that commits to specific actions (including operational procedures to be implemented along with timeframes) to encourage the use of

public and active transport and car sharing to discourage single occupant car travel to the site;

- details of bicycle parking and dedicated end of trip facilities including but not limited to lockers, showers and change rooms and e-bike charging station(s) for staff to support an increase in the non-car mode share for travel to and from the site;
- a Transport Access Guide for staff and visitors providing information about the range of travel modes, access arrangements and supporting facilities that service the site;
- a communication strategy for engaging with staff and visitors regarding public and active transport use and car sharing to the site and the promotion of the health and wellbeing benefits of active and non-car travel to the site;
- include a mechanism to monitor the effectiveness of the measures of the plan; and
- the appointment of a Travel Plan Coordinator responsible for implementing the plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets.

The plan shall be reviewed annually for at least the first five years and involve surveys, evaluation and review.

The plan (and any updates to the plan), shall be implemented and adhered to at all times by the applicant following the issue of the first occupation certificate.

Transport for NSW has developed a Travel Plan Toolkit designed for the person or group responsible for developing and implementing a Travel Plan. This toolkit provides the steps, templates and resources for developing a comprehensive Travel Plan and may be accessed at: <https://www.mysydney.nsw.gov.au/travelchoices/tdm>

If you have any further questions please direct attention to Malgy Coman on 8849 2413 or email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



Malgy Coman
Senior Land Use Planner