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SF2017/017114
TC

9 April 2020

Land Use Planning and Development
Customer Strategy & Technology
Transport for NSW
477 Pitt Street Sydney NSW 2008

Attention: Robert Rutledge

SSD - 10447 - WASTE MANAGEMENT FACILITIY AND TRUCK PARKING DEPOT, 21D and 21F SCHOOL DRIVE TOMAGO (LOTS: 8 & 11 DP: 270328) SEARS ID NO. 1431

Transport for NSW (TfNSW) advises that legislation to dissolve Roads and Maritime Services and transfer its assets, rights and liabilities to TfNSW came into effect on 1 December 2019. It is intended that the new structure will enable TfNSW to deliver more integrated transport services across modes and better outcomes to customers and communities across NSW.

For convenience, correspondence, advice or submissions made to or by Roads and Maritime Services prior to its dissolution, are referred to in this letter as having been made to or by 'TfNSW'.

On 3 April 2020 TfNSW accepted the referral by the Department of Planning, Industry and Environment (DPIE) via email regarding the abovementioned application. DPIE referred the application to TfNSW for comment. This letter is a submission in response to that referral.

TfNSW's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

TfNSW have reviewed the Preliminary Environmental Assessment, prepared by Jackson Environment and Planning Pty Ltd. It is understood that the proposal be for a resource recovery facility and truck parking depot to be located at 21D and 21F School Drive Tomago.

Remondis proposes to use the site for the receipt and processing of up to 98,200 tonnes of solid and liquid waste materials per annum. Waste materials include dry non-putrescible waste materials from domestic sources, commercial and industrial sources. It will also receive within this total a small amount of putrescible waste materials from the depackaging

of food, such as drinks and packaged food items. The facility will also receive and recycle liquid wastes such as drill muds from hydro-excavation and oily wastes from mining and industrial activities across the region.

The recycling operations will be established within Buildings 1 and 2 on the site. Each recycling operation will be established in discreet parts of the existing industrial warehousing, and collectively, the Tomago Resource Recovery Facility will provide a wide range of recycling services through:

- A fully integrated Materials Recovery Facility for sorting and processing dry recycling;
- A Cardboard Baling Facility for source separated cardboard collected from businesses;
- A Drill Mud Recycling Facility for drill muds sourced from the mining and coal seam gas industry;
- A Packaged Food Recycling Plant, which will accept packaged foods and drinks, separating the food contents and packaging for recycling;
- A Garden Organics Primary Processing plant, which will receive, decontaminate and shred woody garden organics for off-site composting;
- A Hazardous Waste Recycling Facility, for sorting and aggregating a range of spent solid materials and liquids containing oils and chemicals;
- A Copper Processing area; and
- A Metals Recycling Facility.

A truck parking depot is proposed to be established on the adjacent vacant lot referred to as 21F School Drive.

TfNSW response & requirements

TfNSW recommends that the Environmental Impact Statement (EIS) should refer to the following guidelines with regard to the traffic and transport impacts of the proposed development:

- Road and Related Facilities within the Department of Planning EIS Guidelines, and,

- Section 2 Traffic Impact Studies of Roads and Maritime's NSW's *Guide to Traffic Generating Developments 2002*.

Furthermore, a traffic and transport study shall be prepared in accordance with the Roads and Maritime Services NSW's *Guide to Traffic Generating Developments 2002* and is to include (but not be limited to) the following:

- Details of the design vehicle and swept paths from Tomago Road into and out of the site, as well as within the site.

- Details of the driver facilities provided on site.

- Details of the vehicle movements into and out the site (construction and operations) throughout the day, with detailed breakdown of movements during peak site operational hours and peak hours on the broader road network.

- Demonstration that the site is able to cater for all necessary queuing and parking on site, without the need to stage heavy vehicles on the public road network (for construction and operation).

- Details of the origin/destination of heavy vehicles leaving the site and identification of broader road network upgrades.

- Details of the origin/destination of dangerous goods movements to/from the site.

- Assessment of all relevant vehicular traffic routes and intersections for access to / from the subject properties.

- Current traffic counts for all of the traffic routes and intersections.

- The anticipated additional vehicular traffic generated from both the construction and operational stages of the project.

- The distribution on the road network of the trips generated by the proposed development. It is requested that the predicted traffic flows are shown diagrammatically to a level of detail sufficient for easy interpretation.

- Consideration of the traffic impacts on existing and proposed intersections, in particular, the intersection of Tomago Road and the Pacific Highway and the capacity of the local and classified road network to safely and efficiently cater for the additional vehicular traffic generated by the proposed development during both the construction and operational stages. The traffic impact shall also include the cumulative traffic impact of other proposed developments in the area.

- Identify the necessary road network infrastructure upgrades that are required to maintain existing levels of service on both the local and classified road network for the development. In this regard, preliminary concept drawings shall be submitted with the EIS for any identified road infrastructure upgrades. However, it should be noted that any identified road infrastructure upgrades will need to be to the satisfaction of Transport for NSW and Council.

- Traffic analysis of any major / relevant intersections impacted, using SIDRA or similar traffic model, including:
  - Current traffic counts and 10 year traffic growth projections
  - With and without development scenarios
  - 95^{th} percentile back of queue lengths
  - Delays and level of service on all legs for the relevant intersections
  - Electronic data for Transport for NSW review.

- Any other impacts on the regional and state road network including consideration of pedestrian, cyclist and public transport facilities and provision for service vehicles.

On determination of this matter, please forward a copy to TfNSW for record and / or action

purposes. Should you require further information please contact Tim Chapman, A/Development Assessment Officer, on 4908 7688 or by emailing development.hunter@rms.nsw.gov.au.

Yours sincerely

Peter Marler
Manager Land Use Assessment
Hunter Region