

Susan Fox  
Industry Assessments  
Department of Planning, Industry & Environment  
GPO Box 39  
Sydney NSW 2001

Dear Ms Fox

**New Request for Advice - Padstow Resource Recovery Facility (SSD-10450)  
(Canterbury-Bankstown)**

Thank you for your correspondence via the Major Projects Portal (ref: PAE-2832) dated 17 April 2020 requesting Transport for NSW (TfNSW) provide input to the Secretary's Environmental Assessment Requirements (SEARs) for the subject proposed State Significant Development.

Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services (Roads and Maritime), and TfNSW. This response reflects the advice from the new organisation.

The supporting documentation provided in support of the proposed development application has been reviewed, and the following comments are provided for inclusion in the SEARs:

A detailed traffic impact assessment should be prepared and include, but not be limited to, the following:

1. Daily and peak traffic movements likely to be generated by the proposed redevelopment (including vehicle type and the likely arrival and departure times) and volumes likely to be generated during construction and operation, including a description of haul route origins and destinations, including;
  - a. An inbound and outbound vehicle profile by time of day and day of week (if travel patterns differ across the week);
  - b. Site plan and operating plan to demonstrate that the site will be managed such that queues do not develop on Gow Street;
  - c. Site plan showing the proposed layout of the processing plant, storage and handling facilities and truck circulation layout that demonstrates the site will accommodate the most productive vehicle types (noting that the surrounding road network accommodates 25/26 metre B-doubles);
  - d. Site layout that illustrates how loading and unloading (including waiting areas) will occur in relation to covered and uncovered areas for the different material types;
  - e. Map the catchment for this processing centre to demonstrate that it is located in a suitable location to serve the construction industry from the perspective of not generating additional trips over long distances between construction sites, batching plants, this facility and land fill locations;
  - f. The rationale for the expansion in fuel storage and clarification of how the storage expansion will be staged between the existing operations; Stage 1 (this proposal) and stage 2;
  - g. Details of the driver facilities provided on site;

- h. Details of the origin/destination of dangerous goods movements to/from the site; and
  - i. Swept path diagrams depicting vehicles entering, exiting and manoeuvring throughout the site for both light and heavy vehicles.
2. All affected intersections should be examined/ modelled and the need/associated funding for upgrading or road improvement works (if required), including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model as prescribed by TfNSW (former Roads and Maritime). These should include, but not be limited to:
    - a. Gow Street at Fairfield Road; and
    - b. Gow Street at Gibson Avenue.

The traffic modelling should consider the scenarios of year 2026, 2031, 2036 and the year until the facility cease operation.

3. Details of the proposed accesses and the parking provisions associated with the proposed redevelopment including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc).
4. Proposed number of car parking spaces and compliance with the appropriate parking codes.
5. To ensure that the above requirements are fully addressed, the traffic impact assessment must properly ascertain the cumulative study area traffic impacts associated with the redevelopment (and any other known proposed developments in the area). This process provides an opportunity to identify a package of traffic and transport infrastructure measures required to support future development. Regional and local intersection and road improvements, vehicular access options for adjoining sites, public transport needs, the timing and cost of infrastructure works and the identification of funding responsibilities associated with the development should be identified.
6. TfNSW requires the Environmental Assessment report to address the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling); the potential for implementing a location-specific sustainable travel plan (eg 'Travelsmart' or other travel behaviour change initiative); and the provision of facilities to support non-car mode share for travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport.

The detailed traffic impact assessment should address the relevant planning provisions, goals and strategic planning objectives in the following:

- Future Transport 2056 and supporting documents;
- Draft NSW Freight and Ports Plans;
- Guide to Traffic Generating Developments 2002(RTA);
  - TDT 2013/04a Guide to Traffic Generating Developments, and;
- Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development.

Thank you again for the opportunity to provide feedback on the above development application. Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at [Robert.rutledge@transport.nsw.gov.au](mailto:Robert.rutledge@transport.nsw.gov.au).

Yours sincerely



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**Mark Ozinga**

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