

30 July 2020

File No: NTH19/00212/02

Your Ref: SSD 8530563

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

Attention: Mary Ellen Trimble

Dear Sir / Madam,

RE: Secretary's Environmental Assessment Requirements (SSD 8530563) Waste Facility Lots 1 & 2 DP 1226992 16 Torrens Road, Gunnedah.

I refer to your email of 17 July 2020 requesting input from Transport for NSW to the Secretary's Environmental Assessment Requirements (SEARs) for the abovementioned development proposal.

Roles and Responsibilities

From 1 December 2019, all functions and responsibilities of Roads and Maritime Services will now be vested in an integrated Transport for NSW (TfNSW). Our key interests are for the safety and efficiency of the transport network, the integrity of State infrastructure and the integration of land use and transport in accordance with *Future Transport Strategy 2056*.

Oxley Highway (HW11) and Kamilaroi Highways (HW29) are classified (State) and Gunnedah Shire Council is the Roads Authority for all public roads (other than freeways or Crown roads) in the local government area pursuant to Section 7 of the *Roads Act 1993*. TfNSW is the Roads Authority for freeways and can exercise roads authority functions for classified roads in accordance with the Roads Act. Any proposed works on a classified (State) road will require the consent of TfNSW and consent is provided under the terms of a Works Authorisation Deed (WAD).

In accordance with Clause 104 of *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP), TfNSW is given the opportunity to review and provide comment on the subject development application as it meets the requirements under Schedule 3.

It is emphasised that the following comments are based on the information provided to TfNSW at this time, they are not to be interpreted as binding upon TfNSW and further comment will be provided following formal review of a development application referred by the appropriate Consent Authority.

Transport for NSW Response

TfNSW request that a Traffic Impact Assessment (TIA) be prepared by suitably qualified person/s in accordance with the Austroads Guide to Traffic Management Part 12, the complementary TfNSW Supplement and RTA Guide to Traffic Generating Developments. The TIA should include, but not necessarily be limited to, an assessment of the considerations outlined in **Attachment A**.

TfNSW highlights that in determining the application under the *Environmental Planning and Assessment Act 1979*, it is the Consent Authority's responsibility to consider the environmental impacts of any roadworks which are ancillary to the development. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of project approval.

If you have any further enquiries regarding the above comments please do not hesitate to contact Greg Sciffer, Development Assessment Officer or the undersigned on (02) 6640 1362 or via email at: development.northern@rms.nsw.gov.au

Yours faithfully,



for Matt Adams
Manager Land Use Assessment Northern
Regional NSW and Outer Metropolitan
Transport for NSW

Enc. ATTACHMENT A - Requested TIA considerations for SEAR

ATTACHMENT A – Requested Traffic Impact Assessment considerations for SEAR

For context, this attachment must be read with TfNSW letter of 30 July 2020

Traffic Impact Assessment (TIA) be prepared by suitably qualified person/s in accordance with the Austroads Guide to Traffic Management Part 12, the complementary TfNSW Supplement and RTA Guide to Traffic Generating Developments.

The TIA is to identify the impacts of the development and the proposed on-site and off-site measures proposed to mitigate the impacts of the development on any road or rail related infrastructure. The TIA must explain and justify all inputs informing the proposed measures.

The TIA should be tailored to the proposed development and include, but not necessarily be limited to, consideration of the following;

- A map of the road network surrounding the site, identifying the site access arrangements, nearby accesses, intersections and any transport related facilities.
- A map of the proposed haulage route/s identifying all public roads proposed to obtain access from the classified (State) road/s to the development site. This should take into consideration other existing approved haulage routes and any constraints for turning traffic.
- The total impact of existing and proposed development on the road network with consideration for a 10 year horizon. This should include;
 - Identify Annual Average Daily Traffic (AADT) volumes with percentage heavy vehicles along the haulage route/s and diagrammatically demonstrate AM and PM peak hour movements at key intersections.
 - Background traffic data from published sources and/or recent survey data. The source of data and any assumptions are to be clearly explained and justified, including the growth rate applied to the future horizon.
 - The volume and distribution of existing and proposed trips to be generated by the construction and operational phases of the development at key intersections and the accesses. This should identify the maximum daily and hourly demands generated by the development, particularly where they coincide with the network peak hour.
 - The type and frequency of design vehicles accessing the development site.
- Details of the road geometry and alignment along the identified haulage route/s, including existing formations, crossings, intersection treatments and any identified hazards. This should include;
 - Available sight distances at intersections along the proposed haulage routes, including intersections and accesses, and any constraint to achieving the required sight distance for the posted speed limit.
 - An assessment of turn treatment warrants in accordance with the Austroads Guide to Traffic Management Part 6 and Austroads Guide to Road Design Part 4A for the identified intersections and accesses to identify the existence or need for the minimum basic turn treatments and addressing the need for any warranted higher order treatments.

- Swept path analysis demonstrating the largest design vehicle entering, manoeuvring and leaving the development, and moving in each direction through intersections along the proposed haulage route/s.
- Capacity analysis (using SIDRA or other relevant application), to identify an acceptable Level of Service (LOS) at intersections with the classified (State) road/s, and where relevant, analysis of any other intersections along the proposed transport route/s.
- A review of crash data along the identified transport route/s for the most recent 5 year reporting period and an assessment of road safety along the proposed transport route/s considering the safe systems principles adopted under Future Transport 2056.
- Strategic (2D) design drawings of all proposed road works and the site access demonstrating scope, estimated cost and constructability of works required to mitigate the impacts of the development on road safety, traffic efficiency and the integrity of transport infrastructure. Works must be appropriately designed for the existing posted speed limit.
- A site plan demonstrating site access, internal manoeuvring, servicing and parking areas consistent with the relevant parts of AS2890 and Council requirements. The site plan should accommodate the swept paths of relevant design vehicles servicing the existing and proposed operation of the site.
- Details of measures to address impact on public transport services and active transport modes, such as, public and school bus services, walking and cycling.
- Details of any measures proposed to ameliorate the impacts of road traffic noise and dust generated along the proposed haulage route/s.
- Details of any Traffic Management Plan (TMP) proposed to address the construction and operation of the proposed development. The TMP may include temporary measures such as a Traffic Control Plan (TCP) prepared and implemented by suitably qualified persons in accordance with the current *Traffic Control at Work Sites Manual*. It is recommended that any TMP adopt a Driver Code of Conduct, including but not necessarily limited to, the following;
 - A map of the primary haulage route/s highlighting critical locations.
 - An induction process for vehicle operators and regular toolbox meetings.
 - Procedures for travel through residential areas, school zones and/or bus route/s.
 - A complaint resolution and disciplinary procedure.
 - Community consultation measures proposed for peak periods.

Where road safety concerns are identified at a specific location along the proposed haulage routes, TfNSW suggests that the TIA be supported by a targeted Road Safety Audit undertaken by suitably qualified persons in accordance with the Austroads Guidelines.

Any roadwork on classified (State) road/s is to be designed and constructed in accordance with the current Austroads Guidelines, Australian Standards and [TfNSW Supplements](#).

The developer will be required to enter into a Works Authorisation Deed (WAD) with TfNSW for any roadwork deemed necessary on the classified (State) road. The developer will be responsible for all costs associated with the roadwork and administration for the WAD. It is recommended that developers familiarise themselves with the requirements of the WAD process. Further information can be obtained from the TfNSW [website](#).