

Key Sites and Industry Assessments  
Department of Planning, Industry & Environment  
GPO Box 39  
Sydney NSW 2001

ATTN: Emma Barnet

Dear Ms Barnet,

**New Request for Advice – Kings Park Metal Recovery and Recycling Facility Expansion  
(SSD-10396) (Blacktown)**

Thank you for your correspondence via the Major Projects Planning Portal (ref: PAE-9433812) dated 24 September 2020 requesting Transport for NSW (TfNSW) to provide advice regarding the above. 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 existing resource recovery facility (RRF), is located at 23-43 and 45 Tattersall Road in Kings Park, NSW. The Applicant is seeking approval to increase the throughput limit of the RRF from 350,000 to 600,000 tonnes per annum (tpa).

The documentation provided in support of the proposed development application has been reviewed, and comments on the following matters are provided:

- Clarification of trip generation applied in the Traffic and Transport Impact Assessment;
- Inconsistencies in heavy vehicle turn movements presented; and
- Recommended addition to the Employee Transport Plan.

Detail on the above matters is provided in **TAB A**.

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



20/10/2020

**Mark Ozinga**

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

CD20/07702

## **TAB A - TfNSW comments on SSD-10396 Kings Park Metal Recovery and Recycling Facility Environmental Impact Statement**

### **Heavy Vehicle Movements**

#### Comment

The Traffic and Transport Impact Assessment (TTIA), identifies that the existing development that includes approval for processing up to 350,000 tonnes per annum (tpa), generates 247 heavy vehicles and 51 light vehicles per day. However Table 3.1 only includes traffic movements related to material received from customers and from internal transfers, and doesn't provide any heavy vehicle movements related to outbound processed material. The TTIA states that for the year up to 19 April 2020, outbound processed material was 345,056 tonnes.

Similarly, the TTIA identifies 424 heavy vehicle movements and 89 light vehicle movements generated for the site to process the proposed new throughput of 600,000 tpa. Similar to the issue identified above for Table 3.1, it appears that Table 5.2 does not include estimate for heavy vehicle movements related to outbound processed material.

#### Recommendation

It is requested that the above issue be clarified and if required the TTIA be revised.

#### Comment

The TTIA appears to contain some inconsistencies in the number of heavy vehicle turn movements presented in Figures 3.5-3.7 vs Table 5.3 of the report (for example: Saturday Peak: Outbound heavy vehicles shown in Figure 3.7 as 6 vs 8 in the report).

#### Recommendation

It is requested that the TTIA be revised to clarify the consistency of the volumes presented in the Figures vs the Tables.

### **Employee Transport Plan**

#### Comment

Section 7 of the TTIA provides a framework for the preparation and monitoring of an Employee Transport Plan, and states that the Site Operator would consider the development and implementation of an Employee Transport Plan. The recommendations below are provided to encourage the use of sustainable transport to the site, which will help reduce the use of single vehicle trips.

#### Recommendation:

It is requested that prior to the issue of the first Occupation Certificate, the applicant be conditioned to prepare a comprehensive Employee Transport Plan in consultation with TfNSW to reduce the proportion of single-occupant car travel and increase the use of sustainable modes of transport including car sharing, public transport and active transport associated with the development. It is suggested that the plan should specify matters including, but not limited to, the following:

- Identifying and implementing strategies that encourage modal shift as presented in Section 7.4 of the TTIA;
- Include a strategy for communicating the Employee Transport Plan with staff and visitors and encouraging them to subscribe to its actions;

## **TAB A - TfNSW comments on SSD-10396 Kings Park Metal Recovery and Recycling Facility Environmental Impact Statement**

- Ensuring pedestrian and cycling connectivity, end of trip facilities and bicycle parking in order to achieve the above outcomes;
- Identifying the party or parties responsible for delivery and implementation of each element of the Employee Transport Plan; and
- Including a high quality Travel Access Guide (TAG) which provides information to staff about how to travel to the site by sustainable transport modes. This should include information about public transport connectivity, end of trip facilities, and local pedestrian and cycling connections.

Additionally it is recommended that the Employee Transport Plan is evaluated (including staff travel surveys) and updated every two years. The applicant is to submit a copy of the final Employee Transport Plan to Transport for NSW for consideration.