



28 March 2022

Mr Michael Cassel
Secretary
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Shaun Williams

Dear Mr Cassel,

**NOTICE OF EXHIBITION
GLEBE ISLAND SILOS THROUGHPUT CAPACITY INCREASE (DA-188611)
LOT 12 SOMMERVILLE ROAD, ROZELLE**

Thank you for referring the development application for 'Glebe Island Silos – throughput capacity increase on 2 March 2022 via email, requesting Transport for NSW (TfNSW) comment.

TfNSW has reviewed the submitted application and provides the following advisory comments and recommendations for the Department's consideration:

Comment:

SIDRA Network Modelling

- The City West Link and Victoria Road are major arterial roads, which carries a high volume of traffic and delay and queues have been observed to be excessive at times.
- The setup parameters in the base model are not in accordance with the SCATS data, for example the cycle length should be 140 seconds. The Applicant can obtain further information can be obtained regarding key input parameters by email to development.sydney@transport.nsw.gov.au.
- The model is predominantly using defaults, where some examples include not using actual lane widths, grades, pedestrian walk and clearance times, minimum times are too short, no pedestrian volumes, or consideration of the Peak Flow Factor and an absence of Late Start time settings.
- A defined route has been set for offset calculations for the AM existing model only. This should be included for all models in the appropriate direction of coordination.
- Cycle times should be 140 seconds which predominantly occurs during the peak periods. The applicant has an 'optimised' setting of 85 second cycle length in the PM and 145 seconds for the AM, where both are non-typical.
- The left turn from The Crescent has been omitted from B phase at City West / The Crescent intersection.
- TfNSW has also noted that the effective left turn storage length into James Craig is less than what is coded. The development's large vehicles are to be setup with the correct vehicle length and queue space. Further consideration should be given to lowering the intersection approach truck speeds.
- The calibration of the base model must be undertaken, and the methodology and difference between observed and calculated data is to be tabulated in a supplementary report. This is to ensure that all intersections are being modelled accurately. The calibration method is to follow that described in the SIDRA User Guide Section 2.6.2 – 2.6.4 in conjunction with TfNSW's Guide to Traffic Modelling.'

Transport for NSW

27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta NSW 2150
P (02) 8265 6962 | W transport.nsw.gov.au | ABN 18 804 239 602

Recommendation:

Applicant addresses the above matters through an addendum to the TIA and provide TfNSW an electronic copy of SIDRA files for the agency's review and verification.

If you have any further inquiries in relation to the above, please contact Brett Morrison, Development Assessment Officer via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'B. Pegg'.

Brendan Pegg
Senior Manager Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

TAB A

Transport for NSW

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