01 March 2022

Assessment Officer
Department of Planning, Industry & Environment
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

RE: SSD-25452459 FIRST BUILDING BRADFIELD CITY CENTRE SSDA RESPONSE TO SUBMISSIONS ON TRAFFIC

Introduction

SCT Consulting prepared a *Transport Impact Assessment* that formed part of the Environmental Impact Statement of the SSD-25452459 First Building Bradfield City Centre. The Environmental Impact Statement was exhibited on the Department's portal from Friday 19 November 2021 until Thursday 16 December 2021.

During the exhibition, submissions were made on traffic and transport. This letter is a response to those submissions.

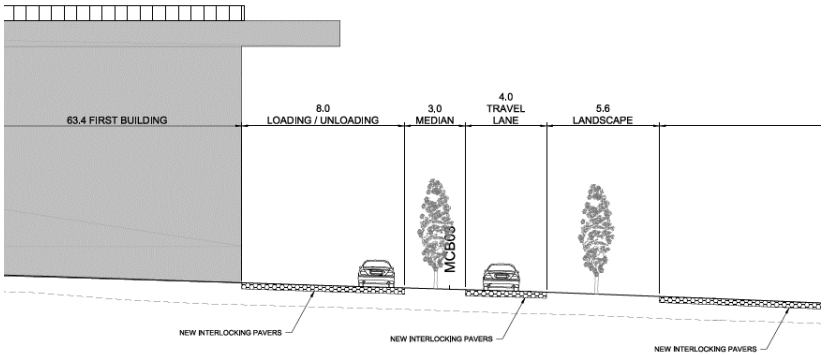
This letter should be read in conjunction with the original *Transport Impact Assessment* (SCT Consulting, 2021).

Efforts have been made to modify the proposal in response to submissions by the community. Items in this letter therefore should also be treated as an addendum to the original *Transport Impact Assessment* (SCT Consulting, 2021).

Response to Submissions

Table 1 Response to submissions on traffic and Transport

Our ref	Submission	Response
Liverpool City Council Submission Received 21 December 2021		
19	The applicant is to provide a construction traffic management plan for all demolition and construction activities including detailed vehicle routes, number of trucks, hours of operation, access arrangements, traffic control measures and impacts on the existing and proposed road network.	It is agreed that a Construction Traffic Management Plan (CTMP) should be prepared. It is proposed this would occur after approval and before the construction certificate. WPCA is in the process of tendering the building construction. After the successful contractor is onboarded, more clarity on the construction methodology and any proposed construction requirements will be available.
Requests by Department of Planning, Industry & Environment		
6A	There are inconsistencies regarding the number of parking spaces quoted in the Traffic Impact Assessment (TIA) and other technical reports. The TIA states there will be 50 at grade spaces, however in Section 5.3.1 of the TIA, 60 parking spaces are quoted. Elsewhere in the EIS and technical studies, 51 spaces have been quoted. Please clarify the number of parking spaces.	A total of 50 at grade parking spaces are proposed, which include 2 disabled parking spaces.
6B	The civil plans include swept path diagrams of the largest truck accessing the site along the service road. Where is the designated heavy vehicle parking on the service road and how are heavy vehicles load and unloaded? Can heavy vehicles reverse in to the loading bay?	A porte-cochere is proposed at the ground level to facilitate loading activities. The porte-cochere is adjacent to the north-south vehicle access link and allows service vehicles or waste trucks to access the loading zone without reversing. The designated loading zone is separated from the general travel lane by a median, which allows other vehicles to traverse through the site while a heavy vehicle is parked. The swept path diagrams show that the largest truck (19m AV) can access the port cochere for loading and unloading activities.

Our ref	Submission	Response
		
6C	Are there plans for bus parking or bus access within the site? i.e. in the event shuttle buses are used around the precinct temporarily	Shuttle buses can access the site through service road and park at the port cochere. The future tenants can manage the demand for deliveries and shuttle services.
6D	Confirm whether the roundabout is a permanent feature at the intersection with Badgerys Creek Road.	The roundabout has been proposed as part of Transport for NSW's Sydney Metro Western Sydney Airport's enabling works. There is no intention to upgrade the roundabout for First Building. It is expected that the configuration of Badgerys Creek Road may change in the future with increased developments in Western Sydney Aerotropolis.
6E	Table 5-9 of the TIA provides the peak construction movements at Badgerys Creek Road and the Aerotropolis Access Road. Confirm if construction vehicle movements are for the Sydney metro construction traffic or does this include construction traffic generated by the First Building proposal.	Table 5-9 provides the construction movements of Sydney Metro construction traffic only. The construction traffic generated by the First Building proposal is outlined in Table 6-3 of the TIA.
6F	Clarify what is meant by the scaled background traffic models (2023 and 2028) in Table 6-2.	The Sydney Metro Western Sydney Airport EIS traffic volumes were provided for peak construction 2023 and future years 2026 & 2036. As the SEARs required a year of modelling that was different to this horizon, traffic volumes were scaled between those of 2026 and 2036. In practical terms, this means that volumes for 2028 are 20% of the way between 2026 and 2036, assuming growth is constant each year. The detailed methodology is summarised in Table 6-1 in the TIA. The comparison of traffic volumes in the provided model (Sydney Metro) and the scaled models (2023

Our ref	Submission	Response
		scaled and 2028 scaled) is summarised in Table 6-2. These models are 'background traffic models' as they do not include the traffic generated by the First Building proposal
6G	Provide details of construction parking arrangements – is this being shared with the Sydney Metro project?	Given the large site area, there will be sufficient on-site parking spaces for construction vehicles. Currently, there is no indication of shared parking with the Sydney Metro project.
8B	How does the development encourage electric vehicle usage? Are there charging stations at the site or proposed to be located nearby? If so, please illustrate the charging stations on the architectural plans.	**Amendment to original proposal:** Two EV parking spaces are proposed, accounting for 10% of the 18 permanent parking spaces. Architectural plans will be updated to illustrate the charging stations.
Transport for NSW Submission Received 24 December 2021		
4	The Traffic Impact Assessment (TIA) indicates (Figure 4.1 on page 16) signalised intersections throughout the Western Sydney Aerotropolis Precincts. TfNSW notes that WPCA is currently preparing a Masterplan for Bradfield which will include a road network and potential intersection controls. At this stage, there are no formal approvals or agreements for the signalised intersections. Any proposals for new traffic control signals would require the submission of a formal warrants assessment and traffic modelling to TfNSW for approval under Section 87 of the *Roads Act, 1993*.	The signalised intersections shown in the TIA are indicative only and not proposed in this SSDA. Any future proposals for signalised intersections will comply with all necessary approval processes.
5	The submitted SIDRA modelling states there will be a queue of 254m on the southern approach to the Badgerys Creek Road roundabout (2023 – SM + CON Traffic case). The applicant is requested to provide clarification on the proposal's potential impacts on the traffic efficiency and flow on the Norther Road.	The proposed roundabout is located 1.3km north of the Badgerys Creek Road and the Northern Road intersection. There is no expected impact of the queue on the efficiency and flow on the Northern Road as there is sufficient space for the queue to dissipate. Based on the small traffic generation of the site (11-14 vehicles per hour during operation and 30 vehicles per hour during construction), the effect is minimal on the network.
7	TfNSW notes the objectives of the GTP. When preparing a GTP, measures must ensure that non-private vehicular modes of transport are the preferred mode of travel to/from the project site. The GTP should includes objectives to reduce the proportion of single-occupant car travel by staff to and from the site and increase the mode share of public transport and active transport for the life of the development. These objectives need to be met within your Implementation Strategy and Implementation Plan initiatives.	These recommendations are supported. This would need to occur after a future tenant or building manager has been agreed as some of the requirements involve the commitment and input of the future building users. This is recommended to occur before occupancy.

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	TfNSW notes in the GTP, that the occupant/building management will be responsible to implement a monitoring and review process for the success of green travel initiatives. The Applicant is requested to provide three modal split target tables: pre-metro, short-term post-metro, and then updating the modal share each year and when future transport upgrades are in place. TfNSW would like to see both pre-metro and short-term post-metro tables included in this GTP, including targets for shuttle bus trips moving staff in and out of the site and targets for car-pooling as well as car-parking management. TfNSW strongly encourages that EV charging stations be considered in the design of teh site, to be included in the long-term mode share as well. TfNSW expect that there is provision for eventual travel to the stie by active transport, as land uses in the area change, and there is increased residential development in the area, as well. TfNSW requests that the GTP considers implementation of a parking management strategy that prioritises use by staff on a need basis, particularly when more car-pooling and shuttle buses are available, to further reduce car use. Option could include limiting the number of parking spots available, and/or charging a fee for them and then pledging that money toward sustainable transport initiatives in the future. TfNSW advise the GTP will need to be appropriately funded and otherwise resourced, by the applicant, for a period of at least 5 years, or via an appropriate appointed entity such as a body corporate. This will include ongoing travel demand initiatives that will require resourcing. This is in recognition that any travel demand management interventions will need to be significant in scale to be effective. This should be covered in the updated **Implementation Plan**. TfNSW advises that the Applicant will need to determine a strategy for occupant/building management to take over the ongoing responsibility for the GTP, making it clear that there are requirements to try and achieve sustainable transport mode shares for the site, as a condition of the development, for its life cycle. TfNSW requests that the GTP includes a copy of a Travel Survey for the site as a separate appendix in this STP. This would be a site-specific Travel Survey that will be distributed to staff 3 months post occupancy. Staff travel surveys are conducted to obtain workforce data analysis (including staff residential postcodes) to identify the actual staff travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff to get to and from the site. Suitable transport modes can be promoted in the Travel Survey	

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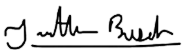
	questions. The Travel Survey can eb updated each year and when future transport upgrades take place.	
8	The Travel Access Guide (TAG) that has been provided in the GTP can be developed pre-metro and short-term post metro. The TAG should include maps and times of all modes of transport, shuttle, bus, train, walking and car-pooling options. The TAG should evolve as transport upgrades are implemented. The TAG should provide information on the TAG advising staff that additional information about service routes and timetables is available on the Trip Planner at transportnsw.info/	These recommendations are supported, but similar to the above should occur before occupancy. There are no public transport services within a walkable distance currently, so the TAG would not provide great value until later in the development process.
10	Several construction projects are likely to occur within the Bradfield Precinct at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and public transport operations within the Bradfield Precinct, as well as the safety of pedestrian and cyclist particularly during commuter peak periods. It is noted that a Preliminary Construction Traffic Management Plan (CTMP) has been prepared as part of the Traffic and Transport Assessment. It is advised that the applicant updates and expands this plan in consultation with TfNSW and Sydney Metro to prepare a CTMP. It is requested that the Applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and Sydney Metro and submit a copy of the final CPTMP for TfNSW endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.	Noted. A detailed Construction Traffic Management Plan (CTMP) will be developed in consultation with TfNSW and Sydney Metro before the issue of any construction certificate.
Western Sydney Planning Partnership Submission Received 23 December 2021		
7	The proposal provides for 51 temporary car bays, but it is noted long term car parking will be capped at 18 spaces. Contradicting this Appendix H states 60 bays are proposed.	A total of 50 at grade parking spaces are proposed, which include 2 disabled parking spaces. There will be 18 permanent parking spaces in the long term.

Yours sincerely



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