

21 April 2026

TfNSW Reference: SYD26/00371/01

DPHI Reference: SSD-113934740



Ms. Kiersten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: Shaun Williams

**REQUEST FOR SECRETARYS ENVIRONMENTAL ASSESSMENT REQUIREMENTS
DATA CENTRE DEVELOPMENT
1 KANGAROO AVENUE, EASTERN CREEK**

Dear Ms. Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to provide input to the draft Secretary's Environmental Assessment Requirements (**SEARs**) for the proposed data centre development at 1 Kangaroo Avenue, Eastern Creek.

TfNSW has reviewed the Scoping Report (prepared by Urbis) and provides assessment requirements and comments in **TAB A** for the consideration of the Department of Planning, Housing and Infrastructure (**DPHI**).

Should you have any questions regarding the above, please contact Annelly Ketheson, Land Use Planner, on phone 9983 2731 or via email at development.sydney@transport.nsw.gov.au

Yours sincerely,

Brendan Pegg
Senior Manager Land Use Assessment Central and Western
Transport Planning Branch
Planning, Integration and Passenger Division

TAB A - TfNSW suggested requirements and comments

1. **Transport Impact Assessment (TIA)**: A TIA shall be prepared in accordance with the *Guide to Transport Impact Assessment (GTIA)*. GTIA replaces the Guide to Traffic Generating Developments and can be found at this [link](#). The TIA will enable TfNSW to understand the impacts the development may have on the state classified road network that it manages, as well as the impacts from local road connections with the state classified road network because of increased vehicular, bus and pedestrian/active transport movements. The TIA must include, but not be limited to, the following:
 - Details of all traffic types and volumes likely to be generated during construction and operation. Traffic flows are to be shown diagrammatically to a level of detail sufficient for easy interpretation.
 - An assessment of the predicted impacts of development traffic on road safety and the capacity of the road network, including consideration of cumulative impacts of nearby approved developments at key intersections on m4 Western Motorway using SIDRA.
 - Identification of the necessary road network infrastructure upgrades (e.g. signage, pedestrian facilities, intersection upgrades, etc.) on the M4 Western Motorway that are required to mitigate the development impact on the classified road network, in terms of safety and efficiency for both vehicles and pedestrians. Any proposed intersection upgrades on the M4 Western Motorway should consider the broader growth planned for the Bradfield Precinct and opportunities for rationalising access to/from the M4 Western Motorway. Any required/proposed road network infrastructure upgrades/mitigation measures along the M4 Western Motorway should be developed in consultation with TfNSW.
 - A review of the crash data along the identified transport route/s and key nearby intersections for the most recent 5-year reporting period and an assessment of the safety implications of the proposed development and required mitigation measures.
 - Plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading, or servicing can be accommodated on the site to avoid queuing in the street network.
 - Details of the site access and pedestrian network and parking provision associated with the proposed development, in accordance with the relevant Australian Standards, Austroads Guide and Council's Development Control Plan (DCP).
 - Details of travel demand management measures to minimise the development impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and/or specific Workplace Travel Plan) and the provision of facilities to increase the non-car mode share for travel to and from the site.
 - Details of the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand for the proposed development; and
 - Measures to integrate the development with the existing/future public transport network.
2. **Traffic Modelling**: Detailed traffic modelling (e.g. SIDRA) will be required to document the impact of the proposed development on the existing and proposed road network with an existing base and a +10-year background traffic growth scenarios, with and without the proposed development, for weekday AM, PM and weekend peak periods.

Modelling undertaken must include, but not be limited to, the following:

- Be based on current traffic counts.
- Ensure the base model is calibrated with on-site observations (e.g. queue lengths, delays). Details on the calibration undertaken must be provided.
- Details of any default settings that have been changed, along with supporting justification for each change; and
- Ensure the electronic copies of all modelling files are provided to TfNSW for review.

SCATS data for signalised intersections can be requested via SCATS.Traffic.Signal.Data@transport.nsw.gov.au.

3. **Consultation**: During the preparation of the EIS, the Applicant should engage with TfNSW regarding the Archbold Road Upgrade project.