



2 June 2021

Our Reference: SYD20/01146/03
Departments Reference: SSD-9794683

Bruce Zhang
Industry Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Zhang,

RESPONSE TO SUBMISSIONS - OAKDALE WEST ESTATE STAGE 3 - WAREHOUSES 2A, 2C, 2D, 2E - 2 - 18 ALDINGTON ROAD, KEMPS CREEK

Reference is made to the Department's referral dated 21 May 2020 with regard to the abovementioned State Significant Development Application (SSDA), which was referred to Transport for NSW (TfNSW) Services for comments.

The proposal seeks development approval for the for construction and use of three warehouses (four tenancies) within the Oakdale West Industrial Estate (OWE) SSDA under section 4.22 of the Environmental Planning and Assessment Act (EP&A Act) and sets out the concept proposal, establishes the framework for future development and Stage 1 works for the proposed industrial hub of land.

The documentation including *AsonGroup Transport Assessment* (TA) in support of the proposal has been reviewed and comments and recommendations are provided in **Attachment A**.

If you have any further questions, Ms Laura van Putten would be pleased to take your call on (02) 8849 2480 or please email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

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

Pahee Rathan
Senior Land Use Assessment Coordinator

Attachment A – TfNSW response

Active Transport Considerations

1. Comments

Future Transport 2056 emphasises the importance of walking and cycling for short trips and reinforces the importance of walking and cycling to increase the catchment of public transport as part of the whole customer journey.

Building Momentum - State Infrastructure Strategy 2018-2038 includes recommendations related to walking and cycling, including integrating transport with land use; managing travel demand; unlocking capacity in existing assets; and improving population health outcomes through more active transport.

The Transport Assessment (TA), includes 20 bicycles spaces at Lot 2A and that the provision of bicycle parking facilities for Lots 2C and 2D does not currently form part of the proposal. Further, the TA does not mention the provision of any end of trip facilities for the three lots. The *NSW Planning Guidelines for Walking and Cycling* has been superseded by *Cycling Aspects of Austroads Guides, 2017*, which recommends that bicycle parking for all-day use on a regular basis should be expected to be combined with end-of-trip facilities such as showers, lockers etc.

The Response to Submissions states “*Bicycle parking and End of Trip facilities may be included in CC drawings.*”

Recommendation

It is requested that prior to the issue of the Construction Certificate, the applicant be conditioned to provide bicycle parking and end of trip facilities for staff and visitors in accordance with Australian Standard AS1742.9:2018 *Manual of Uniform Traffic Control Devices - Bicycle Facilities*, and *Cycling Aspects of Austroads Guides* including:

- Locate bicycle parking and storage facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

Heavy Vehicle Considerations

2. Comment

In the Response to Submissions, the proponent has provided some justification of why there isn't separate light/heavy vehicle access to Building 2D. However, it should be noted that light vehicles will not just conflict with heavy vehicles accessing Building 2D, but also heavy vehicles accessing Building 2C-1 and 2C-2. Given the geometry of the LV car park for warehouse 2D and shared entry/exit driveway further controls at the primary corner of conflict would improve safety.

Recommendation

It is requested that prior to occupation or commencement of use the applicant be conditioned to:

- i. Provide a Code of Conduct (or Operational Traffic Management Plan) in consultation with TfNSW. TfNSW is to approve/endorse prior to operations commencing on site;
- ii. The applicant is to install further traffic control at the primary corner of conflict.

Vehicular Access and internal road network

3. Comment

In the Response to Submissions, the proponent has provided some justification regarding the access to building 2C remaining at the proposed location. Whilst TfNSW understands that the modelling indicates a queue length of 63 metres, the location of the access is not supported. Direct access to the collector roads should be kept to a minimum and away from major intersections to support traffic efficiency and to reduce conflict points along collector roads.

Recommendation

It is recommended that the access for vehicular parking for building 2C be relocated north as far from the intersection with the Southern Link Road (SLR) as possible to reduce fragmented road side activity near key decision points.

4. Comment

The swept path plans for building 2C indicate that simultaneous entry/exit cannot be achieved with the largest vehicle from Estate Road 01. The location of this access point is close to the intersection of the SLR and could lead to queuing on the collector road where 2 opposing vehicles are attempting to use the access at the same time. This could affect through movements and cause congestion at the intersection with SLR.

Recommendation

It is recommended that the design of the access point allows for simultaneous entry/exit movements of the largest vehicle. The swept path of the longest vehicle entering and exiting the subject site, shall be in accordance with AUSTRROADS.