



27 March 2020

TfNSW Reference: SYD20/00298/02

DPIE Ref: SSD 10436

Acting Senior Environmental Assessment Officer
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Bruce Zhang

Dear Bruce

REQUEST FOR SEARS FOR ESR HORSLEY LOGISTICS PARK – 327-355 BURLEY ROAD, HORSLEY PARK (SSD-10436)

Reference is made to the Department's correspondence dated 12 March 2020 requesting Transport for NSW (TfNSW) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements (SEARs).

The subject property is within the investigation area of the proposed Southern Link Road (SLR).

It should be noted that access from Johnstone Crescent onto Burley Road (future SLR) should be in accordance with previous correspondence provided to CSR. Prior to the development of SLR, access to Burley Road from Johnstone Crescent should allow for left in/ left out and right out. After the development of SLR, access to Burley Road from Johnstone Crescent will be restricted to left out only. This will need to be taken into account and included in the transport and traffic impact assessment.

TfNSW require the following issues to be included in the transport and traffic impact assessment of the proposed development:

1. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required).
2. Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle width, etc).
3. The transport and traffic study must properly ascertain the cumulative study area traffic impacts associated with the development (and any other known proposed developments in the area). This process provides an opportunity to identify a package of traffic and transport infrastructure measures required to support future development. Regional and local intersection and road improvements, vehicular access options for adjoining sites, public transport needs, the timing and cost of infrastructure works and the identification of funding responsibilities associated with the development should be identified.

4. Proposed number of car parking spaces and compliance with the appropriate parking codes.
5. Details of light and heavy vehicle movements (including vehicle type, e.g. B-doubles, and likely arrival and departure times), including service movements during the operation of the development and the impacts of vehicles on nearby intersections.
6. Impact of the proposed development on existing and future public transport and walking and cycling infrastructure within and surrounding the site.
7. Appropriate provision, design and location of on-site bicycle parking, and how bicycle provision will be integrated with the existing bicycle network.
8. Details of access and parking arrangements for emergency vehicles.
9. Details of any likely dangerous good to be transported on arterial and local roads to/from the site, if any, and the preparation of an incident management strategy, if necessary.
10. The existing and proposed pedestrian and bicycle routes and end of trip facilities within the vicinity of and surrounding the site and to public transport facilities as well as measures to maintain road and personal safety in line with CPTED principles.
11. Preparation of a Travel Demand Management Strategy and Travel Plan that considers the following:
 - a. Measures to encourage workers and visitors to travel to the site by public transport, walking, cycling and car sharing;
 - b. Provision of adequate bicycle parking and end of trip facilities and improved connections between the development and public transport nodes and pedestrian and bicycle networks.
12. Preparation of a draft Construction Management Plan which includes:
 - a. Details of vehicle routes, number of trucks, hours of operation, access management and traffic control measures for all stages of construction;
 - b. Assessment of cumulative impacts associated with other construction activities;
 - c. Assessment of road safety at key intersections;
 - d. Details of anticipated peak hour and daily truck movements to and from the site, emergency vehicles and service vehicle movements;
 - e. Details of temporary cycling and pedestrian access during construction; and
 - f. Assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrians, cyclist and public transport operations.

If you have any further questions, Sandra Grimes, Development Assessment Officer, would be pleased to take your call on (02) 9563 8651 or please email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



Pahee Rathan

Senior Land Use Assessment Coordinator