



21 September 2021

TfNSW Reference: SYD21/00232/06

DPIE Reference: SSD-15221509

Team Leader
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Jeffery Peng

Dear Sir/Madam,

**EXHIBITION OF EIS - WOOLWORTHS WAREHOUSE & DISTRIBUTION CENTRE
250 VICTORIA STREET, WETHERILL PARK**

Reference is made to the Department of Planning, Industry and Environment (DPIE) correspondence dated 25 August 2021, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for concurrence in accordance with Section 138 of the *Roads Act, 1993*.

This letter is offered as a collective response from agencies of the TfNSW cluster.

TfNSW has reviewed the submitted documents and provides the following comments and requests for more information at Attachment A.

If you have any further inquiries in relation to this development application Mr Simon Turner would be pleased to take your call on 8265 6363 or e: development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

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

Zhaleh Alamouti
A/Senior Land Use Assessment Coordinator

Attachment A

Victoria Street Access

TfNSW requests a concept plan for review for the proposed access arrangement on Victoria Street including the proposed deceleration lane. The access and the deceleration lane should be designed and constructed to TfNSW requirements, and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with AUSTRROADS and other Australian Codes of Practice.

An assessment should be provided showing how the proposed access complies with AUSTRROADS requirements including the length of the deceleration lane for the design speed (10kph higher than posted speed limit).

The deceleration lane should be located wholly within the property and dedicated as public road.

Swept path analysis should be provided for the longest vehicle accessing the site from Victoria Street and demonstrate how simultaneous entry/exit can be achieved at the proposed access.

SIDRA Modelling

- It is not clear from the submitted documents when the traffic survey has been conducted given the COVID restriction impact on traffic flow data. This should be clarified together with the methodology for the base case.
- TfNSW requests the traffic report to provide the traffic impacts of the development on the surrounding road network for both existing and existing + future scenarios (including +10 years beyond operation of the development).

Freight and Heavy Vehicle Considerations

Comments

The proposal will generate a significant number of heavy vehicles (1400 daily two way heavy vehicle movements), and the traffic modelling has concluded that the surrounding road network and intersections will be able to cater for the development traffic without the need for any upgrades.

Recommendation

It is requested that in the Response to Submissions the applicant clarify the following:

- Confirmation whether the anticipated number of truck movements generated by the proposal made any assumptions on the use of Higher Mass Limit (HML) vehicles. Both Redfern and Walter Streets are currently not approved for HML short combination nor HML B-Double access.
- Confirmation whether there are any proposed boom gates or access gates for heavy vehicles entering the site as this could potentially cause queuing of heavy vehicles onto Redfern Street.
- Confirmation whether B-double decoupling areas are needed so that both the 'A' and 'B' trailers can be unloaded from the rear. The swept path diagrams show the full B-double combination approaching and departing the loading docks.

Active Transport Considerations

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 Impact Assessment (TIA), provides for bicycle parking and end of trip facilities, however does not emphasise the parking facilities will be placed in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance in accordance with Austroads guidelines. There is also no mention of the number of end-of-trip facilities that will be provided.

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.

Green Travel Plan

Comments

Transport for NSW has reviewed the plans to prepare a work place travel plan and, while understanding the workplace travel plan hasn't been completed, has some initial recommendations based on that documentation.

TfNSW would welcome further discussions with the proponent regarding these matters to ensure their delivery and can be contacted directly at development.sco@transport.nsw.gov.au

Recommendation

Prior to occupancy, the proponent provides a workplace travel plan for TfNSW's consideration that includes:

- (a) objectives and modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;
- (b) specific tools and actions to help achieve the objectives and mode share targets;
- (c) measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP;
- (d) quantification and analysis of staff shift times and numbers on the Site and analysis of workforce residential post code data to properly understand public transport and car parking demand and develop effective strategies in response, as well as help to inform service planning considerations;
- (e) consideration of a staff travel survey and workforce data analysis to inform likely staff travel patterns and resultant travel plan strategies to / from the Site;
- (f) strategies for promoting higher mode share targets for alternate transport use, particularly amongst day shift and administrative staff;
- (g) identification of a responsible party (or Committee) for the ongoing implementation of the Travel Plan and its initiatives;
- (h) confirmation of extent and nature of end of trip facilities and bike parking, including their location, and how they will be promoted to staff;

- (i) Encourages the use of carpooling through the implementation of a carpooling scheme for staff;
- (j) Considers the potential for fleet bikes to be used for travel within the site and its surrounds;
- (k) identification of a communications strategy for conveying Travel Plan information to staff, and visitors, including for the Travel Access Guide;
- (l) consideration of car parking management strategies that may be required to encourage sustainable transport use / mode share targets (such as pricing, prioritisation for those that carpool, use of wait lists, etc);
- (m) a detailed action plan comprising specific tasks needed to complete the proposed actions, the person/s responsible for completion of the task, completion date and anticipated costs;
- (n) an implementation checklist to achieve the proposed initiatives;
- (o) alternative actions to undertake where targets are not achieved;
- (p) the set-up of a steering group or committee of relevant internal and external stakeholders to inform future targets and the ongoing monitoring and revision of the GTP for five years; and
- (q) details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development.

Based on the preliminary documents and the specific nature of the site, TfNSW further recommends that the proponent:

- Considers reducing the parking provision to a level closer to 517 (the DCP requirements for warehouses over 5000m²) to reduce the attraction of private motor vehicle use;
- Explores further opportunities to promote and facilitate other modes of transport to the site, including improving the accessibility and permeability of the site by walking and cycling;
- Investigates the feasibility of providing a dedicated staff shuttle between the site and Fairfield Train Station, to support the use of public transport to the site;
- Improves site amenity for people walking and cycling, including providing additional shade, shelter, lighting and seating;

- Audits the active transport facilities in the vicinity of the site and makes recommendations and potential contribution to improving the connectivity, particularly to public transport, town centres and green spaces; and
- Explores the likely origins and destinations of workers and provides recommendations to TfNSW about any public transport improvements that would support travel to the site, based on that analysis.