

Ms Pamela Morales  
Principal Planner  
Department of Planning, Industry and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Dear Ms Morales

**EIS - First Building Bradfield City Centre (SSD-25452459)**

Thank you for your correspondence via the Major Projects Portal on 18 November 2021, requesting Transport for NSW (TfNSW) to review and comment on the above. This letter of response provides transport cluster comments from TfNSW and Sydney Metro.

The proposal involves construction, fit-out and use of the proposed first building in Bradfield City as an Advanced Manufacturing Research Facility (AMRF), including site preparation works, site access and parking, utilities infrastructure, landscaping/public domain, signage and other ancillary works. The key components of the development include:

- Proposed building height of 16.7m
- Combined gross floor area (GFA) of approximately 2,840 m<sup>2</sup>, including approximately 1,009 m<sup>2</sup> GFA of manufacturing space and 1,054 m<sup>2</sup> GFA of office and meeting space
- Provision of 51 parking spaces
- Landscaping of resilient native and endemic species
- Incorporation of ESD principles to support a green city and address climate change
- Use of facility as an Advance Manufacturing Recycling Facility
- Use of facility as on office space
- Ancillary use of facility as a function centre
- Provision of public and private domain upgrades
- On site detention pond is approx. 1.6m deep

The development site is adjacent to and crosses the North South Rail line as identified in the *State Environmental Planning Policy (Major Infrastructure Corridors) 2020* (MIC SEPP). It abuts the construction zone for the Metro Western Sydney Airport. The site is located within the Aerotropolis, it is therefore subject to *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* (WSA SEPP).

In relation to Sydney Metro, Sydney Metro's Aerotropolis station and the infrastructure, services and utilities supporting it are being constructed on land currently owned by the Applicant. These works are governed by an interface agreement, construction lease and construction licence between Sydney Metro and the Applicant. These agreements are in place and in effect. Sydney Metro's follow-on works on WPCA land in respect of the station, systems, trains, operations and maintenance will be governed by a separate interface agreement and construction lease between Sydney Metro and the Applicant. These agreements are in the course of being negotiated and documented.

Sydney Metro and the Applicant recognise the significance of each organisation to the other, the complexity of the interface between their respective works and the need to work collaboratively. This is reflected in the abovementioned agreements which have been negotiated and those which

are in the course of negotiation. Accordingly, Sydney Metro is confident that the matters referred to in TAB A and which relate to Sydney Metro – Western Sydney Airport can be addressed and managed by the parties.

The submitted documentation has been reviewed and additional information is requested, outlined in **TAB A**, to be considered during Response to Submissions.

Draft recommended conditions of consent are provided in **TAB B** for early consideration.

Should you have any enquiries on these matters, please contact Serena Li, A/Senior Transport Planner via [development@transport.nsw.gov.au](mailto:development@transport.nsw.gov.au)

Yours sincerely,



24/12/2021

**Mark Ozinga**

A/Director Corridor and Network Protection  
Customer Strategy and Technology

Objective Reference- CD21/07666

## TAB A – REQUEST FOR ADDITIONAL INFORMATION

TfNSW has reviewed the documentation provided and provides the following comments to be addressed during Response to Submissions (RtS) stage:

### 1. Protection of TfNSW Infrastructure and Sydney Metro Construction

#### Comment

The site boundary in the civil engineering plans appear to show a slight encroachment of proposed works into the agreed Sydney Metro construction site area as indicated in the EIS for the Metro project. Further work is currently being undertaken by Sydney Metro that may result in a refined boundary of the Metro works.

#### Recommendation

Sydney Metro will continue to work with the Applicant to better understand the construction site requirements and interfaces with the subject development.

### 2. Temporary works in the Major Infrastructure Corridor

#### Comment

The development site is adjacent to and crosses the North South Rail line as identified in the *State Environmental Planning Policy (Major Infrastructure Corridors) 2020* (MIC SEPP).

#### Recommendation

The Applicant is requested to confirm if there will be any temporary works impacting the North South Rail Line and provide updated plans in consultation with TfNSW.

### 3. Bradfield Metro Link Road (Fifteenth Ave South)

#### Comment

All the roads identified in the Aerotropolis SEPP WSAP network are considered significant transport connections. In the future, some may be classified, such as a Main road under the care and control of TfNSW, but there is a formal process to nominate and recommend roads to the Minister for inclusion.

TfNSW notes that the proposed Bradfield Metro Link Road will need to perform a significant movement function for people including satisfying efficient public transport operations. Future classification would be subject of a formal review process as outlined above.

#### Recommendation

As noted above, Bradfield Metro Link Road is intended to operate as a higher order road with significant future public transport functions. The Applicant is therefore requested to provide updated plans demonstrating that intersections on Bradfield Metro Link Road are minimised, and that no or limited direct driveway access be provided.

#### **4. Signalised intersections**

##### Comment

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.

##### Recommendation

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*. For further discussions, contact Zeliha Cansiz via [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au)

#### **5. SIDRA modelling**

##### Comment

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).

##### Recommendation

The Applicant is requested to provide clarification on the proposal's potential impacts on the traffic efficiency and flow on The Northern Road. For further discussions, contact Zeliha Cansiz via [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au)

#### **6. Line marking and signposting**

##### Comment

The Traffic Impact Assessment (TIA) indicates (Figure 5.8) line marking and signage scheme to and from the site. The plan indicates that a 40km/h speed limit is generally applied. 40km/h speed limits are provided for school zones, high pedestrian activity areas, and as road work speed limits (NSW Speed Zoning Guidelines).

The '40' speed limit signs are not supported at this stage. The general speed limit for streets in the Bradfield Town Centre will be considered as part of the Bradfield Town Centre Masterplan. Areas of high pedestrian activity in the town centre will be considered for the reduced speed limit as part of the Masterplan process.

##### Recommendation

The Applicant is requested to provide a detailed plan of this scheme to TfNSW for further assessment. For further discussions, contact Zeliha Cansiz via [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au)

#### **7. Green Travel Plan (GTP)**

##### Comment

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 include 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.

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.

### Recommendation

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 this site, to be included in the long-term mode share as well. TfNSW expect that there is provision for eventual travel to the site 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 needs basis, particularly when more car-pooling and shuttle buses are available, to further reduce car use. Options 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 responsibilities 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 lifecycle.

TfNSW requests that the GTP includes a copy of a Travel Survey for the site as a separate appendices 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; for guidance in developing your Travel Survey please note our [online travel survey here](#). Sustainable transport modes can be promoted in the Travel Survey questions. The Travel Survey can be updated each year and when future transport upgrades take place.

To ensure delivery of the GTP initiatives, the proponent is encouraged to discuss these matters with TfNSW - contact via email at [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au)

## **8. Travel Access Guide (TAG)**

### Comment

The Travel Access Guide (TAG) that has been provided in the GTP that can be developed pre-metro and short-term post metro.

## Recommendation

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/](http://transportnsw.info/)
- For further helpful information – please check this link [How to Create a Travel Access Guide doc here](#).

The proponent is encouraged to discuss these matters with TfNSW - contact via email at [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au)

## **9. Security impacts**

### Comment

Sydney Metro request a Security Risk Assessment (delivered by a suitably qualified and licensed contractor with consideration to the requirements of the NSW Security Industry Act, 1997) to address any impacts of the proposed development and the metro corridor which adjoins the subject site.

Furthermore, demonstrate (where relevant) that the following guidelines have been incorporated in the design:

- Guidelines for Protecting of Critical Infrastructure from terrorism
- NSW Critical Infrastructure Protection Management Framework
- Guidelines of NSW Police Safe Places A Comprehensive Guide for Owners, Operators and Designers.

### Recommendation

The Applicant is requested to provide a Security Risk Assessment to address any impacts of the proposed development and the metro corridor which adjoins the subject site. For further discussions on this matter, contact Sydney Metro via email at [sydneymetrocorridorprotection@transport.nsw.gov.au](mailto:sydneymetrocorridorprotection@transport.nsw.gov.au)

## **10. Construction Traffic Management**

### Comment

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 pedestrians and cyclists 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.

### Recommendation

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.

## **TAB B – Suggested Conditions of Consent**

### **Interface with Sydney Metro construction**

Prior to the issue of a construction certificate the Applicant is to liaise with Sydney Metro to ensure all access and interfaces with the Sydney Metro WSA project are suitably addressed.

### **Development with the Major Infrastructure Corridor**

Prior to the issue of a construction certificate the applicant is to liaise with TfNSW prior to delivery of any works within the future rail corridor as Identified in the MIC SEPP.

### **Travel Demand Management**

Prior to the issue of the Occupation Certificate, the applicant shall update the Green Travel Plan (GTP) in consultation TfNSW. The GTP needs to consider:

The Applicant shall submit a copy of the final plan via [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au) for TfNSW, prior to the issue of the occupation certificate.

The GTP must be implemented and updated annually to ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the Future Transport 2056.

The plan shall be reviewed and updated annually in consultation with the aforementioned stakeholders and provide an Implementation Strategy that commits to specific management actions, including operational procedures to be implemented along with timeframes. The plan (as reviewed and updated annually) shall be implemented by the applicant for the life of the development.

### **Construction Pedestrian and Traffic Management**

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and Sydney Metro. The CPTMP needs to specify matters including, but not limited to, the following:
  - A description of the development;
  - Location of any proposed work zone(s)
  - Details of crane arrangements including location of any crane(s);
  - Haulage routes;
  - Proposed construction hours;
  - Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods;
  - Details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing;
  - Pedestrian and traffic management measures;
  - Construction program and construction methodology;
  - A detailed plan of any proposed hoarding and/or scaffolding;
  - Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.
- Submit a copy of the final plan to [development@transport.nsw.gov.au](mailto:development@transport.nsw.gov.au), [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au),



[sydneymetrocorridorprotection@transport.nsw.gov.au](mailto:sydneymetrocorridorprotection@transport.nsw.gov.au) for TfNSW and Sydney Metro endorsement.