

Key Sites and Industry Assessments
Department of Planning, Industry & Environment
GPO Box 39
Sydney NSW 2001

ATTN: Ania Dorocinska

Dear Sir/Madam

**New Request for Advice – Sydney Business Park – Stage 3
(SSD-10477) (Blacktown)**

Thank you for your correspondence via the Major Projects Planning Portal (ref: PAE-3836) dated 1 July 2020 requesting Transport for NSW (TfNSW) provide input to the Secretary's Environmental Assessment Requirements (SEARs) for the above.

Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services (Roads and Maritime), and TfNSW. This response reflects the advice from the new organisation.

The supporting documentation provided in support of the proposed development application has been reviewed, and the following comments are provided for consideration and to be read in conjunction with the suggested inclusions to the draft SEARs provided in **TAB A**.

Due to the Covid-19 Pandemic, counts undertaken at the moment may not be representative. Alternative approaches to understand the impact of Covid-19 on traffic patterns should be discussed with TfNSW.

Thank you again for the opportunity to provide feedback on the above development application. Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



20/7/2020

Robert Rutledge

Principal Transport Planner, Land Use Planning & Development
Customer Strategy and Technology

CD20/05529

TAB A - TfNSW recommended input into the SEARS for SSD-10477

Key Issues

Transport and accessibility (construction and operation)

A detailed traffic impact assessment should be prepared and include, but not be limited to, the following:

- a. Details of current peak hour and daily traffic volume along the road network located adjacent to the site, public transport service and active transport facilities to the site; Details of peak hour and daily traffic volumes (light and heavy) likely to be generated by the proposed development during construction and operation, including a description of haul route origins and destinations, daily inbound and outbound vehicle traffic profile by time of day and day of week (if travel patterns differ across the week);
- b. Site and traffic management plan on how to manage number of 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 surrounding road network;
- c. Detailed plan of proposed layout of internal road network to demonstrate that the site will be able to accommodate the most productive vehicle types (noting that the surrounding road network accommodates 25/26 metre B-doubles at HML) and parking on site in accordance with the relevant Australian Standard and Council's Development Control Plan;
- d. Demonstrate continued consultation with TfNSW in relation to protected corridors that traverse the site;
- e. Swept path diagrams to demonstrate vehicles entering, exiting and manoeuvring throughout the site;
- f. Details of access to the site from the road network including intersection location, design and sight distance (i.e. turning lanes, swept paths, sight distance requirements);
- g. An assessment of the forecast impacts on traffic volume generated on road safety and capacity of road network including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model as prescribed by TfNSW. The traffic modelling methodology, scenarios and modelling years need to be agreed prior to the preparation of the traffic impact assessment report. Traffic modelling should include, but not be limited to, the following intersections:
 - Richmond Road / South Street;
 - Richmond Road / Hawthorne Ave;
 - Richmond Road / Townson Road / Hollinsworth Road;
 - Richmond Road / Langford Dr / Alderton Dr; and
 - Hollinsworth Road / Chifley Glade.
- h. Details of mitigation measures including any proposed road upgrades, infrastructure works or new road required for the development and an assessment of potential impact on load road pavement lifespan;
- i. Details of the proposed number of car parking spaces and compliance with appropriate parking codes and justify the level of car parking provided on the site;
- j. Demonstrate how future uses of the development will be able to make travel choices that support the achievement of State Plan targets and develop specific sustainable travel plan and list the provision of facilities that will be provided to increase the non-car mode share for travel to and from the site. Detail the measures to be implemented to promote sustainable means of transport including public transport usage and pedestrian and bicycle linkages.
- k. To ensure that the above requirements are fully addressed, the traffic impact assessment must properly ascertain the cumulative study area traffic impacts associated with the development (and any other known proposed developments in the area); including:

TAB A - TfNSW recommended input into the SEARS for SSD-10477

- IKEA Distribution Facility to the north (SSD 6954) – operating;
 - Lot 3 Warehouse Facilities to the north (DA 17-02162) – under pre-construction;
 - TigerPak Warehouse Facility to the north-east (DA 19-00984) – under construction;
 - Bucher Municipal Industrial and Warehouse Facility to the north-east (DA 18-02532) – under construction; and
 - Cameron Interstate Warehouse Facility to the east (DA 20-00792).
- i. An assessment of existing and future public transport service and active transport facilities to the site.
- m. An assessment of construction traffic impacts on the adjacent road network.

Prior to the preparation of the traffic impact assessment, consultation must be undertaken with Transport for NSW in relation to methodology, modelling guidelines and parameters, future corridors located within the site and travel demand management measures.

Drainage and flooding

The EIS shall:

- Provide a flood impact assessment to understand the potential impacts of the development on flood evacuation is to be carried out. To assess the impacts of the proposed development, information for pre and post-development scenarios including modelling of the local overland flows are to be provided to allow assessment of the impact of the development.

Statutory and Strategic Framework

The applicant is to demonstrate that the proposal is generally consistent with all relevant environmental planning instruments including:

- State Environmental Planning Policy (Sydney Region Growth Centres) 2006
- State Environmental Planning Policy (Infrastructure) 2007

In addition (but not limited to) the following plans and reports:

- Future Transport 2056 and supporting plans
- North West Growth Centre Development Control Plan
- NSW Freight and Ports Plans 2018-2023;
- Guide to Traffic Generating Developments 2002(RTA);
- TDT 2013/04a Guide to Traffic Generating Developments; and
- Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development.

Consultation

During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.

In particular you must consult with:

- Transport for NSW