

5 May 2022

Mr Michael Cassal
Secretary Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

Attention: Catriona Shirley

Dear Mr Cassel,

**SSD-31552370 EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT
WAREHOUSE DEVELOPMENT – 42 RAYMOND AVENUE, MATRAVILLE**

Thank you for referring the exhibition of the Environmental Impact Statement (EIS) associated with the above proposed warehouse development (SSD-31552370) to Transport for NSW (TfNSW) for review and comment. The agency has reviewed the EIS and request's that the Applicant addresses the below matters as part of the Response to Submissions (RtS):

Impact to the existing Botany Road and McCauley Street signalised intersection:

The signalised intersection of Botany Road /McCauley Street is a major intersection used by high volumes of traffic where network safety and efficiency are of great importance.

Comment

1. The Traffic Impact Assessment (TIA) has based generation rates from Technical Direction (*TD2013-04a*) using the average of two sites to adopt a generation rate of 0.32 trips per 100m². However, these sites are at Eastern Creek and Riverwood. Given the importance of Botany Road for freight a higher rate is more appropriate of 0.52 vehicle trips per 100m² GFA for the AM and 0.56 vehicle trips per 100m² GFA for the PM peak hour as per the summary table in *TD2013-04a*.
2. The TIA traffic generation has assumed 27-37% of trips from Botany Road (west) whereas based on the existing surveys the trip percentage patterns are approximately 50% for all peak hour periods from Botany Road (west). The percentage rates to be applied are; Botany Road (west) 50%, Botany Road (East) 7% and the remainder for Perry Street.
3. The annual growth rate from 2021 to 2031 (based on TfNSW Sydney Strategic Model) is 2.2% and 1.7% for the AM and PM peak periods respectively.
4. The setup parameters in the base model are not in accordance with the SCATS data, for example the cycle length should be 130 seconds. Individual phase times should be optimised for the base and future scenario comparisons. The Applicant can obtain further information regarding key input parameters via email scats.traffic.signal.data@transport.nsw.gov.au

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5. It is noted that the intersection models are using default settings. The following modelling inputs should be addressed:

- a) actual grades should be used
- b) pedestrian walk and clearance times are too short
- c) pedestrian volumes are shown as 1 person
- d) Consideration of Peak Flow Factors
- e) truck speeds to be reduced to a more appropriate value
- f) late starts missing on A, B and C phase
- g) Amber time is 5 seconds and Red time 3 seconds for D phase

Recommendation:

The Applicant is to address the above matters as part of the RtS including appropriate mitigation measures to the satisfaction of the agency.

It should be noted that separate to this application, the Applicant may require the approval of the Agency under 87 (4) and 138 of the *Roads Act. 1993*.

If you have any further inquiries in relation to the above, please contact Brett Morrison, Development Assessment Officer via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



James Hall
Senior Planner
Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

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