

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-8889805) dated 14 August 2020 requesting Transport for NSW (TfNSW) provide input to the Environmental Impact Statement (EIS) 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 proposed development is located within the Marsden Park Industrial Precinct, and comprises four warehouse and distribution facilities in the area known as 'Stage 3' of Sydney Business Park. The key components of the proposed development include construction and operation of four warehouse and distribution facilities with ancillary offices, including:

- Warehouse 1 (TJX Facility) - 44,495 m2 total building area;
- Warehouse 2 (unidentified end user) - 17,135 m2 total building area;
- Warehouse 3 (unidentified end user) - 3,860 m2 total building area; and
- Warehouse 4 (API Facility) - 34,201 m2 total building area.

The documentation provided in support of the proposed development application has been reviewed, and comments on the following matters are provided:

- Further consideration to be given to car parking requirements;
- Further consideration to road network requirements; and
- Need to prepare a Green Travel Plan in consultation with TfNSW.

Detail on the above matters is provided in **TAB A**.

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](mailto:Robert.rutledge@transport.nsw.gov.au).

Yours sincerely



10/9/2020

**Mark Ozinga**  
Principal Manager, Land Use Planning & Development  
Customer Strategy and Technology

CD20/06784

## TAB A - TfNSW comments on SSD-10477 Sydney Business Park, Stage 3 EIS

### Car Parking Considerations

#### Comment

*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 Blacktown City Council Growth Centre Precincts Development Control Plan (BCC DCP) 2010, Section 6.8: Car Parking – 6.8.1 Objectives states:

- To encourage the use of other modes of transport including bicycles and public transport.

The Traffic Assessment (TA), states that a conservative estimate of 779 car parking spaces exceeds both the BCC DCP and the TfNSW recommended parking rates. This number does not align with TfNSW policies for integrating transport with land use to encourage and promote a mode shift from single occupancy vehicles to public and active transport.

#### Recommendation

It is requested that the applicant provide a reassessment of the needs of each warehouse based on TfNSW policies for integrating transport with land use and more in line with the TfNSW guidelines for car parking requirements.

### Road Network Considerations

#### Comment

Key Issue 5. Traffic and Transport requires a Traffic Impact Assessment that includes a description of vehicle access routes and the impacts on nearby intersections. TfNSW requested an assessment of the forecasted impacts on the road safety and capacity of the road network including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model as prescribed by TfNSW. Additionally, prior to the preparation of the traffic impact assessment, consultation must be undertaken with Transport for NSW in relation to the methodology, modelling guidelines and parameters, and travel demand management measures.

Traffic modelling should have included 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.

#### Recommendation

It is requested that the TA be revised to provide the traffic impact assessment for the above 5 listed intersections after TfNSW has agreed to the methodology, modelling guidelines, parameters, and future corridors located within the site. Please provide this requested information in the updated TA/EIS, along with electronic files of the SIDRA modelling for each of the 5 listed intersections allowing TfNSW to complete the assessment of this Development proposal.

## **TAB A - TfNSW comments on SSD-10477 Sydney Business Park, Stage 3 EIS**

### Comment

TfNSW notes that the provided swept paths for B-Doubles overlaps with the kerbs at the roundabout and at exit/entry locations of all the warehouses.

### Recommendation

It is requested that updated swept paths of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site are to be provided and shall be in accordance with AUSTRROADS. In this regard, a plan should be submitted to Council for approval, which shows that the proposed development complies with this requirement and shows how vehicles can manoeuvre safely whilst ingressing/egressing the site as well as manoeuvrability within the site.

Upon receipt of the above information, TfNSW will undertake an assessment and provide a response accordingly. Further information may be requested following completion of the review.

### Comment

The TA demonstrates that there is minimal storage for heavy vehicles queuing at security gates with 30m of queuing space provided at warehouse 1 and 35m of queuing space at warehouse 2. Considering warehouses 1 and 2 have been designed to accommodate vehicles 30m and 25m in length respectively, the short queuing space means that one heavy vehicle waiting at the security gates may result in any additional heavy vehicles waiting to enter the site would need to queue onto the road network.

### Recommendation

It is requested the proponent provides further details demonstrating how warehouses 1 and 2 will prevent and/ or mitigate queuing of heavy vehicles on the public road network.

### Comment

It is not clear why the TA combines light and heavy vehicle accesses to warehouse 3 as this may introduce conflicts between heavy vehicles and other on-site activities (pedestrian movements, light vehicles).

### Recommendation

It is requested the proponent provide justification for having a combined light and heavy vehicle access to warehouse 3.

## **Travel Plan and Travel Demand Management**

### Comment

Transport for NSW acknowledges ARUP's view that public transport and pedestrian and cycling and end of trip facilities are being addressed at an estate-wide level. Notwithstanding this, TfNSW considers that an overall Green Travel Plan for the development should be prepared as part of the TA, to provide a consistent application of actions to reduce the use of single occupant vehicle travel and increase the use of sustainable modes of transport to the development.

### Recommendation:

It is requested that prior to the issue of the first Occupation Certificate, the applicant be conditioned to prepare a comprehensive Travel Plan in consultation with TfNSW to reduce the proportion of single-occupant car travel and increase the mode share of car sharing, public transport and active transport for the development. The plan needs to specify matters including, but not limited to, the following:

## **TAB A - TfNSW comments on SSD-10477 Sydney Business Park, Stage 3 EIS**

- Identifying mode share targets for travel to and from the site and identifying and implementing measures to achieve those mode shares;
- Identifying and implementing strategies that reduce the proportion of single occupant car travel to/from the site and increase the use of car sharing, public and active transport travel to the site;
- Include a strategy for communicating the Travel Plan with each of the occupants and encouraging them to subscribe to its actions;
- Ensuring pedestrian and cycling connectivity, end of trip facilities and bicycle parking for each of the development sites within the estate in order to achieve the above outcomes;
- Identifying the party or parties responsible for delivery and implementation of each element of the Travel Plan throughout various stages of the development lifecycle; and
- Including a high quality Travel Access Guide (TAG) which provides information to occupants about how to travel to the site by sustainable transport modes. This should include information about public transport connectivity, end of trip facilities, and local pedestrian and cycling connections.

Submit a copy of the final plan to Transport for NSW for consideration.

### **Carpooling**

#### Comment

TfNSW considers that carpooling is likely to be a key travel demand management strategy to reduce single occupant car travel in the short to medium term.

#### Recommendation

That the Green Travel Plan includes a firm commitment and timeframe for each tenant to implement a carpooling scheme.