

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

Attention: Bruce Zhang

Dear Mr Zhang,

**Planning Secretary's Environmental Assessment Requirements (SEARs) for Oakdale West Estate Stage 3 Development (SSD-9794683)**

Thank you for your correspondence via the Major Projects Planning Portal (ref: PAE-9801141) dated 7 October 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 comments are provided for proposed inclusion in the SEARs 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



21/10/2020

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

CD20/07947

## TAB A - TfNSW recommended input into the SEARS for SSD-9794683

### Key Issues

#### Transport and accessibility (construction and operation)

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

- TfNSW advises that the subject development is impacted by the future Southern Link Road (SLR). Demonstrate compliance with the Western Sydney Employment Area State Environmental Planning Policy, Part 6; clause 33B; Development of Land within or adjacent to transport investigation area; specifically:
  - integration with and impacts on the Southern Link Road;
- details of the current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and existing traffic and transport facilities provided on the road network located adjacent to the proposed development;
- an assessment of the operation of existing and future transport networks including bus networks and their ability to accommodate the forecast number of trips to and from the development;
- details of all daily and peak traffic and transport movements likely to be generated (light and heavy vehicle, public transport, pedestrian and cycle trips) and the type of heavy vehicles likely to be used (e.g. B-doubles) during the operation of the development, including a description of heavy vehicle access routes and the impacts of heavy vehicles on nearby intersections;
- 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);
- an assessment of the existing and future performance of key intersections providing access to the site, and any upgrades (road/intersections) required as a result of the development. The assessment needs to be supported by appropriate modelling and analysis to the satisfaction of TfNSW;
- an assessment of predicted impacts on road safety and the capacity of the road network to accommodate the development;
- plans of any road upgrades or new roads required to service the development, if necessary;
- 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 (former Roads and Maritime). The traffic modelling should consider the scenarios of year 2026, 2031, 2036 (or the year until the facility cease operation).
- 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 approved planning proposals and developments in the precinct and surrounds), including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required);
- demonstrate the measures to be implemented to encourage users of the development to make sustainable travel choices, including walking, cycling, public transport and car sharing;
- details of sustainable travel initiatives for workers and visitors, particularly for the provision of end-of-trip facilities, pedestrian and cyclist facilities in secure, convenient, accessible areas close to main entrances, incorporating lighting and passive surveillance;
- appropriate provision, design and location of on-site bicycle parking, and how bicycle provision will be integrated with the existing bicycle network;
- 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;

## **TAB A - TfNSW recommended input into the SEARS for SSD-9794683**

- details of service vehicle movements and site access arrangements (including vehicle type and likely arrival and departure times of service vehicles);
- an assessment of proposed loading dock and servicing provisions and access arrangements to loading docks;
- details of access and parking arrangements for emergency vehicles;
- detailed plans of the proposed layout of the internal road network and parking provision on-site, in accordance with the relevant Australian Standards; and
- details of the likely dangerous goods to be transported on arterial and local roads to/from the site, if any, and the preparation of an incident management strategy, if relevant.
- In relation to construction traffic:
  - o assessment of cumulative impacts associated with other construction activities;
  - o an assessment of road safety at key intersections;
  - o details of anticipated peak hour and daily truck movements to and from the site;
  - o details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;
  - o details of temporary cycling and pedestrian access during construction;
  - o details of proposed construction vehicle access arrangements at all stages of construction; and
  - o an assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrians, cyclists and public transport operations, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of impact. This Plan needs to include vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities.

The detailed traffic impact assessment should address the relevant planning provisions, goals and strategic planning objectives in the following:

- Future Transport 2056 and supporting documents;
- 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:**

- Consultation is to occur with Transport for NSW prior to the preparation of the Transport and Accessibility Impact Assessment including:
  - o Corridor Preservation Team (potential impacts to Western Sydney Freight Line); and
  - o Greater Sydney Division on the proposed study methodology for the Transport and Accessibility Impact Assessment.