

10 January 2024

TfNSW Reference: SYD23/01274/02

DPE Reference: SSD-65529236



Team Leader
Department of Planning and Environment
GPO Box 39 SYDNEY NSW 2001

Attention: Sally Munk

**REQUEST FOR SEARS FOR INDUSTRIAL DEVELOPMENT
230 MARTIN ROAD, BADGERY'S CREEK**

Dear Sir/Madam,

Reference is made to the Department of Planning and Environment (DPE) correspondence dated 6 December 2023 requesting Transport for NSW (TfNSW) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements (SEARs).

TfNSW has reviewed the information and would like the requirements listed in **Attachment A** to be included in any SEARs that are issued.

If you have any further inquiries in relation to this development application Mr Simon Turner would be pleased to take your call on 8265 6363 or e: development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Sincerely,

Zhaleh Alamouti
Senior Land Use Planner
Planning and Programs, Greater Sydney Division

OFFICIAL

Level 4, 4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150
PO Box 973 Parramatta CBD NSW 2124

W transport.nsw.gov.au

Attachment A

The following matters are to be included in any SEARs that are issued by DPE:

Transport, traffic, parking and access (operational and construction)

The EIS must include:

- A Traffic and Transport Impact Assessment which provides but not limited to the following:
 - an analysis of the existing traffic network, including the road hierarchy, current daily and peak hour (light and heavy) vehicle movements and existing performance levels of nearby intersections;
 - the predicted transport mode share split for the proposal development;
 - a forecast of additional daily and peak hour (light and heavy) vehicle movements as a result of the proposal and identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cycle conflict) using SIDRA modelling or similar at 5-year intervals;
 - details of the cumulative impacts from the proposed and other proposed/approved developments on the future planned connection of the Eastern Ring Road (Martin Road) to Elizabeth Drive.
 - cumulative impacts of the proposal at key intersections should be assessed including (but not limited to) Elizabeth Drive and Martin Road intersection taking into consideration the existing condition and the proposed signalisation of the intersection at Elizabeth Drive and Martin Road.
 - undertake traffic and network modelling to understand the impacts of the development site and intersections, plus any traffic changes as a result any planned or committed road projects to the satisfaction of TfNSW;
 - concept Traffic Control Signal (TCS) Plans for any proposed signalised intersections;
 - proposals to mitigate any traffic impacts, including intersection upgrades to achieve acceptable performance;
 - details of car parking provision including accessible parking spaces, having regard to relevant parking rates, specifications and standards;
 - recommendations for car parking rates to reduce private vehicle travel demand and help promote sustainable travel choices such as walking, cycling and public transport over the medium/long-term, including options to reduce or repurpose the parking provided during the Interim phase;
 - details of proposed vehicular access, loading and unloading deliveries and servicing arrangements, and any proposed infrastructure improvements or measures to reduce potential conflicts with pedestrians and cyclists;
 - provide pedestrian flows, traffic generation including freight and servicing, public transport demands and trip distribution for the proposed development site;
 - swept path diagrams depicting vehicles entering, exiting and manoeuvring throughout the site;
 - details of road upgrades, infrastructure works, or new roads or access points required for the development;
 - proposals to improve walking and cycling, such as connections into existing walking and cycling networks, high quality end-of-trip facilities and adequate bicycle parking for visitors, employees and residents (provided in accordance with the relevant rates, specifications and standards); and
 - measures to promote sustainable travel choices for employees, residents or visitors, such as minimising car parking provision, encouraging car share and public transport, cycling and walking, implementing a Green Travel Plan (GTP) and providing end of trip facilities. The GTP should:
 - determine strategies that reduce the proportion of single occupant car travel to/from the site and increase the use of public and active transport travel to the site;
 - identify the party or parties responsible for delivery and implementation of each element of the Travel Plan throughout various stages of the development lifecycle, including for its ongoing implementation, monitoring and review; and
 - provide funding and resourcing for the delivery of those actions, including any ongoing actions required to influence travel demand, and determining an appropriate process for that to occur.
 - consideration should be given to providing bike and end of trip facilities

- A draft Construction Traffic Management and Pedestrian Management Plan providing but not limited to the following:
 - details of all traffic types and volumes likely to be generated by the proposed development during construction including description of heavy vehicle types, and haul route origins and destinations;
 - details of vehicle routes, peak hour and daily truck movements, hours of operation, access arrangements and traffic control measures for all demolition / construction activities;
 - assessment of impacts on buses, taxis, pedestrians and cyclists and identify options for managing these impacts;
 - details of spoil and material haulage routes (if any) for the overall project and other construction projects (i.e. Sydney Metro WSA);
 - assessment of intersection performance for the intersections located in close proximity to the proposed development considering cumulative impacts from surrounding development and from concurrent construction sites;
 - advice on measures to manage construction impacts on traffic movement, including buses, taxis, pedestrians, cyclists' emergency vehicles and on and off-street parking; and
 - consultation with TfNSW and Sydney Metro and provide an assessment of the likely construction traffic impacts, such as required road / lane closures and diversions, impacts on the timing of other construction activities.

Statutory and Strategic Framework

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

- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Precincts – Western Parkland City) 2021
- Western Sydney Aerotropolis Draft Precinct Plan; and
- Draft Western Sydney Aerotropolis Development Control Plan 2021

Relevant Policies and Guidelines

- Sydney Metro Underground Corridor Protection Technical Guidelines 2021;
- Sydney Metro at Grade and Elevated Sections Corridor Protection Guidelines 2018;
- Future Transport 2056 and supporting plans;
- NSW Freight and Ports Plan 2018 – 2023;
- Guide to Traffic Generating Developments (Roads and Maritime Services, 2002);
- EIS Guidelines – Road and Related Facilities (DoPI);
- Cycling Aspects of Austroads Guides;
- NSW Planning Guidelines for Walking and Cycling;
- Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development;
- Standards Australia AS2890.3 (Bicycle Parking Facilities); and
- Development Near Rail Corridors and Busy Roads – Interim Guideline 2008.

Consultation

Consultation is requested during the preparation of the EIS with:

- Transport for NSW;
- Sydney Metro.