



**Transport
for NSW**

Ms Kate MacDonald
Industry Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Jane Flanagan

Dear Ms MacDonald

**Proposed Warehouse and Logistics Hub (SSD 7173), Notice of Exhibition
585 – 649 Mamre Road, Orchard Hills**

Thank you for your letter dated 28 April 2016 inviting Transport for NSW (TfNSW) to comment on the public exhibition of the subject proposal at Orchard Hills.

Roads and Maritime Services should be consulted for a separate response particularly in regard to access and road upgrades on Mamre Road.

It is understood that the site is within the Mamre West Investigation Area which is subject to a rezoning proposal currently under the consideration of Department of Planning and Environment (DP&E). The comments provided are subject to the planning proposal being approved and the proposed development land use being permitted on the subject site.

TfNSW has reviewed the supporting documentation and comments relating to traffic generation assumptions, travel demand, heavy vehicles and construction traffic management. These are outlined at **TAB A** for consideration.

Should you have any questions regarding this matter, please contact Edmond Platon, Transport Planner on 8202 2557 or edmond.platon@transport.nsw.gov.au.

Yours sincerely

24/6/16

Mark Ozinga
**Principal Manager, Land Use and Transport Planning
Freight, Strategy and Planning**

CD16/05922

TAB A

TfNSW provides the following comments and conditions for consideration in the assessment of the development proposal:

Traffic Generation

The traffic generation assessment in Traffic Impact Assessment Report requires further clarification. The following trip rates were used in the traffic generation assessment:

- 0.134 veh/100m² in the AM Peak
- 0.139 veh/100m² in the PM Peak

The Guide to Traffic Generating Development – Updated Traffic Surveys (Roads and Maritime Services TDT 2013/04) provides the following average trip rates for business parks and industrial estates:

- 0.52 veh/100m² in the AM Peak (Sydney Range: 0.15-1.31)
- 0.56 veh/100m² in the PM Peak (Sydney Range: 0.16-1.50)

The trips rates used in the assessment are rather low compared to the Roads and Maritime surveys. It is recommended that the traffic generation and traffic impact assessment be updated using conservative trip rates from the surveys to the satisfaction Roads and Maritime Services and Council.

Travel Demand Management

The proponent should be conditioned to prepare a Workplace Travel Plan to encourage non-car based transport. The Travel Plan should outline measures to encourage public and active transport trips including:

- provision of bicycle parking and end of trip facilities for pedestrian and bicycle riders. These facilities could also provide amenity for heavy vehicle drivers;
- provisions of footpath and shared path within the site and along site frontages to provide connectivity, safety and accessibility for pedestrians and bicycle riders to existing and future networks and public transport facilities; and
- other travel demand measures, where practicable, such as employee incentives, flexible work times and car share schemes.

Heavy Vehicle Access

It is suggested that designated truck parking areas or truck coupling/decoupling areas be considered to allow safe and efficient manoeuvring of vehicles on the site. The design plans should be updated accordingly.

Construction Traffic Management Plan

The proponent should be conditioned to prepare a Construction Traffic Management Plan (CTMP) in consultation with Council and Roads and Maritime Services prior to the commencement of construction. The CTMP needs to specify any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate these should be clearly identified and included in the CTMP.