



**Transport
for NSW**

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

Attention: Evelyn Craigie

Dear Ms MacDonald

**Proposed Dangerous Goods Facility, Warehouse 3B (SSD 7491)
Response to Submission**

Thank you for your letter dated received on 20 July 2016 inviting Transport for NSW (TfNSW) to comment on the Response to Submission of the subject development proposal.

Roads and Maritime Services should be consulted for a separate response.

TfNSW has reviewed the Response to Submission (RtS) Letter (Willow Planning, 28 June 2016) in response to submissions including TfNSW's letter dated 27 June 2016 (**TAB A**). It is advised that previous matters raised by TfNSW have been adequately addressed subject to suggested conditions outlined in TfNSW letter dated 27 June 2016 and RtS Letter (pages 21-22) in relation to de-coupling area, heavy vehicle swept path analysis, work place travel plan and construction traffic management plan being included in the project approval.

TfNSW's previous letter noted that NSW Environment Protection Authority (EPA) should be consulted in relation to the transportation of dangerous goods which should be addressed to the satisfaction of Department of Planning and Environment.

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

28/7/16

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

CD16/10682



**Transport
for NSW**

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

Attention: Evelyn Craigie

Dear Ms MacDonald

**Proposed Dangerous Goods Facility, Warehouse 3B (SSD 7491)
Notice of Exhibition**

Thank you for your letter dated 12 May 2016 inviting Transport for NSW (TfNSW) to comment on the public exhibition of the subject development proposal.

Roads and Maritime Services should be consulted for a separate response. In addition, NSW Environment Protection Authority (EPA) should be consulted in relation to the transportation of dangerous goods.

TfNSW has reviewed the supporting documentation and comments relating to swept path analysis, construction traffic management and travel demand 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

27/6/16

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

CD16/06741

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

Swept Paths of Heavy Vehicles

The swept paths of heavy vehicles shown in the figures for the Traffic Assessment Letter Report require clarification. The swept path of B-doubles has been adopted for the access and some internal movements. However, the swept path of 19m semitrailers was used for the movements at the loading docks. Details of any coupling/de-coupling areas should also be identified and shown on the plans.

Given the proximity of the site to the Sydney Motorway network, subject to future government policy on HPV (High Productivity Vehicle) routes, the proposed development may be able to take advantage of the productivity benefits that High Productivity Vehicles offer. Therefore, it suggested that a PBS Level 2B (i.e. up to 30m in length) vehicle turning path is adopted to design the site access and internal circulation roads at this stage to avoid changes to access arrangements in the future.

TfNSW requests that the swept path of maximum size of heavy vehicles that are envisaged to access the site be adopted for the design of the site access and internal area including the loading dock area to ensure sufficient space exists on the hardstand apron. It is also requested that routes of heavy vehicles between the site and the state road network should also be identified.

Construction Traffic Management Plan

Prior to the commencement of any works on the site, a Construction Traffic Management Plan (CTMP) prepared by a suitably qualified person shall be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with Council and Roads and Maritime Services. The CTMP should specify any potential impacts to traffic, pedestrian, cyclists and bus services within the vicinity of the proposed site from construction vehicles during construction. Any potential impacts to pedestrian access or public transport infrastructure including bus stops should also be specified in the CTMP.

The CTMP shall include the cumulative construction impacts of all the projects adjacent to the site. The Applicant shall submit a copy of the CTMP to Council, prior to the commencement of work.

Travel Demand Management

The proponent should be conditioned to prepare a Workplace Travel Plan 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;
- other travel demand measures, where practicable, such as employee incentives, flexible work times and car share schemes.