

Chloe Dunlop
Senior Planning Officer
Industry Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Ms Dunlop,

**Request for Input to SEARs for Bringelly Road Business Hub – Lot 8
Nulon Motor Oils Warehouse (SSD 8900)**

Thank you for your email dated 16 November 2017 requesting Transport for NSW (TfNSW) input to the Secretary's Environmental Assessment Requirements (SEARs) for the subject State Significant Development Application (SSDA).

TfNSW has reviewed the preliminary Environmental Impact Statement (EIS), prepared by Ethos Urban, dated 14 November 2017, the SEARs issued to CIP Constructions (NSW) Pty Ltd by the Department of Planning & Environment (DP&E), dated 13 December 2017, and advises that the following key assessment requirements should be addressed within the SSD EIS:

- an estimate of the total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips;
- the daily and peak (AM and PM) vehicle movements impact on nearby intersections, with consideration of the cumulative impacts from the likely developments in the remaining lots and the need for any additional funding for upgrading or road improvement works, if required;
- a comparative assessment against the intersection analysis undertaken for the concept plan of future intersection operation at Bringelly Road and the site access road;
- proposed car and bicycle parking provision, including consideration of the availability of public transport and the requirements of the relevant parking codes and Australian Standards;
- provision of end of trip facilities (i.e. showers, lockers, change rooms etc.) for the use of employees who choose to walk or cycle to/from work as well as undertake activities during work hours;
- the proposed access arrangements from the development to public transport and cycling networks and an assessment of the adequacy of each access route;
- service vehicle access, delivery and loading arrangements and estimated service vehicle movements (including vehicle type and the likely arrival and departure times);
- details of access arrangements for emergency vehicles;
- details of any 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 necessary; and
- Preparation of a draft/preliminary Construction Traffic Management Plan which includes:
 - assessment of cumulative impacts associated with other construction activities;

- an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity;
- details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process;
- details of anticipated peak hour and daily construction vehicle movements to and from the site;
- details of access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle;
- Details of vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities.
- details of temporary cycling and pedestrian access during construction;
- details of proposed construction vehicle access arrangements at all stages of construction; and
- measures to mitigate any associated construction impacts on traffic, pedestrian, cyclists, parking and public transport.

If you require clarification with any of the information provided above, please contact Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



19/12/17

Mark Ozinga
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Freight, Strategy & Planning

CD17/12794