

Ms Joanna Bakopanos
Team Leader, Industry Assessments
Planning Services
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: William Hodgkinson

Dear Ms Bakopanos

Qantas Flight Training Centre (SSD 10154) - Notice of Exhibition

Thank you for your letter, requesting Transport for NSW (TfNSW) review and comment on the above.

Gateway Project

Comment

It is advised that:

- The subject property is in an area under investigation for the Sydney Gateway road project. Sydney Gateway is currently in the planning stage and a decision on the final route is still to be made;
- Further changes to the design may take place. A proposed route will be outlined as part of the Commonwealth and New South Wales planning process which will include preparation of an Environmental Impact Statement (EIS). This will be displayed for community feedback;
- Property owners who are directly impacted by Sydney Gateway and its current design have been contacted. Further information on the road project can be found on the Sydney Gateway webpage: www.rms.nsw.gov.au/sydneygateway.
- The Sydney Gateway project would involve the road construction along Qantas Drive in the vicinity of the proposed flight training centre. Depending on the timing of the development, the proposed flight training centre may be exposed to elevated noise levels as a result of the following:
 - Construction equipment and methods are likely to generate high impact noise in the vicinity of the subject site;
 - Increased traffic volumes along Qantas Drive due to the Sydney Gateway project and the subject development; and
 - There will also be increased noise from ground-based aviation activities due to the removal of buildings.

Recommendation:

- It is requested that the applicant considers the above issues in relation to the layout and design of the proposed development.

Traffic Assessment

Comment

It is noted that the Traffic Report prepared to support the development application should be updated to include further information to determine the impact of the proposed development on the surrounding classified road network as outlined below:

- The trip distribution in the Traffic Report indicates an existing volume of 50 vehicles turning right from King Street (morning peak) onto O’Riordan Street, however no right turn movement is currently permitted;
- Detailed SIDRA outputs are not included in the Traffic Report. This is required to verify the 95th percentile queue lengths for the right turn movement from Qantas Drive to Qantas Jetbase access and from O’Riordan Street to King Street. Any queuing should not exceed the length of the right turn bays with the proposed development as this would block one of the through lanes and would restrict through traffic movements; and
- Access to the car parks would be controlled by boom gates. A detailed queuing analysis needs to be undertaken to justify the proposed number of boom gates. Note that any queuing should be restricted to the site and no queuing would be acceptable onto the classified road network in particular on Qantas Drive or O’Riordan Street.

Recommendation

It is requested that the applicant provides updated traffic report with the following information as part of the applicant’s Response to Submissions:

- Electronic SIDRA files for the existing and future scenarios;
- Detailed SIDRA outputs for the Qantas Drive/Qantas Jetbase access and O’Riordan Street/King Street intersections; and
- Detailed queueing assessment to justify that the number of proposed boom gates are adequate to minimise queuing from the site to the classified road network and not impact the safety and efficiency of the classified road network in particular Qantas Drive and O’Riordan Street.

Active Transport

Comment

The proposed development is located close to Mascot Interchange, however limited information or details are provided in relation to active transport in the Traffic Report.

Recommendation

It is requested that the proponent undertake the following information as part of the applicant’s Response to Submissions:

- Pedestrian safety and amenity measures for the additional pedestrian movements generated by the development in the vicinity of the site;
- Provide bicycle parking and end of trip facilities either within the development or close to it, to support and encourage active transport to the site; and
- Locate bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

Travel Demand Management Strategy and Workplace Travel Plan

Comment

It is advised that the development should include strategies to reduce the proportion of single-occupant car travel and increase the mode share of public transport and active transport for workers and visitors of the development.

Recommendation

It is requested that the applicant be conditioned to prepare a Travel Demand Management Strategy and Workplace Travel Plan in consultation with the Sydney Coordination Office within TfNSW.

Construction Pedestrian and Traffic Management

Comment

The proposed development has the potential to impact on traffic and transport operation in the vicinity of the subject site and pedestrian safety within and adjacent to the site during construction.

It is advised that:

- Roads used by construction vehicles entering and leaving the site will coincide with major bus routes such as routes 400/420. Gardeners Road services are also potentially affected (routes 343, 357, 418). These trucks should not queue on major roads near the site; and
- An eastbound Transit Stop (TSN202070) is located on the northern kerb of Qantas Drive near the subject site (Routes 400, 420, 420N, and N20). This stop is to be retained for employees of Qantas to access the stop and also its westbound pairing on the other side of Qantas Drive. The eastbound stop is accessed by way of traffic lights.

Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within Transport for NSW (TfNSW).

Suggested Conditions of Consent are included in **TAB A**.

If you require clarification on the letter, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely



2/7/2019

Mark Ozinga

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

Objective Reference CD19/04667

TAB A – Suggested Conditions of Consent

Travel Demand Management Strategy and Workplace Travel Plan

The applicant shall prepare a Travel Demand Management Strategy and Workplace Travel Plan in consultation with the Sydney Coordination Office within TfNSW to reduce the proportion of single-occupant car travel and increase the mode share of public transport and active transport for workers and visitors of the development.

The applicant shall submit a copy of the final strategy and plan to the Coordinator General, Transport Coordination for endorsement, prior to the issue of the occupation certificate.

Construction Pedestrian and Traffic Management

The applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within Transport for NSW (TfNSW). The CPTMP needs to specify, but not limited to, the following:

- A description of the development;
- Location of any proposed work zone(s);
- Location of any proposed crane(s);
- Haulage routes;
- Construction vehicle access arrangements including vehicle access/crane access;
- Proposed construction hours;
- Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods;
- Construction program and construction methodology/crane installation methodology;
- A detailed plan of any proposed hoarding and/or scaffolding;
- Measures to avoid construction worker vehicle movements within the vicinity of the site;
- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
- Any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of the development, Sydney Gateway and other developments. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network; and
- Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.

The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination within TfNSW for endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.

Prior to the issue of any construction certificate or any preparatory, demolition or excavation

works, whichever is the earlier, the applicant shall provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre and Sydney Coordination Office within Transport for NSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.