



Kate MacDonald
Team Leader Industry Assessments
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Attn: Deana Burn

Dear Ms MacDonald

Prestons Industrial Warehouse and Distribution Centre (SSD 7155)

Thank you for your recent letter requesting Transport for NSW (TfNSW) comment on the subject proposal at Prestons.

TfNSW has reviewed the documentation submitted in support of the proposals and transport related matters that require further consideration are detailed at **TAB A** and outlined below:

- Bus Access on Bernera Road
- Heavy Vehicle Access
- Workplace Travel Plan
- Construction Traffic Management Plan

Thank you again for the opportunity of providing comments on the subject proposal. If you require clarification on any issue raised, please do not hesitate to contact Edmond Platon, Transport Planner on 8202 2557.

Yours sincerely

27/4/16

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

CD15/12160

TAB A

Bus Access on Bernera Road

The development proposal includes two driveways on Bernera Road to access the carpark and loading area for Warehouse 4 separately. Central medians are proposed on Bernera Road to physically restrict access to 'Left-In/Left-Out' for the driveways.

Recommendation

The installation of the medians should not restrict access for buses travelling along Bernera Road. The 'Austroads Guide to Road Design – Part 3: Geometric Design' and 'State Transit Bus Infrastructure Guide' indicate that bus travel lanes should have a width of 3.5m (minimum) and parking lanes that would accommodate bus stops to be 3.0m (minimum). Road widening would need to be considered accordingly. The design of the central medians and associated road widening requires Council approval through the local traffic committee.

Heavy Vehicle Access

As outlined in TfNSW comments attached to the Secretary's Environmental Assessment Requirements (SEARs) it was suggested that consideration should be given to PBS 2B vehicle as the largest likely to access the site. However swept path analysis was undertaken based on 25m B-Doubles and 19m Semi-trailers for Warehouse 1, 2, 3 & 5. Swept path analysis was not provided for Warehouse 4 and the Bernera Road access driveways. It is also noted that, no details have been provided regarding locations where longer vehicles will be able to de-couple on site before manoeuvring into the docks.

Recommendation

It is suggested that further information including additional swept path analyses should be provided with consideration for larger design vehicles including PBS 2B. Swept path analysis should also be provided for the Bernera Road access driveways. Appropriate conditions should be considered in the conditions of consent to restrict the size of vehicles that can access the site and from the various driveways.

Consideration should also be given to appropriate decoupling locations on-site.

Workplace Travel Plan

TfNSW supports the preparation of a workplace travel plan.

Recommendation

It is suggested that the requirement for a workplace travel plan be included as a requirement in the conditions of consent. The workplace travel plan should encourage mode shift to sustainable transport by outlining facilities and measures to promote public transport usage (such as car share schemes and employee incentives), pedestrian and bicycle linkages, and end of trip facilities.

Construction Traffic Management Plan

Recommendation

TfNSW requests that a Construction Traffic Management Plan (CTMP) be prepared 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. 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.