



Transport  
for NSW

Chris Ritchie  
Industry Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

Attention: Thomas Piovesan

**IKEA Multi-Function Logistic Unit, Marsden Park (SSD 6954)  
Notice of Exhibition**

Dear Mr Ritchie

Thank you for your letter dated 30 July 2015 inviting Transport for NSW (TfNSW) review and comment on the above development application.

TfNSW has assessed the proposal and no significant issues are raised regarding the proposal however general transport related comments are provided in **TAB A** for consideration.

Thank you again for the opportunity to comment on the development application. If you require further clarification regarding this matter, please don't hesitate to contact Edmond Platon, Transport Planner on 8202 2557.

Yours sincerely

7/9/15

Mark Ozinga  
**Manager Land Use Planning and Development  
Planning Division**

CD15/14060

## **TAB A**

### **Design Vehicle**

The design vehicle (25m B-Double) that has been chosen to test the turning path (internally and at the access point) of the largest heavy vehicle is considered appropriate given the existing heavy vehicle fleet in operation. However, it would be prudent to adopt turning path of a vehicle PBS Level 2B (i.e. up to 30m in length) to test the largest vehicle combination likely to access the development for the foreseeable future.

It is however noted that the size of the design vehicle may be restricted by the geometry of the local road network. Therefore, swept path analyses should be undertaken along the proposed heavy vehicle access route from the subject site to the major freight route (i.e. Richmond Road) to determine the largest vehicle that would be able to access the site. Appropriate conditions should be included in the consent condition restricting the size of heavy vehicle servicing the site to the design vehicle.

### **Active Transport**

#### *Walking provision*

Pedestrian safety will be critical in this development with the number of heavy vehicle movements. It is recommended that the Traffic Impact Assessment outlines how this development would contribute to provision of pedestrian facilities in accordance with Council's requirement.

#### *Bicycle parking provision*

The Traffic Impact Assessment (Section 5.1.4) states that 'Neither the Blacktown DCP nor the RMS guidelines specify any requirement for motorcycle and bicycle parking for warehouses or offices'. It is therefore recommended that consideration for bicycle parking provision based on Appendix H of the Cycling Aspects to Austroads Guides (Austroads):

- Light Industry - 1 space per 1,000 m<sup>2</sup> GFA; and
- Office - 1 space per 200 m<sup>2</sup> GFA for employees and 1 space per 750 m<sup>2</sup> for visitors.

The proposed 12 bicycle parking bays is significantly less than what the Austroads guidance suggests for a 69,033 m<sup>2</sup> GFA Light Industrial Warehouse and 1,358 m<sup>2</sup> of Office.

#### *Local cycling network*

The Traffic Impact Assessment (Section 3.5) indicates that Blacktown Council has plans for developer funded bicycle routes on most of the proposed internal roads which will lead the cyclists to the existing bicycle route on Richmond Road. It is suggested that the Traffic Impact Assessment outlines how this development would contribute to these routes and any gaps following implementation.

## **Construction Traffic Management Plan**

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

## **Workplace Travel Plan**

TfNSW requests that a Workplace Travel Plan be prepared for the project to encourage mode shift to sustainable transport, along with consideration of car share schemes and employee incentives.

## **Traffic Assignment Assessment**

The Traffic Impact Statement (Section 4.1) states that 'Based on correspondence with FDC Construction & Fitout, traffic generated by the proposed development including staff and heavy vehicles will not travel through Richmond Road / South Street but will instead travel through Richmond Road / Townson Road and hence, the Richmond Road / South Street intersection was not assessed as part of this TIA.'

It is unclear why traffic would not utilise the intersection of Richmond Road / South Street which in the future seems the more direct route to the site. The Traffic Impact Assessment should include justification for the above traffic assignment assumption.

The traffic assessment should be updated accordingly which may require additional intersections (including the intersection of Richmond Road / South Street) to be analysed. The revised traffic assessment should be to the satisfaction of Council and Roads and Maritime Services.