



15 December 2020

Our Reference: SYD20/00773/03
Departments Reference: SSD-10479

David Schwebel
Industry Assessments
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Schwebel,

EXHIBITION OF EIS - 106-228 ALDINGTON ROAD - KEMPS CREEK

Reference is made to the Department's referral dated 16 November 2020 with regard to the abovementioned State Significant Development Application, which was referred to Transport for NSW (TfNSW) Services for comments.

The proposal seeks development approval for the concept SSD under section 4.22 of the Environmental Planning and Assessment Act (EP&A Act) and sets out the concept proposal, establishes the framework for future development and Stage 1 works for the proposed industrial hub of land.

The documentation, including *AsonGroup Transport Assessment Report* (TAR), in support of the proposal has been reviewed and comments and recommendations are provided in **Attachment A**.

If you have any further questions, Ms Laura van Putten would be pleased to take your call on (02) 8849 2480 or please email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Pahee'.

Pahee Rathan
Senior Land Use Assessment Coordinator

Corridor Preservation

1. Comment

In November 2020 the Department of Planning Industry and Environment (DPIE) released the Mamre Road Precinct Draft Development Control Plan. Objective 3.4.3(b) aims to provide a dedicated freight access from the intermodal terminal to surrounding industrial precincts and individual warehouses/distribution centres. To enable a precinct-wide integrated freight network, all development within the Mamre Road Precinct must demonstrate how an integrated network can be safeguarded within their development.

Recommendation

While the proposed development is removed from the proposed dedicated freight network (DFN), TfNSW request the applicant demonstrate how the proposed development would integrate with the future DFN.

Green Travel Plan

2. Comment

TfNSW policies emphasise the importance of integrating transport with land use and managing travel demand, building upon and unlocking existing and future capacity as the Mamre Road Precinct is developed. The SEARs for SSD-10479 outlines the proposal needs to provide details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and specific Workplace travel plan) and the provision of facilities to increase the non-car mode share for travel to and from the site.

A Green Travel Plan, including a Travel Access Guide, will be required for each proposed development within the 200 Aldington Road Industrial Estate.

Recommendation

It is requested that before the development application is approved, the applicant provide a Green Travel Plan (GTP) that demonstrates the measures to be implemented to encourage employees of the development to make sustainable travel choices, including walking, cycling, public transport and car sharing. The GTP should include:

- Specific mode share targets that support high mode share towards public transport, walking and cycling. Mode share should be reviewed annually;
- Details of proposed end of trip facilities including number/ location of bike parking spaces, showers etc.
- Provision of storage lockers for staff;
- TfNSW considers that carpooling is likely to be the main travel demand management strategy likely to reduce single occupant car travel in the short to medium term. The GTP should include details of this measure including carpooling schemes and/ or shuttle bus for employees;
- Priority parking for car share/ carpooling for private vehicles;
- Prepare a site specific Travel Access Guide for staff and visitors;
- Appointment of a Travel Plan Coordinator to oversee the implementation and review of the GTP;
- Specific information on behaviour change programs including a communication strategy for engaging staff and visitors regarding sustainable transport use to the site, and how the programs will be implemented into the GTP; and
- Annual review of the GTP for at least the first five years including surveys, evaluation and review. The GTP must include examples of proposed travel surveys and;
- After 12 months of operation, conduct surveys of current and additional trips

associated with the proposal and current mode share including staff and visitor mode share. Include operational hours, peak usage including staff travel time and visitor travel times.

Resources to assist can be found here:

- <https://www.mysydney.nsw.gov.au/travelchoices/tdm>

TfNSW requests the abovementioned information for further assessment prior to the determination of the application. TfNSW will further review and provide response upon receipt of the additional information.

Transport Assessment

3. Comment

- a. Section 4.2 - traffic counts from year 2018 were used. It is also noted that any current traffic counts will likely not indicate the worst case scenario because of the pandemic. Therefore it is suggested to use the appropriate growth factor to gain the most accurate and recent data.
- b. Section 7.4 - *the background traffic modelling being undertaken for the MRP will identify the required road network and upgrades. Therefore, the future scenarios should be validated against this; when it becomes available.*—TfNSW request that the results of the assessment be provided, when the most recent information is acquired.
- c. Section 8.3.3 Figure 16: Interim 2026 SIDRA Intersection Layout – Pedestrian crossings have not been provided on all legs of the proposed signalised intersection within the SIDRA modelling provided. An exemption from TfNSW is required should a pedestrian crossing not be provided on all legs.

Therefore as no exemption has been provided, the modelling is to be updated to show all legs with signalised pedestrian crossings.

- d. Appendix B - the SIDRA results for the signalised intersection on Mamre Road/Abbotts Road show 80 seconds as the cycle time. The cycle times of all intersections should be modelled as a worst case scenario, this is achieved by using the maximum cycle time for the intersection. In this regard the model should be updated to use the correct maximum cycle time of 140 seconds.
- e. Appendix C - The swept paths provided are of an articulated vehicle (19m). Swept paths will be required to be provided to accommodate the largest type of heavy vehicle which could reasonably be expected to service the site. The WSEA SEPP outlines the required vehicle lengths to be accommodated for.

In this regard, the design vehicle for the access to the site should be assessed with a 26m B-Double and a 30m PBS 2B vehicle. In addition, all swept paths are to be provided including the roundabouts.

Recommendation

TfNSW requests the abovementioned information to be addressed/provided for further assessment prior to the determination of the application. TfNSW will further review and provide response upon receipt of the additional information.