

23 December 2020

TfNSW Reference: SYD15/01390/29
Departments Reference: SSD 7348 MOD 6

Bruce Zhang
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Zhang

SECTION 4.55 (1A) MODIFICATION TO APPROVED OAKDALE WEST ESTATE - WAREHOUSE & DISTRIBUTION FACILITY - ERSKINE PARK

Reference is made to the Department's correspondence dated 9 December 2020, regarding the modification to the abovementioned application which was referred to Transport for NSW (TfNSW) for comment.

Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services (Roads and Maritime), and TfNSW. This response reflects the advice from the new organisation.

TfNSW notes that the modification seeks consent to amend the Concept Plan Approval and Stage 1 consent to enable the following:

- Changes to pad levels in Precinct 3
- Changes to building height, form and layout in Precinct 2
- Changes to the layout of Buildings 1B and 1C in Stage 1
- The construction of Estate Road 08 as part of the Stage 1 Development Approval
- Removal of speed limits per Transport for NSW (TfNSW) and Penrith City Council
- Changes to Vegetation Management Plan (VMP) area.

TfNSW has reviewed the submitted documentation and provides the following comments for consideration:

1. Comment

The lack of clear marking or labelling of the Gazetted Western Sydney Freight Line (WSFL) as SP2 on the maps makes it difficult to identify the impact on the proposed WSFL corridor.

Recommendation

TfNSW requests the maps be updated to identify the Gazetted Western Sydney Freight Lines as SP2 for clarity.

2. Comment

TfNSW notes that changes on the traffic generation from MOD 3 to MOD 6. There is only a minor increase on the daily traffic generation. It should be noted that the trip generation rates adopted from MOD 3 page 11 is low in comparison to the current adopted rates for the Western Sydney Employment Area (WESEA) near the Mamre Precinct.

Recommendation

It is recommended a model comparison of the traffic generation from MOD 3 with the current WESEA is undertaken to indicate if the model adopted is sufficiently calibrated to be fit for purpose. Justification and evidence should be provided to substantiate the adopted daily traffic generation.

If you have any further questions, Laura van Putten, Land Use Planner at TfNSW, would be pleased to take your call on (02) 8849 2480 or please email development.sydney@rms.nsw.gov.au.

Yours sincerely



Pahee Rathan
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