

26 March 2021

TfNSW Reference: SYD21/00309/01

DPIE Reference: SSD-15822622

Team Leader  
Department of Planning, Industry and Environment  
GPO Box 39  
SYDNEY NSW 2001

Attention: **Andy Nixey**

**REQUEST FOR SEARS - STATE 2 - IVANHOE ESTATE REDEVELOPMENT - 2-4  
LYONS PARK ROAD, MACQUARIE PARK**

Dear Sir/Madam,

Reference is made to the Department of Planning, Industry and Environment (DPIE) email dated 12 March 2021 requesting Transport for NSW (TfNSW) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements (SEARs).

This letter is offered as a collective response from agencies of the TfNSW cluster.

TfNSW would like the following issues to be included in the transport and traffic impact assessment of the proposed development:

- the predicted transport mode share split for the development
- an analysis of the existing traffic network, including the road hierarchy, current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and existing performance levels of nearby intersections
- a forecast of additional daily and peak hour vehicle movements as a result of the development (using SIDRA modelling or similar at 5 year intervals) and identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cycle conflict).
- mitigation measures for any traffic impacts, including intersection upgrades to achieve acceptable performance
- details of car parking provision, having regard to relevant parking rates, specifications and standards
- details of a vehicular servicing and management plan providing details of proposed vehicular access for off-street, loading, deliveries and servicing arrangements, and any proposed infrastructure improvements or measures to reduce potential conflicts with pedestrians and cyclists.
- proposals to improve walking and cycling, such as connections into existing walking and cycling networks, high quality end-of-trip facilities and adequate

bicycle parking for visitors, employees and residents (provided in accordance with the relevant rates, specifications and standards)

- measures to promote sustainable travel choices for employees, residents or visitors, such as minimising car parking provision, encouraging car share and public transport, cycling and walking, implementing a green travel plan and providing end of trip facilities.
- include a draft Construction Traffic Management Plan providing details of predicted construction traffic movements, routes and access arrangements, and outline how construction traffic impacts on existing traffic, public transport, pedestrian and cycle networks would be appropriately managed and mitigated and how cumulative construction traffic impacts with other surrounding development would be managed and mitigated.

***Relevant Policies and Guidelines:***

- Guide to Traffic Generating Developments (Roads and Maritime Services, 2002).
- EIS Guidelines - Road and Related Facilities (Department of Urban Affairs and Planning (DUAP), 1996).
- Cycling Aspects of Austroads Guides.
- NSW Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004).
- Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (Austroads, 2020).
- Australian Standard 2890.3 Parking facilities, Part 3: Bicycle parking (AS 2890.3).

If you have any further questions please email [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au). I hope this has been of assistance.

Yours sincerely,



**Pahee Rathan**

Senior Land Use Assessment Coordinator