14 April 2021

Our Reference: SYD20/00855/02
Departments Reference: SSD-8571481

Nathan Stringer
Industry Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Stringer

EXHIBITION OF EIS - TAFE NSW WESTERN SYDNEY CONSTRUCTION CENTRE OF EXCELLENCE HUB - 2-44 O'CONNELL STREET, KINGSWOOD

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

The proposal seeks development approval for the for construction and operation of the TAFE NSW Construction Centre of Excellence (TAFE NSW CCE) a multi-level, integrated educational facility 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 *Traffix Transport and Accessibility Impact Assessment* (TIA) 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

Pahee Rathan
Senior Land Use Assessment Coordinator

Attachment A

Green Travel Plan

1. Comments
   Green Star Rating –
   The Green Travel Plan states:
   - This GTP is subject to review once the targets outlined in the green star rating have been provided. As such, it is recommended that this GTP, TAG and associated targets be revisited at a later stage, once the green star rating document is available for review.

   Whereas the EIS states:
   - The proposed development targets the following: 5 Star Green Star Design & As Built v1.3 rating, considered Australian 'Best Practice'.

   Recommendation:
   The applicant should be able to determine any required mode shift target changes to achieve the 5-Star rating by referring to the Design & As Built V1.3 released by Green Building Council Australia. If the applicant does not consider this possible, a specific revision date should be provided rather than saying "at a later stage". This revision should be undertaken in consultation with TfNSW.

2. Comments
   a. Sustainable Transport Options –
      The GTP has not identified existing cycling infrastructure connecting to the site which staff and students currently use in their journey to the site. Promoting these routes will be important in achieving the proposed 2% mode share shift to cycling.

   b. Existing Travel Modes –
      The GTP has not stated how many responses were received to the interview questionnaire survey that was used to establish the existing travel mode splits. A high response rate would provide an accurate base case scenario.

   c. Strategies and Transport Initiatives –
      The GTP has not provided clear actions with timeframes for how each initiative would be implemented to achieve mode shift targets.

   d. Green Travel Plan Maintenance –
      Travel mode targets should not be revised in favour for private car use. Targets should only be revised in favour for the other travel modes including public transport, walking, cycling. Additional actions should be considered by the applicant to ensure mode shift targets are achieved. The applicant should provide Transport for NSW with the name and contact details of the Travel Plan Coordinator once appointed.

e. Summary of the GTP –
The GTP states the long-term targets should be achieved by 2030. It is unclear when the applicant considers the short-term targets should be achieved. If dependant on each stage of construction, indicative milestones could be provided as to ensure mode shift targets are on track to being achieved.

Recommendation
TfNSW requests the abovementioned information be addressed and the GTP be updated to reflect the outcomes.

Transport Assessment

3. Comment
   a. It is noted that the cycle times at Great Western Highway (GWH)/O'Connell & French streets are all over the place, they vary from 120s in the existing to 90s in 2026 to 100s in 2026+development. For major arterial roads like GWH, 120s to 140s cycle time is recommended. The modelling should be updated to reflect a consistent cycletime of 120s.

   b. The existing right turn bay on the western approach is currently at around 80% capacity, once the model is updated to reflect the correct cycletimes it is likely that the queue length will exceed the length of the bay. Should the queuing exceed the length of the bay, mitigation measures should be investigated and may be required for this movement.

   c. From the information presented in the traffic report the number of trips should be about 30% higher than what was concluded in section 6.5, the applicant is to clarify how they arrived at the numbers they present in section 6.5.

   d. Table 6 - The intersection performance of GWH/O'Connell St intersection is worsens to LOS D in the 2030 + Dev scenario (PM Peak). Applicant to propose mitigation measures may be required to improve LOS to an acceptable level. TfNSW advises to have all movements at each approach to have LOS C or better if possible.

   e. It is unclear if the swept paths can be achieved without crossing the centreline of O'Connell St and other internal roads involved. To determine if the swept paths of the largest vehicle are able to be achieved without crossing the centreline the swept path analysis shall include details of lane lines, kerb, gutter and median/centreline.

   f. The reports claim to encourage active transport, however there has been no attempt to entice active transport to the site apart from providing additional bicycling parking at the proposed development. Great Western Highway has a shared path this however reduces to a 900mm path along O'Connell with no bicycle facilities at the entrance. A shaded path along O'Connell should be provided to encourage active transport to the site, the verge back of kerb to property line is 3.5m. In addition it is noted that the footpaths provided on site are inadequate to be used as shared paths.

g. Connection from the site to the shared path on GWH should be considered along the eastern boundary to the site.

h. The intersection of GWH/Western Sydney University has not been assessed. Should there be access between the TAFE and University, students can rat run to access the parking closer to the development. In this regard the intersection of GWH/Western Sydney University should be considered in the model.

Recommendation

TfNSW requests the abovementioned information be addressed and the TIA be updated to reflect the outcomes.

Construction Traffic Management Plan (CTMP)

4. Comment
   a. Section 5.1.2: The truck routes will be using the GWH/Western Sydney University intersection. Modelling of this intersection is required to show the results of the intersection performance on each stage of work.

   b. Appendix C Loading Zone Swept Paths: Traffic Controller is recommended to ensure there is no conflict between construction trucks and vehicles / pedestrians using the carpark.

   Recommendation

   TfNSW requests the abovementioned information be addressed and the CTMP be updated to reflect the outcomes.

Property

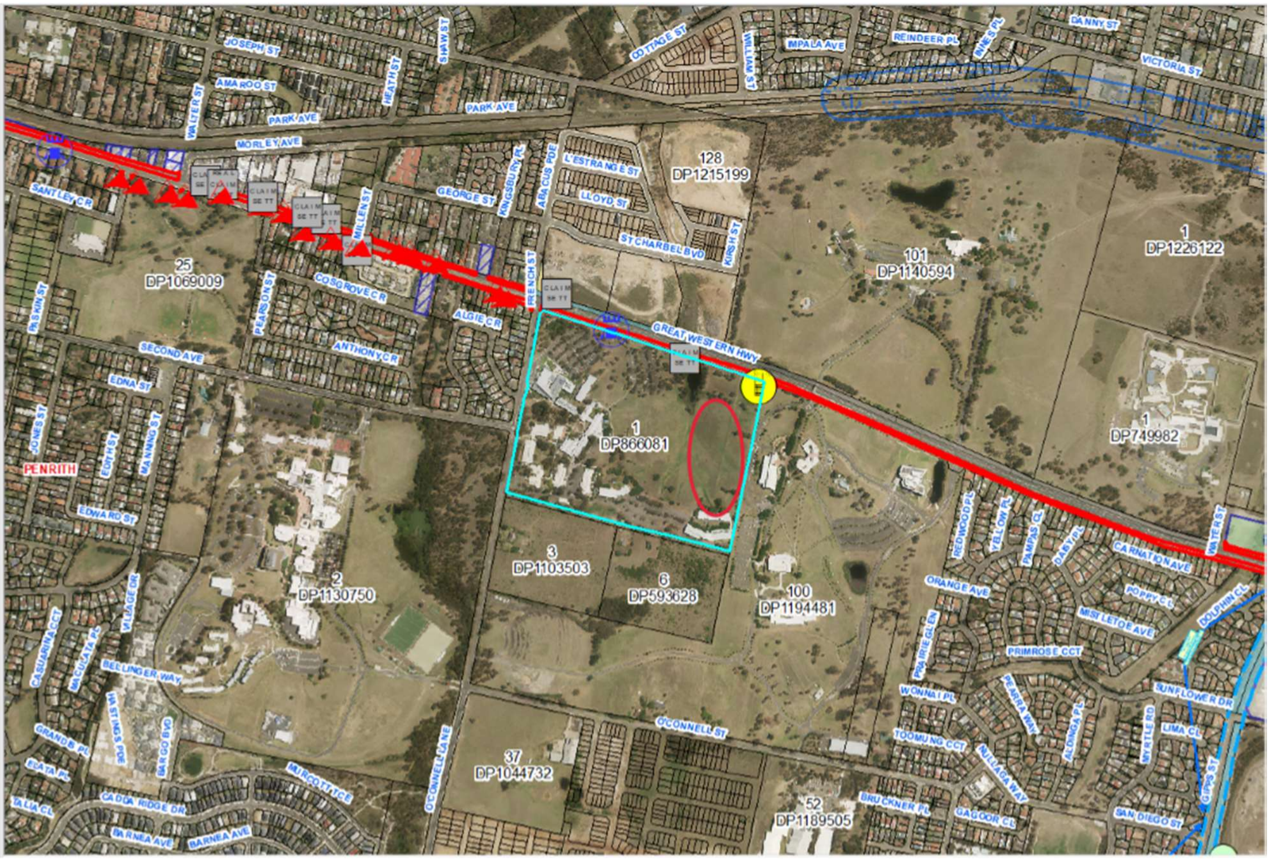
5. Comment

   Transport for NSW has previously acquired a strip of land for road along the Great Western Highway frontage of the subject site, as shown by blue colour on the attached Aerial – "X".

   TfNSW (Roads) has previously vested a strip of land as road along the Great Western Highway frontage of the subject site, as shown by grey colour on the attached Aerial – "X".

   As at the date of this response TfNSW has no other proposal which currently requires any part of this Site.


"X"
126
DP1215199
127
DP1215199
101
DP1140594
GREAT WESTERN HWY
ALGIE CR
SECOND AVE
PENRITH
1
DP866081
100
DP1194481
2
DP1130750
O'CONNELL ST
3
DP1103503
6
DP593628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REINDEER PL
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VICTORIA ST
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HEATH ST
PARK AVE
PARK AVE
WALTER ST
MORLEY AVE
128
DP1215199
L'ESTRANGE ST
KINGSBURY PL
ABACUS PDE
GEORGE ST
LLOYD ST
ST CHARBEL BVD
KIRBY ST
SANTLEY CR
MILLEN ST
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DP1069009
COSGROVE CR
FRENCH ST
101
DP1140594
1
DP1226122
ALGIE CR
ANTHONY CR
GREAT WESTERN HWY
SECOND AVE
EDNA ST
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DP866081
1
DP749982
PENRITH
EDWARD ST
3
DP1103503
6
DP593628
100
DP1194481
2
DP1130750
ORANGE AVE
PRIMROSE CCT
BELLINGER WAY
O'CONNELL ST
O'CONNELL LANE
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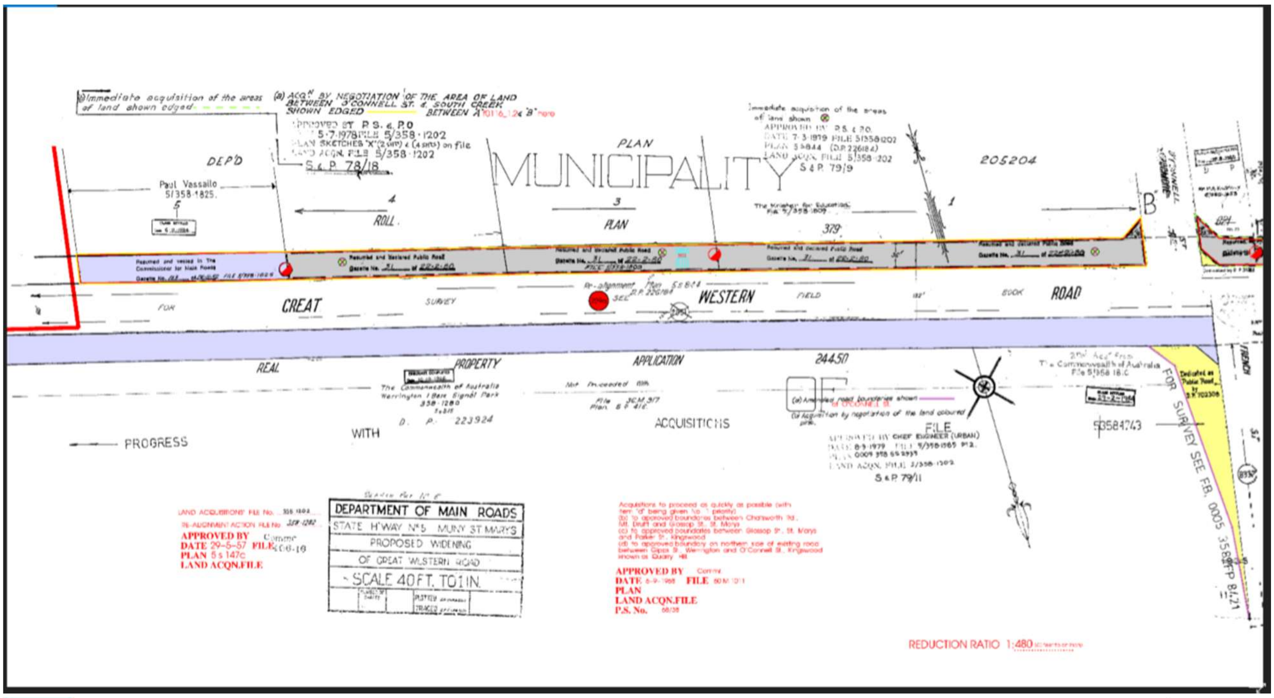
DP1044732
52
DP1189505
BRUCKNER PL
GAGOOR CL
CADDA RIDGE DR
BARNEA AVE


MUNICIPALITY
PLAN
DEP'D
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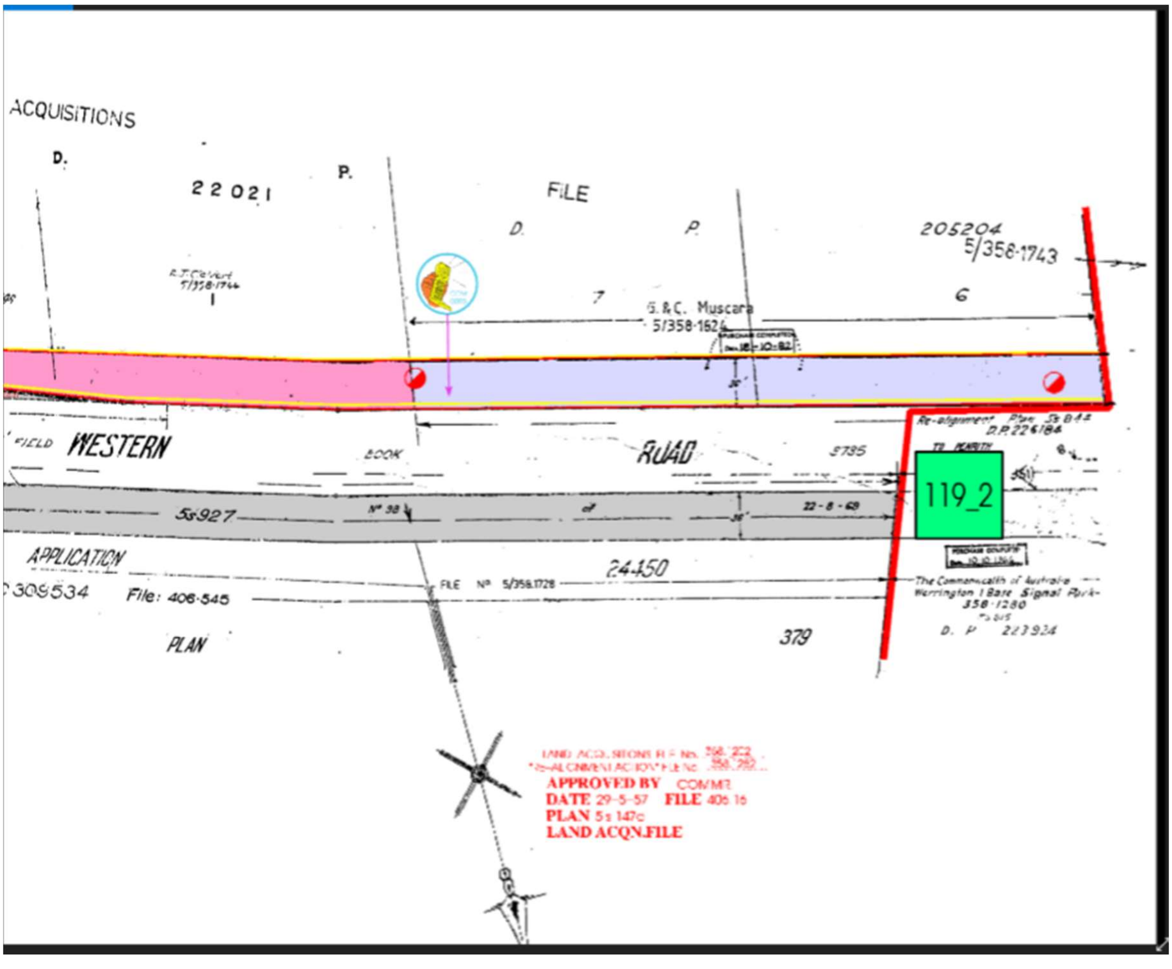
Paul Vassallo
5/358·1825
ROLL
GREAT
WESTERN
ROAD
REAL
PROPERTY
APPLICATION
24450
PROGRESS
WITH
ACQUISITIONS
FILE
DEPARTMENT OF MAIN ROADS
STATE H'WAY Nº 5 MUNY ST MARYS
PROPOSED WIDENING
OF GREAT WESTERN ROAD
SCALE 40 FT. TO 1 IN.
APPROVED BY Comm
DATE 29-5-57 FILE 406-16
PLAN 5s 147c
LAND ACQN.FILE
APPROVED BY Comm
PLAN
LAND ACQN.FILE
P.S. No.
REDUCTION RATIO 1:480
FOR SURVEY SEE FB. 0005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G. & C. Muscara
5/358·1624
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ROAD
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APPLICATION
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The Commonwealth of Australia
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DATE 29-5-57 FILE 406 16
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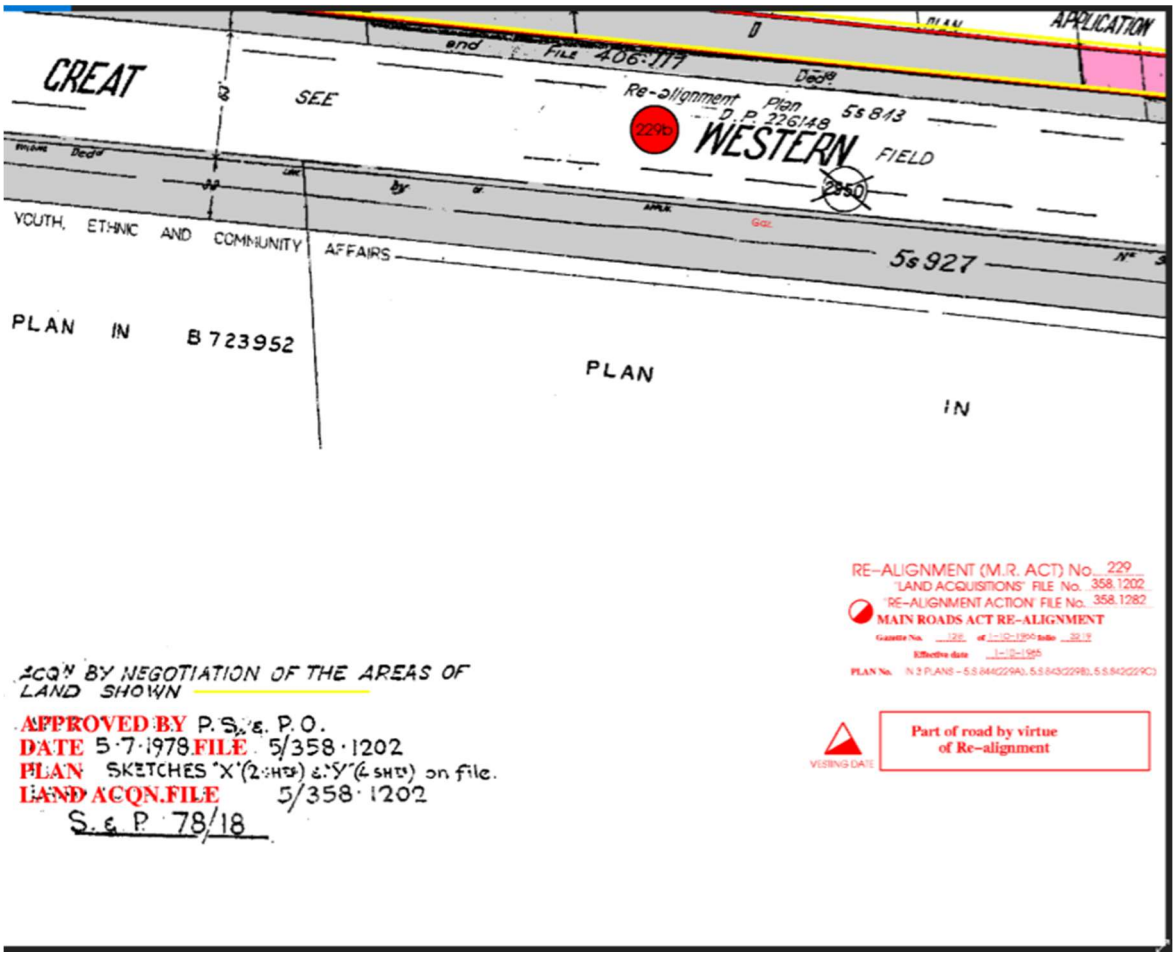
LAND ACQN.FILE



RE–ALIGNMENT (M.R. ACT) No. 229
'LAND ACQUISITIONS' FILE No. 358.1202
'RE–ALIGNMENT ACTION' FILE No. 358.1282
MAIN ROADS ACT RE–ALIGNMENT
Gazette No. 126 of 2–10–1980 folio 3919
Effective date 1–12–1985
PLAN No. N.2 PLANS – 5.5.844(229A), 5.5.843(229B), 5.5.842(229C)

VESTING DATE

Part of road by virtue of Re–alignment

ACQN BY NEGOTIATION OF THE AREAS OF LAND SHOWN

APPROVED BY P.S.& P.O.
DATE 5·7·1978 FILE 5/358·1202
PLAN SKETCHES 'X' (2 SHTS) & 'Y' (4 SHTS) on file.
LAND ACQN. FILE 5/358·1202
S. & P. 78/18