

17 February 2020

Executive Director
Key Sites Assessments
Department of Planning, Industry and Environment
320 Pitt Street
Sydney NSW 2000

Attention: Karl Fetterplace

Dear Sir/Madam,

**RESPONSE TO SUBMISSIONS FOR THE GLEBE ISLAND AGGREGATE HANDLING AND
CONCRETE BATCHING FACILITY
GLEBE ISLAND, JAMES CRAIG ROAD, ROZELLE**

Thank you for requesting Transport for NSW (TfNSW) to provide advice on the Response to Submissions (RtS) for the abovementioned development as part of the exhibition of the Environmental Impact Statement.

TfNSW has reviewed the submitted information and provides the following advisory comments for the Department's consideration in the determination of the application:

Assessment of Cumulative Impacts

Comment:

Updated traffic modelling has been provided as part of the cumulative traffic impact assessment. The results of the intersection modelling shows that the performance of The Crescent/City West Link Road intersection would deteriorate to a poor level of service even without the proposed development during the morning peak period in 2024. The performance of this intersection would further deteriorate with the additional traffic generated from the proposed development.

Recommendation:

- Consideration should be given to minimise vehicle movements to and from the proposed development during the morning peak periods in order to ameliorate the impact of the proposed development on the surrounding classified road network and to ensure the safe and efficient operation of the key intersections.

Car Parking

Comment:

It is noted that the on-site parking provision has been reduced from 59 to 35 spaces, with an additional four spaces for visitors. TfNSW supports this reduction in on-site parking, as part of the overall measures to promote other alternatives to private vehicle travel.

Recommendation:

- The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004 and AS2890.6-2009.
- All vehicles are to enter and exit the site in a forward direction.
- All vehicles are to be wholly contained on site before being required to stop.

Construction Pedestrian Traffic Management Plan (CPTMP)

Comment:

Several construction projects, including the Westconnex, and Sydney Metro City and Southwest Project, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and public transport operations, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation:

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW and submit a copy of the final CPTMP plan to the Coordinator General, Transport Coordination for endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier. Suggested Conditions of Consent for the Construction Pedestrian and Traffic Management are included in **TAB A**.

If you require further clarification regarding this matter, please don't hesitate to contact Vic Naidu, A/Senior Land Use Planner, by email at development.sydney@rms.nsw.gov.au

Yours sincerely,



Brendan Pegg
A/Senior Manager Land Use Assessment
South East Precinct Greater Sydney Division

TAB A – Suggested Conditions of Consent

Construction Pedestrian and Traffic Management

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW. The CPTMP needs to specify, but not limited to, the following:
 - A description of the development;
 - Location of any proposed work zone(s)
 - Location of any crane(s);
 - Haulage routes;
 - A detailed plan identifying all construction vehicle access arrangements;
 - Estimated number of construction vehicle movements, including measures to reduce the number of movements during the AM and PM peak periods;
 - Measures to avoid construction worker vehicle movements;
 - Construction program;
 - Proposed construction hours;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments;
 - Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from the construction of the development;
 - Cumulative construction impacts of projects including Westconnex and Sydney Metro City and Southwest and other developments. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network; and
 - Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.
- Submit a copy of the final plan to the Coordinator General, Transport Coordination within TfNSW for endorsement; and
- Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre and Sydney Coordination Office within TfNSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.