

Key Sites and Industry Assessments
Department of Planning, Industry & Environment
GPO Box 39
SYDNEY NSW 2001

ATTN: Bruce Zhang

Dear Madam/ Sir,

**New Request for Advice – ESR Horsley Logistics Park (SSD-10436) (Fairfield City)
Environmental Impact Assessment**

Thank you for your request via Major Projects Planning Portal (ref: PAE-8634652) dated 27 July 2020 requesting Transport for NSW (TfNSW), review and comment on the above. Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services and TfNSW. This response reflects the advice from the new organisation.

The proposed development is located within the Western Sydney Employment Area (WSEA), comprising Lots 201-204 in DP 106143 of the approved Concept Plan and sits within Stage 2 of the Subdivision Plan. Stage 2 of the Concept Master Plan provides for the following land uses:

- Warehouse 110,175 (m²); and
- Office 4,117 (m²).

The supporting documentation provided in support of the proposed development application has been reviewed, and comments on the following matters are provided:

- Further consideration to Active Transport requirements;
- Further consideration to Road Network requirements;
- Further consideration to the Stage 3 Indicative Rd and Intersection Arrangements;
- Need to prepare a Green Travel Plan in consultation with TfNSW; and
- Need for a Construction and Traffic Management Plan.

Detail on the above matters is provided in **TAB A**.

Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



26/8/2020

Mark Ozinga
Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

CD20/06257

Active Transport Considerations

Comment

Future Transport 2056 emphasises the importance of walking and cycling for short trips and reinforces the importance of walking and cycling to increase the catchment of public transport as part of the whole customer journey.

Building Momentum - State Infrastructure Strategy 2018-2038 includes recommendations related to walking and cycling, including integrating transport with land use; managing travel demand; unlocking capacity in existing assets; and improving population health outcomes through more active transport.

The Western Sydney Employment Area-Fairfield Development Control Plan (WSEA DCP) 2016, Section 4.5.4: Car Parking – Industrial Controls (7) states:

- New developments should incorporate appropriate bicycle parking/storage facilities. Bicycle racks can be placed around the perimeter of a building in areas where they will not act as obstructions. Bicycle parking/storage facilities should be provided in accordance with the provisions of Australian Standard 2890:3:1993 – Parking facilities - Bicycle parking facilities.

The Transport Assessment (TA), states that provision and yield of bicycle parking is anticipated to fully satisfy requirements on confirmation of the Construction Certificate. Additionally, end of trip facilities will be situated within a secured area for personnel access only and the design can be deferred to Certificate of Construction stage.

Recommendation

It is requested that the applicant provide off-street bicycle parking and amenity and change room facilities for cyclists in accordance with AS 2890.3:1993 - Bicycle Parking Facilities and RMS' NSW Bicycle Guidelines.

Road Network Considerations

General Comment

Figure 5: RAV Map - Rather than a prescriptive heavy vehicle combination it would be better generalise in terms of PBS vehicle access. e.g Millner Avenue is an approved PBS 2A route that does not appear on this map. This precinct should accommodate at least PBS level 2B vehicles.

Comment

In the TA, Figure 4 - Road Hierarchy – there is no explanation of how the classification provided in this functional hierarchy was determined.

Recommendation

It is requested that the TA be revised to provide the reference documentation from which the functional classification of proposed road links was derived.

Comment

In the TA, Section 10.2- Design Vehicle states 'a 26 metre B-double has been adopted as the relevant 'design vehicle' when assessing the heavy vehicle access...'

PBS vehicles are becoming increasingly common with PBS level 2B vehicles up to 30m already operating in Western Sydney. The 'design vehicle' assessment should be based upon the most

TAB A – TfNSW Comments – SSD 10434 EIS ESR Horsley Logistics Park

current PBS level 2B vehicles up to 30m.

Recommendation

It is requested that the TA be revised to adopt the PBS level 2B 30m vehicle as the 'design vehicle', and analysed to ensure that future tenants can take advantage of the productivity benefits of PBS vehicles. Swept path analysis for a PBS level 2B 30m vehicle should be provided.

Comment

In the TA, Section -10.7 Loading Dock Management states B-doubles should undertake side loading activities on-site.

Appendix A includes swept paths but does not show:

- Where B-doubles will be located to be loaded/unloaded;
- How many B-doubles can be accommodated simultaneously;
- If loading bays are effectively blocked while a B-double is being loaded/unloaded; and
- If there is sufficient space to split trailers if required, and where would this occur.

Recommendation

It is requested that the TA be updated to include swept path analysis for PBS level 2B 30m vehicles and demonstrate:

1. Where B-doubles will be located to be loaded/unloaded;
2. How many B-doubles can be accommodated simultaneously;
3. If loading bays are effectively blocked while a B-double is being loaded/unloaded, how will the development mitigate this; and
4. Is there sufficient space to split trailers if required, and where would this occur.

Stage 3 Indicative Rd and Intersection Arrangements

Comment

In the TA, Section 6.2 Proposed Works – Figure 10: Stage 3 Indicative Rd and Intersection Arrangements shows left-in, left-out only Johnson Crescent/ Burley Road (Southern Link Road).

On 5 December 2019, TfNSW sent a letter to Calibre Consulting referring to Stage 3 Future ultimate Southern Link Road (SLR)/ Johnston Crescent Intersection Interface indicating TfNSW does not support a left-in/out intersection arrangement at Johnston Crescent once the four-leg signalised intersection is developed at Old Wallgrove Road/ Southern Link Road, providing access through the ESR site to service all businesses within the development site.

Once the four-leg signalised intersection is operational at Old Wallgrove Road/ Southern Link Road and all the ESR stages are completed then the acceptable option to TfNSW is left-out only from Johnston Crescent turning onto Southern Link Road.

Recommendation

It is requested that upon completion of all stages of the ESR and the four-leg signalised intersection is operational at Old Wallgrove Road/ Southern Link Road, Johnston Crescent is configured as left out-only onto the Southern Link Road.

TAB A – TfNSW Comments – SSD 10434 EIS ESR Horsley Logistics Park

Green Travel Plan

Comment

TfNSW notes that there is currently limited public and active transport connectivity to the site, but that this may change in the future. A Green Travel Plan, along with a Travel Access Guide are tools that will help the tenancies within ESR Horsley Logistics Park manage demand on the transport network. The recommendations below will help promote travel choices for employees and visitors that support the achievement of State Plan targets and reduce the use of single vehicle trips.

Recommendation

It is requested that prior to the issue of the first Occupation Certificate for each tenancy, the applicant be conditioned to prepare a Green Travel Plan in consultation with TfNSW. The Green Travel Plan should be aimed at staff and visitors and include:

- Proposed parking arrangements;
- Information regarding site accessibility, including any specific accessibility requirements for staff/ visitors with mobility impairments, and the measures that are in place to address them, including any priority arrangements;
- Strategies that encourage the use of public and active transport to help reduce the use of single occupant car travel to access the site for staff and visitors, where appropriate;
- Predicted and aspirational mode share targets for staff and visitors;
- Mapping of preferred walking and cycling routes and preparation of a Transport Access Guide that details access arrangements for staff and visitors including:
 - Details on cycle parking at each site as well as recommended 'last mile' cycle route from local cycle network to each site; and
 - Link to TfNSW trip planner <https://transportnsw.info/>;
- A communication strategy for engaging staff, visitors and the local community regarding sustainable transport use to the site;
- Include promotion of the health and wellbeing benefits of active travel to the site; and
- Identification of the number of staff who can reasonably access the site from walking or cycling.

Resources to assist can be found here: <https://www.mysydney.nsw.gov.au/travelchoices/tdm>

The applicant shall submit a copy of the final Green Travel Plan and Travel Access Guide to be used by each tenancy within the ESR Horsley Logistics Park to TfNSW for endorsement.

Carpooling

Comment

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.

Recommendation

That the Green Travel Plan includes a firm commitment and timeframe for each tenant to implement a carpooling scheme.