

Mr David Koppers
Senior Environmental Assessment Officer
Industry and Environment
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Koppers

**Central Sydney Industrial Estate and Downer Sustainable Road Products Complex
(SSD-10459)**

Thank you for your correspondence via the Major Projects Portal on 22 September 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

Parramatta Light Rail

Major construction to deliver the Parramatta Light Rail (PLR) project commenced in 2020 with the network expected to commence services in 2023. Information on the PLR can be found at <http://www.parramattalightrail.nsw.gov.au>.

It is noted that an assessment of cumulative impacts with the PLR, in particular the Stabling and Maintenance Facility at 6 Grand Avenue, Rosehill is not included in the development application.

It is requested that the applicant:

- Undertakes an assessment of cumulative traffic impacts, flooding and construction/operational noise and vibration impacts as part of the Response to Submissions;
- Ensures that operational noise as a result of the subject development does not result in PLR operational criteria being exceeded; and
- Includes PLR for any consultation with Sydney Water regarding the proposed wastewater and potable water mains on Colquhoun Street.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the PLR 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 vehicle traffic within the precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

It is advised that:

- The Construction Pedestrian and Traffic Management Plan should also include traffic impact assessment of inbound and outbound vehicles on surrounding road network as well as internal road network. Further breakdown of trips per truck type during construction activities would also be provided as requested in the SEARs; and

- There will be intermittent, short and long term road closures, as well as material changes to road network operations during the construction and operation phases of the PLR.

Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the TfNSW, prior to the issue of any Construction Certificate or any preparatory, demolition or excavation works, whichever is the earlier.

Heavy Vehicle. Movements during Operation

Comment

It is not clear from the development application that the PBS2B type vehicles would access the proposed site (Lot 6).

Recommendation

As the subject site could be accessed via 25-26m B-Double road network, it is envisaged that the PBS2B type vehicles would be used for the site operation. Therefore, the site internal road network as well as the new external road should be constructed to support PBS2B vehicles to take advantage of more productive vehicles in the future.

Clarification and Additional Information

Comment

The Traffic Impact Assessment (TIA) prepared to support the development application includes the following:

- Table 15 of the TIA shows unequal number of employees arriving and departing;
- Table 16 of the TIA includes some recovered material that are not useable at the site such as organic materials, however it does not account for recovered metal that would also generate some outgoing trips; and
- Section 3.3.7 of the TIA states that 25 truck parking bays will be provided on site, however based on Section 10.2, a total of 18 truck parking bays will be provided. This discrepancy needs to be clarified. It is not clear from the TIA that adequate parking/queuing area is available for trucks within the site.

Recommendation

It is requested that the applicant clarifies and / or provides additional information as part of the Response to Submissions.

Suggested Conditions of Consent are included in **TAB A**.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification on the above, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely



21/10/2020

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

Objective Reference CD20/07620

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 final Construction Pedestrian and Traffic Management Plan (CPTMP) for the Central Sydney Industrial Estate and Downer Sustainable Road Products Complex (Stage 1) in consultation with the Sydney Coordination Office within TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:
 - A description of the development;
 - Location of any proposed work zone(s);
 - Haulage routes;
 - Proposed construction hours;
 - Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;
 - Construction vehicle access arrangements;
 - Construction program and construction methodology, including any construction staging;
 - Measures to minimise construction worker vehicle movements within the precinct;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Parramatta Light Rail Builder;
 - Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and
 - Identify the cumulative construction activities of the development and other projects within or around the development site, including the Parramatta Light Rail Project, Sydney Metro West Project and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP.
- Submit a copy of the final plan to TfNSW for endorsement via development.sco@transport.nsw.gov.au; and
- Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW via development.sco@transport.nsw.gov.au 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.