

Attachment 4

Response to Transport for NSW Letter dated 16 December 2019

Development Application No: SSD-7308 Description of Development: St Marys Freight Hub Property Description: Lot 2 Forrester Road, Lots 3 Lee Holm Road and Lot 196 Christie Street, St Marys				
Item:	Subject:	Issue:	TfNSW Comment:	Response:
1	Planned Infrastructure	Western Sydney Corridors	<ul style="list-style-type: none"> TfNSW continues to work with stakeholders to refine the Outer Sydney Orbital and North South Rail Line corridor alignments. As the proposed St Marys Freight Hub is within both exhibited corridors, TfNSW request the applicant continue to liaise with the Department of Planning Industry and Environment (DPIE) to minimise the impact of the development on the proposed corridors. 	Noted. Pacific National will continue to liaise with DPIE on the future Outer Sydney Orbital.
		Werrington Arterial	<ul style="list-style-type: none"> Werrington Arterial Road Stage 2 development is not included in TfNSW's current programs and no funding is allocated at this stage. Therefore, TfNSW has no additional information available at this stage 	Noted. There is no intention to use Werrington Road as customers are located to the east of the St Marys Freight Hub and Werrington Road is to the west. Therefore, use of Werrington Road would add significant distance, truck kilometres, inefficiency and greenhouse gas emissions. In addition, Christie Street, which would need to be used to get to Werrington Road, is a far less desirable road to use compared to other access roads available.
2	Operational	Back-loading rate – Sensitivity Analysis	<ul style="list-style-type: none"> It is noted that there is no expectation that a full container will be delivered back to the site, or that trucks would leave empty. TfNSW is satisfied with this rationale and no additional analysis is required. 	Noted.
		Operational Rail Noise	<ul style="list-style-type: none"> For all terminal and rail operations, a monitoring and performance management regime is to be established. With the objective of ensuring there is no deterioration in noise performance and continual improvement in rail noise outcomes from rail operations throughout the life of the development. 	Noted. It is understood a noise monitoring program will be required as part of the development approval.
		Inconsistent Traffic Signal Cycle Lengths	<ul style="list-style-type: none"> TfNSW requires the worst case scenario to be modelled to determine if any upgrades are required as a result of additional traffic projected for the development. For example, the intersection of Glossop St/Forrester Rd the max cycle time is 110 secs, the report modelled several different inconsistent user given phase times. All modelled intersection cycle lengths are to be updated to be consistent with the maximum cycle lengths. 	<p>Actual average cycle times have been used based on SCATS output data as is the conventional practice for SIDRA modelling in NSW. The request to use maximum (artificial) cycle times for SIDRA analysis is highly unusual as using maximum cycle times would be a hypothetical situation for both the base case and with the development case. The data shows that maximum cycle times as they are not always realised for all of the intersections on the preferred route.</p> <p>In any case, the development traffic is, at the maximum truck volumes locations, in the order of 1% of total traffic through the intersection and even if some intersections were at capacity at some cycles during some peak hours, there would be no nexus to the negligible incremental impacts generated by the development.</p>
		Queuing	<ul style="list-style-type: none"> Concerns are raised around the queue length of southbound vehicles on Forrester Road turning left onto Glossop Street and Glossop Street right turn vehicles onto Forrester Road. SIDRA Modelling files are to be provided for analysis after consistent phase times are applied. 	<ul style="list-style-type: none"> The left turn queue from Forrester north to Glossop east is very long in the 2030 <u>base case</u> (both peaks). The development does not add traffic to this movement nor does it require changing of phase times that would impact the green time for this movement. Accordingly, these queues have no nexus to the development. The right turn queue from Glossop east to Forrester north is estimated to be 500m long in the 2030 PM peak. The development does not add traffic to this movement nor does it require changing of phase times that would impact the green time for this movement. Accordingly, these queues have no nexus to the development. The SIDRA files for the 2030 Base Case and 2030 route options 1 to 4 have been provided in the file <i>P3796.001 St Marys Inland Container Terminal EIS_2030 Models.zip</i>
		B-double entry/exit	<ul style="list-style-type: none"> The proposed access on Forrester Road will extend into the adjoining property frontage in order to achieve the simultaneous B double entry/exit. This cannot be supported at this stage, until evidence of consent from the adjoining property owner has been obtained. 	<ul style="list-style-type: none"> An alternative access crossover design has been prepared associated with Route Option 4 which does not require the crossover to extend beyond an extension of the property boundary. A Road Safety Audit has been completed including a safety response for the entry is in Part B – Road Safety Audit within the enclosed “St Marys Freight Hub Heavy Vehicle & Transport Analysis: Summary Report”.

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		Through movement	<ul style="list-style-type: none">The heavy vehicle turn path depicted in the swept path diagram indicates that a 26m long B-Double will restrict the southbound through movement when waiting to undertake the turn. This will lead to queuing along Forrester Road. As the destination for the southbound traffic is likely to be for station parking and/or the pick-up/drop-off facility this may result in delays to road users attempting to access St Marys train station. This would not be supported by TfNSW.There is likely to be conflicting movements should a vehicle heading northbound wish to turn right into Harris St whilst a heavy vehicle is waiting to turn right into the access driveway. Should this take place there would be no way that both vehicles would be able to make their destination and would likely cause the motorist attempting to turn into Harris St to have to alter their route.Treatments are to be investigated that allow for through movements whilst a heavy vehicle is waiting to undertake a right turn into the site.Potentially, Blacktown City Council may restrict the right turn movement into Harris St. Should Council consider this restriction, updated modelling which includes this restriction will be required	<ul style="list-style-type: none">The updated access design resolves all of these concerns (see Part B – Road Safety Audit in “St Marys Freight Hub Heavy Vehicle & Transport Analysis: Summary Report”).In any case, southbound through volumes on Forrester Road at Harris Street are very low at 64 vph in the AM peak (one vehicle per minute) and 73 vph in the afternoon peak (just over one vehicle per minute). A 15 second – 30 second delay for these vehicles once every four minutes will not generate a queue.The right turn from Forrester into Harris is 5vph in the AM peak and 12vph in the PM peak, which is extremely small, most probably because vehicles can't turn right at the eastern end of Harris Street. There is no need to ban this movement as the probability that this movement will be made without opposition is 87% in peak hours (based on an approximate 30 sec delay every 4 minutes due to a turning B-double/semi-trailer)
		Pedestrian Safety	<ul style="list-style-type: none">There are concerns with the proposed heavy vehicle access and pedestrian use of the footpath close to St Marys Station. Where station access points are located foot traffic is likely to be higher. The pedestrian volumes at this location increases the potential for conflicts with heavy vehicles.Consideration should be given to providing safe pedestrian access to the station entrance away from heavy vehicle movements.Consideration should be given to reducing truck movements during school pick up/drop off times.	<ul style="list-style-type: none">The count data shows that 2 pedestrians per hour in the AM peak and 1 pedestrian per hour in the PM peak cross Forrester Road between the station and the north of Harris Street. There is a minimal catchment for this movement. There are far more pedestrians 45p.h. AM and 32p.h. PM) that cross Forrester Road on the eastern side across Harris Street, which is the primary pedestrian desire line to / from the station and its bus stop. There is no justification for pedestrian works as no impacts are generated.The ‘school’ about 100m north of Harris Street is the St Marys Flexible Learning Centre. It’s 2018 Annual report identified 66 students with an attendance rate of 52% (i.e. 34 students on any given day). This is not a conventional school with classes and programs across the day. There is no basis to reducing truck movements during typical school times on this basis.Pacific National has been progressing safety in design workshops and intends to install a digital control system to ensure pedestrian safety. A Road Safety Audit has been completed including a safety response for the entry is in Part B – Road Safety Audit within the enclosed “St Marys Freight Hub Heavy Vehicle & Transport Analysis: Summary Report”. Implementation of the digital control system will be in addition to the safety response in Part B.