

Mr William Hodgkinson
Senior Environmental Assessment Officer
Industry Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Hodgkinson

Qantas Flight Training Centre (SSD 10154) - Response to Submissions

Thank you for your correspondence dated 26 August 2019, requesting Transport for NSW (TfNSW) to review and comment on the above.

Roads and Maritime Services (Roads and Maritime) comments have been included in the response.

Traffic Assessment

Comment

The Response to Submission states the following:

“The SIDRA analysis shows that with the SSD, the right turn bays for the right turns from Qantas Drive into Lancaster Road and from O’Riordan Street into King Street (west) can accommodate the volume of right turning traffic. The 95% queue into Lancaster Road was found to be 66 metres with the right turn bay 80 metres long.”

It is advised that:

- It appears that there has been some misinterpretation of the analysis undertaken by the proponent’s consultant. A review of the SIDRA analysis indicates that the average queue length for the right turn into Lancaster Road has been reported and not the 95th% as stated. The 95th% queue length is considerably longer than the average; and
- Any queuing beyond the length of the right turn bay would block one of two through lanes along the Qantas Drive eastbound approach, which would result in reducing through traffic to a single lane. This would have a significant impact on the network operations in the area; and
- The analysis of the intersection of Qantas Drive/Lancaster Road included in the Traffic Report does not reflect the existing operation of the traffic signals at this location in relation to cycle time and signalised pedestrian crossings. In particular, the proponent has used a much lower cycle time that is not used on major roads during peak periods. The reported analysis shortens the queue length, but reduces overall system efficiency.

Recommendation

It is requested that the applicant addresses the above concerns as outlined below:

- The impact at the Qantas Drive/Lancaster Road intersection needs to be reassessed to reflect more closely the SCATS operation of the traffic signals in relation to cycle time and signalised pedestrian crossings. The traffic modelling needs to report the 95th queue lengths;
- Mitigation measures (if any) may need to be implemented to ensure that impacts on Qantas Drive as a result of the proposed development are manageable; and
- Any further work should be discussed and agreed with TfNSW and Roads & Maritime Services prior to resubmitting to the Department to avoid any further unnecessary delays.

Heavy Vehicle Access

Comment

Section 3.26 of the traffic report prepared to support the development application states the following:

“On occasions an articulated truck will need to access the Flight Training Centre (such as to install or remove a flight simulator). The service area and internal roads adjacent to the flight centre building will be designed to allow circulation by an articulated truck. However as the truck would take up the full width of the roads, appropriate traffic management will need to be provided to manage traffic flow when these trucks are on-site. These events will occur outside of peak traffic flow periods (such as the weekday morning and afternoon).”

It is noted that the report mentions use of articulated vehicles. However, the swept path analysis includes a movement of a B-Double vehicle. If the proponent intends to run B-Doubles, a separate permit from the National Heavy Vehicle Regulator (NHVR) will be required. Any vehicle should arrive and depart the site in a forward motion.

Recommendation:

It is requested that the applicant be conditioned to require all vehicles entering and leaving the site to do so in a forward motion. Note that if B-Doubles are intended to be used, a permit will need to be obtained from the National Heavy Vehicle Regulator (NHVR).

Travel Demand Management Strategy and Workplace Travel Plan

Comment

The Response to Submission states the following:

“The proponent invites a condition of consent regarding the preparation of a Travel Demand Management Strategy and Workplace Travel Plan. These conditions will be fulfilled following the determination of the SSDA and prior to the issue of CC.”

Recommendation

It is requested that the applicant be conditioned to prepare a Travel Demand Management Strategy and Workplace Travel Plan in consultation with the Sydney Coordination Office within TfNSW.

Construction Pedestrian and Traffic Management

Comment

The Response to Submission states the following:

“The proponent invites a condition of consent regarding the preparation of a Construction Pedestrian and Traffic Management Plan. These conditions will be fulfilled following the determination of the SSDA and prior to the issue of CC.”

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.

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

TfNSW will be pleased to consider any additional material presented to address the issues raised above. Further conditions of consent may be suggested following a review of the additional material.

If you require clarification on the letter, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely



29/8/2019

Mark Ozinga

**Principal Manager, Land Use Planning and Development
Customer Strategy and Technology**

Objective Reference CD19/07040

TAB A – Suggested Conditions of Consent

Heavy Vehicle Access

All vehicles entering and leaving the site shall do so in a forward motion. Note that if B-Doubles are intended to be used, a permit will need to be obtained from the National Heavy Vehicle Regulator (NHVR).

Travel Demand Management Strategy and Workplace Travel Plan

The applicant shall prepare a Travel Demand Management Strategy and Workplace Travel Plan in consultation with the Sydney Coordination Office within TfNSW to reduce the proportion of single-occupant car travel and increase the mode share of public transport and active transport for workers and visitors of the development.

The applicant shall submit a copy of the final strategy and plan to the Coordinator General, Transport Coordination for endorsement, prior to the issue of the occupation certificate.

Construction Pedestrian and Traffic Management

The applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within Transport for NSW (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 proposed crane(s);
- Haulage routes;
- Construction vehicle access arrangements including vehicle access/crane access;
- Proposed construction hours;
- Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods;
- Construction program and construction methodology/crane installation methodology;
- A detailed plan of any proposed hoarding and/or scaffolding;
- Measures to avoid construction worker vehicle movements within the vicinity of the site;
- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
- Any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of the development, Sydney Gateway 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.

The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination within TfNSW for endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the TMC and Sydney Coordination Office within Transport for NSW 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.