

Industry Assessments
Department of Planning, Industry & Environment
GPO Box 39
Sydney NSW 2001

Attention: Bruce Zhang

Dear Mr Zhang,

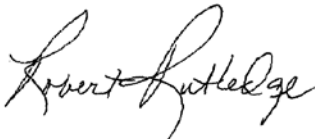
**New Request for Advice - Secretary's Environmental Assessment Requirements
Oakdale West Estate Stage 4 (SSD-7348) (Penrith)**

Thank you for your correspondence dated 21 May 2021 requesting Transport for NSW (TfNSW) provide input to the Secretary's Environmental Assessment Requirements (SEARs) for the above.

The supporting documentation provided in support of the proposed development application has been reviewed, and comments are provided for proposed inclusion in the SEARs in **TAB A**.

Thank you again for the opportunity to provide feedback on the above development application. 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



2 June 2021

Robert Rutledge
Transport Planning Manager, Land Use Planning & Development
Customer Strategy and Technology

CD21/03731

TAB A - TfNSW recommended input into the SEARS for SSD-7348 Stage 4 Development

Key Issues

Transport and accessibility (construction and operation)

Provide a transport and accessibility impact assessment, which includes, but is not limited to the following:

- Details of all traffic types and volumes likely to be generated by the proposed development during construction and operation, including description of heavy vehicle types, and haul route origins and destinations;
- Daily inbound and outbound traffic profile by time of day and day of week broken down per vehicle types. Traffic flows are to be shown diagrammatically to a level of detail sufficient for easy interpretation;
- Details of the likely dangerous goods to be transported on arterial and local roads to/from the site, if any, and the preparation of an incident management strategy, if relevant;
- Traffic management plan on how to manage number of vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing that can be accommodated on the site to avoid queuing in the surrounding road network. This to demonstrate how internal and external traffic can be managed in conjunction with existing traffic on site including:
 - investigate the use of vehicles with higher carrying capacity such as PBS combinations, or those enrolled in the Safety, Productivity and Environment Construction Transport Scheme (SPECTS)¹;
- Detailed plan site layout to demonstrate that the site will be able to accommodate the most productive vehicle types as well as the worst performing vehicles (sufficient loading/unloading) and parking on site in accordance with the relevant Australian Standard and Council's Development Control Plan;
- Details of the driver facilities provided on site;
- Plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network;
- Detailed plans of the site access and proposed layout of the internal road and pedestrian network and parking on site in accordance with the relevant Australian Standards and Council's DCP;
- Swept path diagrams to demonstrate the largest vehicles as well as the worst performing vehicles entering, exiting and manoeuvring throughout the site;
- An assessment of the forecast impacts on traffic volume generated on road safety and capacity of road network including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model as prescribed by TfNSW. The traffic modelling should consider the scenarios of year 2026, 2031, 2036 (or the year until the facility cease operation).
- To ensure that the above requirements are fully addressed, the traffic impact assessment must properly ascertain the cumulative study area traffic impacts associated with the development (and any other approved planning proposals and developments in the precinct and surrounds), including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required);

¹ **SPECTS** allows participating heavy vehicles greater network access and the ability to carry more construction materials including spoil and waste. Using vehicles with a higher carrying capacity will reduce the number of heavy vehicle movements for the given freight task. Note that the proposal is within SPECTS approved area. (<https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/schemes-programs/spects.html>)

TAB A - TfNSW recommended input into the SEARS for SSD-7348 Stage 4 Development

- Traffic counts:
 - Counts are not to be undertaken within close proximity to the school holidays/long weekend;
 - Counts undertaken within close proximity to these events may not indicate normal traffic conditions. Ideally vehicle counts should be undertaken during a typical day, to include Thursday (or Wednesday), Friday and Saturday for the study (not near school/public holidays). This will provide the departments with an accurate understanding of the existing traffic conditions and the actual impact of this development application to the surrounding network;
 - Counts are to include a breakdown of light and heavy vehicles; and
- Due to the Covid-19 Pandemic, counts undertaken at the moment may not be representative. Alternative approaches to understand the impact of Covid-19 on traffic patterns should be discussed with TfNSW. It is suggested the applicant meet with TfNSW to discuss these issues and the options available prior to undertaking a traffic impact assessment.
- This development falls within the Western Sydney Employment Area (WSEA). TfNSW has agreed to the adopted trip generation rate of 2.91 vehicles per day per 100m² of GFA. The traffic report should reflect this adopted rate to ensure that the impacts to the future road network are adequately modelled.
- Detail how the proposed development connects to adjoining sites to facilitate their future development for their intended purposes;
- Measures to ameliorate any adverse traffic and transport impacts due to the development based on the above analysis, including:
 - travel demand management programs to increase sustainable transport (such as a Green Travel Plan);
- Demonstrate the measures to be implemented to encourage users of the development to make sustainable travel choices, including walking, cycling, public transport and car sharing;
- Details of sustainable travel initiatives for workers and visitors, particularly for the provision of end-of-trip facilities, pedestrian and cyclist facilities in secure, convenient, accessible areas close to main entrances, incorporating lighting and passive surveillance, including:
 - Appropriate provision, design and location of on-site bicycle parking, and how bicycle provision will be integrated with the existing bicycle network;
- Detailed plans of any proposed road upgrades, infrastructure works or new roads required for the development and an assessment of potential impact on load road pavement lifespan;
- Detailed plans of the site access and proposed layout of the internal road and pedestrian network and parking on site in accordance with the relevant Australian Standards and Council's DCP;
- To ensure that the above requirements are fully addressed, the traffic impact assessment must properly ascertain the cumulative study area traffic impacts associated with the development (and any other approved planning proposals and developments in the precinct and surrounds), including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required);
- Details of the proposed number of car parking spaces and compliance with appropriate parking codes and justify the level of car parking provided on the site;

TAB A - TfNSW recommended input into the SEARS for SSD-7348 Stage 4 Development

- Details of service vehicle movements and site access arrangements (including vehicle type and likely arrival and departure times of service vehicles);
- An assessment of proposed loading dock and servicing provisions and access arrangements to loading docks;
- Details of access and parking arrangements for emergency vehicles;
- The preparation of a preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:
 - assessment of cumulative impacts associated with other construction activities;
 - an assessment of road safety at key intersections and locations subject to heavy vehicle construction traffic movements and high pedestrian activity;
 - details of anticipated peak hour and daily construction vehicle movements to and from the site;
 - details of on-site car parking access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;
 - details of temporary cycling and pedestrian access during construction;
 - details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process; and
 - traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrians, cyclists and public transport operations. The CPTMP is to include vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities.

Relevant Policies and Guidelines:

- NSW Road User Space Allocation Policy, 2021
- Guide to Traffic Generating Developments (Roads and Maritime Services, 2002)
- RMS Technical Direction TDT 2013/ 04a
- NSW Freight and Ports Plans 2018-2023
- Heavy Vehicle Access Policy Framework and Last Mile Toolkit
- Guidelines for Planning and Assessment of Road Freight Access in Industrial Areas
- Cycling Aspects of Austroads Guides
- Providing for Walking and Cycling in Transport Projects Policy, 2021
- Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (Austroads, 2020)
- Australian Standard 2890.3 Parking facilities, Part 3: Bicycle parking (AS 890.3)
- Building Momentum – State Infrastructure Strategy 2018-2038