Reference: P0129l06

11 November 2019

TECHNICAL NOTE

Dear Stephanie,

Re: Oakdale West SSD 7348 MOD 1 – DPIE comments on preliminary draft application

I refer to your recent request to provide a response to queries raised by the Department of Planning, Industries and the Environment (DPIE), dated 25 October 2019 which was received in relation to the *Western North-South Link Road & Oakdale West Estate Construction Vehicle Cumulative Impacts* (Cumulative CTMP) submission. Regarding DPIE's specific comments, the following responses are provided;

DPIE Comment 1

Access arrangements prior to the finalisation of WNSLR are to include an additional access route via Water NSW pipeline between Mamre Road and Old Wallgrove Road. Please explain why the access is needed and if approval has been sought from WaterNSW.

Response

The additional access via the Water NSW pipeline has been sought to address the construction requirements for the bridge crossing works for the WNSLR. Access has been sought from Water NSW, with conditional approval granted and outlined to the Contractor within Section 3.1.3 of the Western North South Link Road - State Significant Development CTMP (ref: 0605r01v12).

The access route via the Water NSW pipeline between Mamre Road and Old Wallgrove Road is existing and therefore shall not be changed as result of construction works. There is currently an existing gate on Old Wallgrove Road accessing this track. Access at OWR is fully sealed, however in the event that an additional section is to be sealed and formalised, it will be done by laying bitumen over the existing gravel surface with further approvals granted by WaterNSW

DPIE Comment 2

Please explain why the increase in fill would result in a tripling of traffic. Explain how long it would take to import the additional fill.

Response

It is estimated that the transportation of fill using WNSLR is expected to take approximately 12 months.

The SSD TIA (ref: 0129r01v3) for OWE refers to construction volumes in "vehicles", whereas each report thereafter (including the Cumulative CTMP) refers to the same construction volumes in "movements" – effectively doubling the perceived number whilst actual volumes remain unchanged. For reference, 1 vehicle equates to 2 movements.

Additionally, SSD TIA documentation based the estimates construction vehicle volumes on the information available at the time, prior to direct involvement by the Contractors. It was always anticipated that each CTMP would confirm and finalise these traffic movements. Furthermore, previous SSD TIA iterations did not discuss or include Stage 1 building works, which are now included within both OWE CTMP (ref: 0129r06v9) and WNSLR CTMP (ref: 0605r01v12) reports.

The updated construction traffic projections within the Cumulative CTMP have had the benefit of detailed input from both Robsons Civil and Burtons— the future Contractors in relation to the OWE works (covered by the OWE CTMP) and the WNSLR works (covered by the WNSLR CTMP).

Initially, works outlined within the OWE CTMP considered a traffic generation of approximately 400 movements per day (as highlighted in red within **Table 1**). Subsequently, the Cumulative CTMP report indicated that works within the WNSLR would create an additional 1,000 movements per day (as highlighted in blue within Table 1).

Table 1: Consolidated Daily Construction Volumes (Excerpt from Cumulative CTMP)

Access Route	Access	Vehicle Type	Period			
			WK 1-12	WK 13-31	WK 32-50	WK 50+
Bakers	OWE	LV	200	200	200	-
		HV	200	200	200	-
	Bridge	LV	-			
		HV	-	-		
	WNSLR	LV	120	150	160	-
		HV	290	280	260	-
Bridge	OWE	LV	-	-	-	-
		HV	-	-	-	-
	Bridge	LV	10	10	10	-
		HV	156	120	88	-
	WNSLR	LV	-	-	-	-
		HV	-	-	-	-
Lenore	OWE	LV			-	200
		HV			-	1,200
	Bridge	LV	-	-	-	-
		HV	-	-	-	-
	WNSLR	LV	180	210	260	-
		HV	250	220	220	-
Total (Combined)		Light Vehicle	510	570	630	200
		Heavy Vehicle	896	820	768	1,200
		TOTAL	**1,406**	**1,390**	**1,398**	**1,400**

OWE CTMP Volumes Only

WNSLR CTMP Volumes

When a direct comparison is undertaken of construction vehicle volumes outlined within the SSD TIA, OWE CTMP and the Cumulative CTMP, it demonstrates that the construction vehicle volumes generally remain the same across each report with regards to the construction of OWE.

The Cumulative CTMP report includes the WNSLR works and therefore includes an additional 1,000 movements per day. Ultimately, the "tripling" of traffic is not a result from works associated with the OWE CTMP, rather it is a result of the inclusion of construction traffic from the WNSLR CTMP, which has been assessed separately.

DPIE Comment 3

Please assess impacts of construction traffic increase on LOS and amenity. A tripling of traffic would appear to be significant. Please assess traffic impact on the additional access point.

Response

Further to DPIE Comment 2, the total volume of traffic does not triple as a result of works within the OWE, but rather as a result of the inclusion of construction traffic from the WNSLR CTMP. Outlining the differences between the estimated construction traffic volumes are as follows;

Table 2: Construction Vehicle Volumes

	OWE (veh/day)	WSLR (veh/day)
SSDA TIA	200	260
CTMP	400	1,006

The Cumulative CTMP outlines that construction traffic for the OWE works utilises a single access at Bakers Lane, while construction traffic for the WNSLR works utilises 3 accesses. These 3 accesses include Bakers Lane, Water NSW access along OWR, and Lenore Drive, therefore decentralising access points to the WNSLR site in an attempt to minimise the relative impacts to the wider road network.

Noting the Bakers Lane access, the breakdown in construction traffic during peak periods indicate that there would be approximately 1-2 additional vehicle movements through the Bakers Lane intersection per signal cycle phase (adopting a typical signal cycle time of 90-120 seconds) when compared to the approved SSD TIA. As such, it is unlikely that the combined construction traffic generation is to have a material impact on the performance of the surrounding road network.

DPIE Comment 4

The letter talks about management measures for the increased traffic being within the CEMP. Please include them in the modification report.

Response

Management measures for construction traffic are to be included within the CEMP in order to be updated as required. This is a process which will ensure that any unforeseen impacts on the road network can be readily mitigated.

Further, the Development Consent for the CEMP outlines that the applicant must not commence construction until the CEMP is approved by the planning secretary and must carry out construction in accordance with the CEMP as revised and approved by the Planning Secretary from time to time. Hence, if there is any reason for the CEMP to be updated, then approval shall be sought by the Planning Secretary prior to the commencement of the amended works.

I trust the above information provides clarification on the conflicting issues and a greater appreciation of the proposal. Please contact me should you have any queries or require further information.

Yours sincerely,

James Laidler

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