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14 May 2024

Shaun Williams
Senior Environmental Assessment Officer
Industry Assessments
Department of Planning, Housing and Infrastructure
Via the Major Projects Portal

Dear Shaun,

RFI RESPONSE LETTER | SSD-36138263 AUGUSTA STREET, HUNTINGWOOD

This letter has been prepared in response to the Request for Information (**RFI**) provided by the Department of Planning, Housing and Infrastructure (**DPHI**) on 15 April 2024 with relation to SSD-36138263.

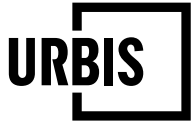
SSD-36138263 seeks consent for a warehouse and distribution centre precinct comprised of three single-storey warehouses and one multi-storey warehouse at Augusta Street, Huntingwood. A Submissions Report and supporting plans/reports were provided to DPHI on 26 March 2024.

This letter provides follow-up responses to additional matters raised by DPHI, Blacktown City Council, and Government Agencies following their review of the Submissions Report. Each of these are provided in **Table 1**, including the proposed updates to the following design elements:

- Replacement of 'Woodland Grey' with 'Windspray' on all warehouse façades.
- Amend the plan set to show the three accessible car parking spaces allocated to Warehouse 2.

The following plans/reports have been updated or prepared in response to matters raised by the RFI:

- Amended Architectural Plans prepared by PACE Architects.
- Amended Landscape Plans prepared by Habit8.
- Civil Engineering Memorandum with supporting drawings prepared by Costin Roe Consulting.
- Traffic Impact Response Memorandum prepared by CBRK.
- Amended Remediation Action Plan (**RAP**) prepared by JBS&G.
- Amended Long Term Environmental Management Plan (**LTEMP**) prepared by JBS&G.
- Amended Noise and Vibration Impact Assessment (**NVIA**) and Response Memorandum prepared by SLR Consulting
- Amended Intersection Concept Plans and Response Memorandum prepared by MU Group.



- Amended Biodiversity Development Assessment Report (**BDAR**) prepared by Anne Clements and Associates.
- Amended Vegetation Management Plan (**VMP**) prepared by Anne Clements and Associates.

Should you have any queries on the responses provided, do not hesitate to contact the undersigned.

A handwritten signature in black ink, appearing to read "Matthew Holt".

Matthew Holt
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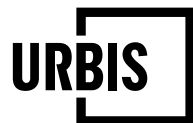
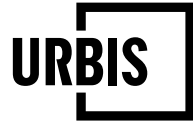
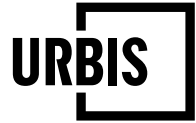


Table 1 RFI Responses

Issue	Response
DPHI, letter received 15 April 2024	
<u>Traffic Impact Assessment</u> Table 7.3 of the updated Traffic Impact Assessment (TIA) prepared by Colston Budd Rodgers & Kafes Pty Ltd provides the predicted two-way traffic generation over a typical weekday for cars and trucks. The Department requests Table 7.3 be updated to provide a breakdown of predicted traffic generation for each heavy vehicle class anticipated to access the site.	Table 7.3 has been updated to provide a separate estimate of rigid and articulated trucks. Refer to the Traffic Impact Response Memorandum.
The updated TIA relies upon the traffic report undertaken as part of the Prospect Highway REF to determine cumulative future base peak hour traffic flows. It is not clear the TIA has utilised traffic data and/or predicted traffic generation of surrounding existing, new and future development within proximity to the site including but not limited to the adjacent QLS Logistics and industrial development within Oatley Close, to appropriately consider cumulative traffic generation along the Great Western Highway.	As noted in Section 7.26 of the TAIA, 2026 and 2036 traffic flows have been estimated based on the information provided in the Prospect Highway Review of Environmental Factors (REF). This noted that from 2018 to 2028, traffic will grow at about 1.2 per cent per year and beyond 2028 will grow at about one percent per year (based on the Prospect Highway REF projected traffic growth rates). 2022 traffic flows on the Great Western Highway (GWH) (west of Flushcombe Road) were between 3,200 and 3,500 vehicles per hour (two way) in the weekday morning and afternoon peak periods respectively. Using the above growth rates, the modelled 2036 traffic flows on the GWH (west of Flushcombe Road, excluding the proposed development) would increase by some 550 and 650 vehicles per hour (two way) in the weekday morning and afternoon peak periods

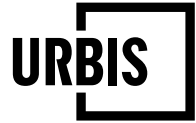


Issue	Response
The Department additionally requests the Villawood Survey Results in Appendix D of the TIA be updated to also include maximum traffic generation over a 15-minute averaging period for each hourly period to verify the modelling inputs and assumptions of the Noise and Vibration Impact Assessment (NVIA) prepared by SLR Consulting Australia.	respectively. Such increase would consider traffic generated by future development located west of the site. The Villawood traffic surveys results were collated by the hour, not 15-minute intervals, as that data is not required for the TIA. As noted in Section 4.2.1.1 of the NVIA, SLR adopted operational traffic inputs directly from the TAIA. 1-hour peak volumes were adopted from Section 7.20 of the TAIA, heavy vehicle breakdowns from Section 7.22 and heavy vehicle percentage derived from traffic generation outlined in Table 7.3. Where relevant to determine a 15-minute volume for the purpose of assessing LAeq (15minute) noise impacts, SLR have applied the peak hour volumes and divided by 4, assuming the peak 1-hour volumes are spread evenly across each 15-minute period. Further information is provided in Section 4.2.1.1 of the NVIA.
<u>Noise and Vibration Impact Assessment</u> The Department understands that Table 20 of the NVIA provides the typical hardstand and loading dock noise sources. The Department requests confirmation that all noise sources have been appropriately considered such as public address (PA) speakers.	LOGOS have advised that PA systems are not to be installed in any external areas. As such, these have not been considered as part of the NVIA. As tenants are not yet confirmed, the NVIA has considered operational noise sources typically used in general distribution facilities. These noise sources are outlined in Section 4.2.1 of the NVIA, with a breakdown of realistic worst-case 15-minute operational scenarios in Table 22.
The Department requests clarification on if the typical duration of noise sources in a worst-case 15-minute period identified in Table 20, are indicative of the total	The sources in Table 20 of the NVIA are each modelled with the representative duration of each source applied per vehicle based on the corresponding number of sources considered in the modelled scenarios. For example, trucks with reversing alarms, a



Issue	Response
duration of the noise sources during the 15-minute period or represents the duration of the noise source per occurrence. If the latter, the Department requests further information on the assumptions of noise source duration with consideration to the modelled scenarios in Table 22. The Department does not consider the duration noise sources to be appropriately reflective of a 'worst-case' 15-minute period as it suggests 32 trucks and 32 forklifts reversing in the day-time period and 6 trucks and 3 forklifts reversing in the night-time period occurring for a total of 30 seconds and 90 seconds, respectively.	duration is 30s per truck; for two trucks, 60s of trucks and reversing alarms is assessed. For the night-time period, where six trucks and six forklifts are assumed, the assessment considers 180 seconds of reversing alarms (30s of reversing per truck) and 540 seconds of forklift alarms (90s of reversing per forklift) across the development within a worst-case 15-minute period.
The Department requests the NVIA be updated to provide the sound power levels of all heavy vehicle classes proposed to access the site (i.e. medium rigid vehicles and B-doubles) and be distinguished as separate noise sources. Further to the above, the operational noise model should be updated accordingly to consider each heavy vehicle class as separate noise sources.	Table 19 of the NVIA provides the Sound Power Levels for heavy vehicles expected to access the site. As the tenants (and detailed operations/truck classes) are not yet known, the NVIA has conservatively assumed the following: ▪ Medium trucks - Class 3 to Class 4 ▪ Heavy Trucks - Class 5 to Class 12 Further clarification has been added to Section 4.2.1.1 of the NVIA. No change to the operational noise model is required.
The Department does not consider the NVIA to have appropriately considered the height of noise sources in the noise modelling. The NVIA should be updated to specify the relative levels (RL) that noise sources have been modelled from.	The NVIA noise model was developed using the design elevations provided in the civil designs for the development to establish the RLs across the site. All ground sources were modelled from these RLs. Figure 6 and Figure 7 of the NVIA were updated to specify the RLs for the two elevated warehouses in the development (RL 82.4m for Warehouse 5 L1 and RL 93.4m for Warehouse 5 L2).

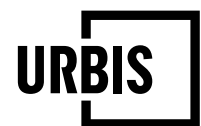
Issue	Response
Table 26 of the NVIA states that receivers have been modelled at 1.5 m above floor height. However, it does not demonstrate that both floors of two-storey residential receivers have been appropriately considered in the operational noise model. The Department requests the NVIA to be updated to clearly identify the height of receivers within the operational noise model.	Receivers have been modelled in accordance with Section 2.6 of the Noise Policy for Industry and have been modelled at 1.5m above floor level. Table 26 of the NVIA has been updated to clarify receivers modelled as per Section 2.6 of NPfI.
The NVIA should be updated to assess off-site traffic noise impacts of the Great Western Highway and Warehouse 5 access intersection including the: altered traffic flow conditions associated with the new signalised intersection and any additional lanes (without development traffic); and development related heavy vehicles using the new signalised intersection and additional lanes.	Further detail has been provided in Section 4.2.5 of the NVIA to specify development related Heavy Vehicles accessing Warehouse 5 via the new signalised intersection. These truck types have been modelled to consider their use of the additional lanes when entering and exiting the site via the GWH. The altered traffic flow associated with the operation of the new signalised intersection on the GWH has also been considered in the TNM noise model.
The NVIA should also consider the 'maximum noise level assessment protocol' contained in Appendix A of TfNSW's Road Noise Criteria Guideline. Maximum noise assessment is to be carried out to help prioritise and rank mitigation strategies.	The operational maximum noise levels associated with the development have been assessed as per the NPfI, and detailed in Section 5.3.2, and off-site traffic against the RNP, in accordance with the SEARs. The Road Noise Criteria Guideline is applicable for Transport for NSW (TfNSW) projects. The new signalised intersection on the GWH is part of the TfNSW Prospect Highway Upgrade project, which is currently under construction, with intersection operations and road noise impacts being part of that project. Predicted and existing maximum noise levels for the nearest receivers in NCA01 and NCA02 have been quantified in Table 31 and Table 32 and discussed in Section 5.3.2.1 of the NVIA. The discussion provides context for the 1dB exceedance of the NPfI



Issue	Response
	screening criteria and provides a detailed maximum noise level assessment undertaken with guidance from the RNP as recommended in the NPfl.
Blacktown City Council, letter dated 12 April 2024	
<u>Planning Matters</u> Provide accessible parking spaces for Warehouse 2 close to the Office space.	The amended architectural plans show three accessible parking spaces immediately adjacent to the Warehouse 2 office area.
Turf cell permeable paving is to be provided for the entire extent of the parking area for Warehouse 2 which is within the transmission easement to maintain compliance with the requirements of the Pre-Application Meeting. Additionally, turf cell permeable paving is also to be provided for the southern carpark located below Warehouses 5A to 5H as this is also located within the transmission easement.	Turf cell permeable paving has been provided in accordance with ongoing discussions with Council. The original PAM minutes dated 2 June 2022 indicated that the car parking would not be accepted in the setback. However, this position was subsequently refined where it was agreed the 'additional' car parking to meet Council's requirements could be accommodated within the electricity transmission easement if it was provided as turf cell permeable paving. This was updated on the architectural plans as part of the Submissions Report provided on 26 March 2024. Specific reference is made to item 24 (b) of Council's RFI (dated 17 November 2023) and associated response within the Submissions Report.
Whilst it is acknowledged that some consideration has been given in providing a material with a lower solar absorptance, the change from 'Monument' (0. 73 absorptance) to 'Woodland Grey' (0.70 absorptance) represents a marginal improvement. Given the context of the site within Western Sydney, it is recommended that coloured sheeting with a lower solar absorptance rate such as	The 'Woodland Grey' warehouse façade elements have been amended to 'Windspray' to lower the solar absorptance rating.

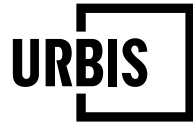


Issue	Response
Windspray (0.60 solar absorptance) or Bluegum (0.57 solar absorptance) be used for this development.	
<u>Environmental Health Matters</u> The comments provided in Council's previous objection dated 17 November 2023 have not been satisfactorily addressed.	The responses to satisfactorily address Council's environmental health matters are included below.
On-site containment is expected to be inside lots 2 and 3, however the RAP does not specify the exact proposed location. This information must be clarified and confirmed for Council's information.	A diagram of potentially feasible locations of capping contaminated material within Lot 2 and Lot 3 has been appended to the amended RAP. It is noted that not all identified locations will be utilised for capping. Final capping locations will be decided as part of the Category 2 remediation process (which does not require development consent and is not included in the SSDA scope).
The Long-Term Environmental Management Plan (LTEMP) was still submitted as a draft document and is to be finalised. This document does not confirm the location of proposed on-site containment. The final LTEMP is to be provided for Council's review.	The LTEMP will be finalised in association with the site remediation (post-approval). JBS&G have updated the current LTEMP to include a step-by-step process for delivery of the final LTEMP prior to occupation of the warehouses. Refer to Section 6.
The Noise and Vibration Impact Assessment has not clarified why noise monitor (L01) was not placed near the closest "moderately affected" sensitive receiver (R04). There was no reason provided for why this monitor was set ~35m further back from R04. This must be clarified for our due diligence.	The noise monitor could not be safely and securely installed near receiver R04 due to access constraints. A nearby suitable location was selected to be representative of receivers in this area. The location of the noise monitor is representative of the first-row receivers north of the GWH. Due to the closer proximity of R04 to the GWH, measured noise levels at that location would be expected to be higher than those measured at L01.

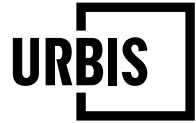


Issue	Response
	As a result, the measured noise level used to determine the L01 criteria in accordance with the NPfi is deemed conservative for noise impacts at R04.
<u>Biodiversity Matters</u> Recommendation of in-kind biodiversity works with Council outside the Lot are not supported by Council and must not contribute to any reduction in biodiversity credit calculation for the impacts of the proposal. The in-kind works recommended in the BDAR and the Mitigations Report by are already underway or planned and it would complicate things to try and work with the developer on these matters in this instance. The landowner may separately seek to enter into biodiversity improvement works outside of their Lot, however this will not form part of the current proposal or be used as credit offset or mitigation measures for the impacts of this proposal.	Section C12 Recommendations of the BDAR have been updated to clarify that in-kind biodiversity works do not contribute to a reduction in biodiversity offset credit calculation for the impacts of the proposal.
The Huntingwood DCP stipulates that all DAs within the precinct are inclusive of a mechanism for enduring protection and maintenance of conservation areas and riparian corridors under private ownership. There is no current reference in the VMP dated 25th March 2024 to enduring protection and maintenance via in perpetuity management. This needs to be made explicit in the VMP.	The VMP has been updated to reference the enduring protection and maintenance of conservation areas and riparian corridors under private ownership. Section 1 and Objective 9 under Section 4.3.9 of the VMP specifically have been amended to state ongoing management of the conservation areas for the life of the proposed development.
The Vegetation Management Plan by Clements and Associates dated 25th March 2024 needs amendment to include:	The VMP has been updated as follows:

Issue	Response
▪ The timeline/ schedule of activities and location of conservation areas A, B and C referred to throughout the report should be clear to locate within the main body of the report. These are the main parts of the plan for a project manager to be able to pick up and implement and currently they are hard to discern from a lot of background and supporting information; ▪ clear lists of recommended species for planting into each conservation area/zone (those in the landscape plan are supported and could be reproduced in the VMP to make implementation from this document easier); ▪ in perpetuity actions and reporting and linking to an 88B instrument on the Lot; and ▪ clear locations and quantities of nest boxes and their installation included in the schedule of activities/timeline.	▪ Timeline / schedule of activities and location of conservation areas A, B and C have been clearly noted in Table 4 and Figure 4a. ▪ The list of recommended species in each conservation zone, consistent with the Landscape Plans, has been included under Objective 7 in Section 4.3.7. ▪ The VMP is subject to ongoing monitoring and maintenance for the life of the proposed development. This will be ratified via listing of the VMP under the relevant section 88b instrument with the registering of the subdivision certificate post consent. ▪ Objective 7 under Section 4.3.7 notes the precise number, time or installation and location of nest boxes is to be determined progressively as habitats develop onsite. Installation of any nest boxes will occur only after successful completion of the pest control program and is dependent on availability of native food resources.
Council recommends a staged bond by calculated for the Vegetation Management Plan works and imposed to ensue this work is completed prior to return of bond instalments.	LOGOS accept a staged bond for the completion of VMP works as a condition of consent.
Council recommends a staged bond be calculated for the Blacktown Creek restoration / frog habitat works and imposed to ensure this work is completed prior to return of bond instalments.	LOGOS accept a staged bond for Blacktown Creek restoration / frog habitat works as a condition of consent.



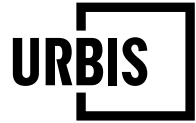
Issue	Response
<u>Drainage Matters</u> Supporting documents shall be provided in electronic format for assessment: The OSD spreadsheet shall be provided. MUSIC model shall be provided to confirm the reduction target and the non-potable reuse target are achieved. DRAINS model to confirm the drainage design on both internal and external of the site Tuflow model to show the waterway in both pre and post development	The OSD spreadsheet, MUSIC model, DRAINS model and Tuflow model have been provided in electronic format to Blacktown City Council on 18 April 2024. These models have also been attached for completeness to this RFI package.
The submitted Civil Work package, Costin Roe Consulting, Job Number CO13904.03, Revision E and dated 06/03/24 shall be amended: the details of the proposed OSD and storm filter tank shall be provided including details of the control pit, orifice level weir level and cross-section of the tanks etc in both warehouse 1, 2 & 3. The required details can be found in Council's Engineering Guideline for Development and WSUD Standard drawing A(BS)175M.	Reference should be made to drawing CO13904.03-SSDA461 (previously provided with the Submissions Report) for a summary of the proposed OSD and storm filter tanks, control pits, orifice level weir levels, designed in accordance with Council's Engineering Guideline for Development and WSUD Standards.
The details of the proposed bioretention & detention basin shall be provided including details of the control pit, orifice level weir level and cross-section of the basins etc in both warehouse 3, 4, 5 & 6. The required details can be found in Council's Engineering Guideline for Development and WSUD Standard drawing A(BS)175M.	Reference should be made to drawing CO13904.03-SSDA465 (previously provided with the Submissions report) for a summary of the proposed bioretention & detention basin, control pits, orifice level weir levels, designed in accordance with Council's Engineering Guideline for Development and WSUD Standards.



Issue	Response
Secondly, the longitude section of the access track shall be provided to prove the gradient is not more the 10%. Furthermore, the solar access of both basins is uncertain. The consultant shall confirm the basin meet the minimum solar access.	Maintenance access tracks will be designed during the detail design stage. A note is added to all stormwater drainage drawings at basins noting that all access tracks will be designed to have a maximum gradient of 10%. Solar access has been reviewed and response provided in Enclosure 1 of the Civil Engineering Memorandum.
The details of the permanent ponds and wetland are insufficient for assessment. More details must be provided.	Drawings CO13904.03-SSDA460 to CO13904.03-SSDA465 as well as drawings CO13904.03-SSDA550 to CO13904.03-SSDA553 show additional details and sections through all permanent basins, creeks, watercourses and wetlands. Drawing CO13904.03-SSDA466, appended to the Civil Engineering Memorandum, provides more details on the wetlands. Drawings CO13904.03-SSDA454 to CO13904.03-SSDA458 provide typical bioretention and frog pond details.
All pipeline details were not included in the submitted plan.	Drawings CO13904.03-SSDA400 to CO13904.03-SSDA415 show the pipeline layout and pipe sizes. The DRAINS model provides additional details including pipe inverts.
Biodiversity Conservation and Science Group, letter dated 19 April 2024	
There is no discussion of limitations of the survey. The BDAR provides some discussion of limitations of species that were surveyed, but there is no discussion of whether there were any limitations for groups beyond those surveyed.	Climatic limitations during the survey were addressed (see Section B3.3 of the BDAR). Pre-clearance style fauna survey checked for any species or groups that may not have been surveyed for (see methods in Section B2.3.3, habitat suitability in section B5.0 and likely presence in Section B5.1.2 of the BDAR).

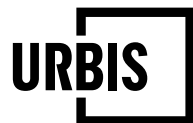


Issue	Response
<u>Recommend:</u> Include a discussion on the limitations of the survey, for the species or groups that were not surveyed.	
There is no discussion of the use of planted and non-native vegetation as foraging and roosting habitat, in the discussion of prescribed impacts. The BDAR responded by providing details on the limitations of the survey, which is not relevant. <u>Recommend:</u> Provide further detail in the discussion of prescribed impacts, on the use of planted and non-native vegetation as foraging and roosting habitats.	There are no threatened entities likely to be reliant on the non-local native vegetation and garden plantings associated with the former farmhouses. The plantings include listed weed species <i>Ligustrum</i> spp., <i>Olea europaea</i> subsp. <i>cuspidata</i>, <i>Rubus</i> species and environmental weeds such as <i>Grevillea robusta</i>. Fruits and the flowers may provide some food resources for native fauna. However, the colonisation of the site by the former plantings poses a risk to native vegetation onsite, as well as the fruits of plantings provide readily available food resources for predators (details in Sections B6.0, B7.2, B8.3, and Appendix 9 of the BDAR).
The consideration of series and irreversible impacts has not addressed the required criteria in section 9.1.1 of the BAM. The amended BDAR has applied the principles for determining serious and irreversible impacts. It has not addressed the factors under Section 9.1.1 of the BAM. <u>Recommend:</u> Prepare an assessment in accordance with section 9.1.1 of the BAM.	Section C9.1 of the BDAR has been updated to address each of the factors under section 9.1.1 of the BAM.
The BDAR has been reviewed without access to the case in the BAM-C. The BDAR states that Greater Sydney – Compliance and Regulation' have been added to the case in the BAM-C. However, BCS still cannot access the case in the BAM-C.	The case has been finalised and submitted to the consent authority.

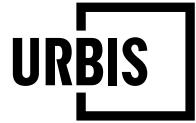


Issue	Response
<u>Recommend</u>: the assessor must submit the case in the BAM-C to the consent authority.	
The BDAR has also been reviewed without access to the spatial data. The BDAR states that BAM checklist in Table 24 and 25 of the BDAR has been saved in the parent case of the BAM-C. However, as stated above, BCS cannot access the case, so cannot access the spatial data. <u>Recommend</u>: the assessor must submit the case in the BAM-C to the consent authority.	The case has been finalised and submitted to the consent authority.
Heritage Council of NSW, letter dated 9 April 2024	
HNSW has reviewed the architectural plans (Pace Architects, February 2024) and landscape plans (Habit8, March 2024) and notes the following: Architectural plans DA-500 and DA-501 specify an 8m eastern landscape setback, however DA-001 specifies a 5m eastern landscape setback. The landscape plans do not specify any dimension for the eastern landscape setback. HNSW requests the Department seeks revised plans to address this matter.	Architectural plan DA-001 and the amended landscape plans specify the 8m landscape setback from the eastern boundary.

Issue	Response
Transport for NSW, letter dated 18 April 2024	
Transport and Accessibility Impact Assessment report (TAIA) <u>Comment:</u> TfNSW has identified the following deficiencies with the TAIA: ▪ The TAIA shows that the kerb side lane of the northern leg at Great Western Highway / Flushcombe Road intersection was incorrectly modelled with the left-through combined movement, which is currently operating as a left-turn lane.	For the existing, 2026 and 2036 'no development' scenarios, the TAIA has modelled the northern approach of the intersection of GWH / Flushcombe Road with its current lane configuration (separate left turn lane and shared through/right turn lane). Section 7.32 of the TAIA states intersection upgrades were included to accommodate development traffic (V1 Upgrades), including reconfiguration of the northern approach of the GWH / Flushcombe Road intersection to provide a shared left/through lane and separate right turn lane). As such, the modelling of the 2026 and 2036 with development scenarios has these changes to the lane configuration on the northern approach to the intersection.
▪ The adopted traffic generation rates are significantly lower (50%) than the traffic generation rates set out in the TfNSW Technical Direction TDT2013/04a – Guide to Traffic Generating Development Updated Traffic Surveys. Separate traffic generation rates should be applied to warehouse facilities and offices land use.	Traffic generation rates are based on the surveys of Industrial Estates/Business Parks in the Sydney Metropolitan area, set out in TDT2013/04a and benchmarked against surveys of a similar warehouse development in Villawood. The results are set out in Sections 7.15 to 7.22 of the TAIA. All the sites surveyed include office components and as such, applying separate rates for the office component is not appropriate. Refer to the Traffic Impact Response Memorandum for additional information on survey results.
▪ Variable traffic cycle times were still used in SIDRA model, which does not reflect the typical condition. A cycle time of 140 seconds should be used.	For the analysis of existing traffic conditions, a cycle time of 140 seconds has been used in the SIDRA model. For the 2026/2036 with and without development scenarios a variable cycle time (with minimum 120 seconds and maximum 140 seconds) has been



Issue	Response
	used in the SIDRA model. As traffic conditions will change in the future, allowing a variable cycle time within a limited range is appropriate to allow for optimal intersection performance to accommodate the changes in traffic conditions.
<u>Recommendation:</u> The Applicant should address the above matters and provide TfNSW an electronic copy of the SIDRA modelling for review and verification. TfNSW requires this to ensure that the proposed amelioration works is satisfactory.	SIDRA modelling has been provided with this RFI response to ensure the proposed amelioration works are satisfactory.
Proposed Great Western Highway / Flushcombe Road intersection upgrade <u>Comment:</u> TfNSW requires the following be included as part of the Traffic Control Signal (TCS) plan. ▪ The phasing arrangement should be included in the TCS plan.	The phasing arrangement has been proposed based on SIDRA modelling. Double Diamond Overlap (DDO) phasing with staged pedestrian crossings on the highway and two signalised slip lanes. Refer drawing 'VV2417_GWH & Flushcombe Rd - TCS Plan'.
▪ Footpath Connections between the proposed kerb ramps should be provided at northwestern, northeastern and southwestern corners of the intersection.	MU Group has connected the proposed kerb ramps together on the southwestern and northeastern corners as requested by TfNSW on email dated 30/04/2024 by Felix Liu. Refer Sheet 2,4, and 6 of the amended Intersection Concept Plans.
▪ Swept path diagram for the straight through movements along Great Western Highway (classified road) should be provided demonstrating the vehicles are	The proposed median island widening along GWH is outside the range of the through movements along GWH. The E4 line marking is proposed to be extended to guide this movement. Refer Sheet 7 of the amended Intersection Concept Plans.

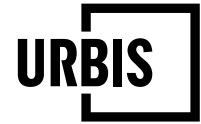


Issue	Response
able to negotiate with proposed median island widening along Great Western Highway.	
The Applicant should investigate providing mast arm on the southern leg to improve the drivers' visibility to the traffic signal lanterns for north-south directions.	MU Group have indicated new 7m-outreach mast arms for post 9 and 19 as reflected on the TCS plan. Consideration can be given to any further provisions of mast arms on the southern leg during final concept design / detailed design phase.
<u>Recommendation:</u> The Applicant should address the above matters and provide TfNSW an amended concept plan. TfNSW requires this to ensure that the proposed amelioration works is satisfactory.	The applicant has addressed the matters above and provided amended Intersection Concept Plans.
Proposed Great Western Highway / Prospect Highway On-ramp intersection upgrade <u>Comment:</u> TfNSW requires the following be included as part of the Traffic Control Signal (TCS) plan. The phasing arrangement should be included in the TCS plan. TfNSW notes that Double-Diamond phase for the right turn movements should be proposed at this intersection and assessed in the traffic modelling.	The phasing arrangement has been proposed based on SIDRA modelling. The phasing arrangement follows a DDO phasing. Refer drawing 'V4725_GWH & Prospect Hwy - TCS Plan'.

Issue	Response
TfNSW is concerned that the driver's sight lines for the approach to the traffic signal lanterns on the proposed southern leg may be restricted, due to the unnecessary horizontal curve on the egress within the site. Sight distance assessment should be provided to prove that the required sight distance to the traffic signal lanterns or sight lines to the stop line/queued vehicles can be achieved.	Refer to the Memorandum prepared by MU Group responding to this query. It states that the required Approach Sight Distance (ASD) / Stopping Sight Distance (SSD) of 40m is achieved and complies with the Austroads Design Guidelines.
The internal layout shows a 26m B-double turning left from Great Western Highway and then continuing bearing left in a sharp turn along the internal road network. TfNSW is concerned that there might be a potential risk of rear end crashes due to the proposed sharp left turn within the internal network. Further information for the operation of internal circulation, demonstrating no impact on through traffic on Great Western Highway, should be provided to TfNSW for review.	The left turn slip lane from the GWH has been designed to provide adequate storage capacity (75m) to ensure no vehicles obstruct the through moving traffic along GWH. Further, there will be no obstruction/ no stopping after the proposed sharp left turn lane. Refer Sheet 9 of amended Intersection Concept Plans. MU Group have updated the swept paths to reflect a continuous movement of traffic entering the development site. Refer sheets 12 and 13 of amended Intersection Concept Plans.
There is a discrepancy on the proposed lane configuration on the southern leg (kerb side lane) between Sheet 2 of Concept Design Drawing #P22-05-0001 and the proposed TCS plan.	MU Group has amended this on Sheet 2 of amended Intersection Concept Plans to remove the through movement.
The width of the proposed Shared Path shown in Sheet 2 of Concept Design Drawing #P22-05-0001 is 5m, which is inconsistent with the width of 4m shown in the Cross Section A.	MU Group has amended this on Sheet 2 of amended Intersection Concept Plans to reflect a 4.0m wide shared path.

Issue	Response
The TAIA (Section 3.13) states that the new signalised intersection approximately midway between Flushcombe Road and the Prospect Highway will include pedestrian crossing on each of the four legs of the intersection. However, the TCS plan shows pedestrian crossing is only provided on the southern leg of the intersection, which is inconsistent. The plan should be updated with consistent information.	The TAIA incorrectly states that the new signalised intersection approximately midway between Flushcombe Road and the Prospect Highway will include pedestrian crossing on each of the four legs of the intersection. A pedestrian crossing will be provided on the southern side of the intersection as shown in the Intersection Concept Plans or TCS plans. No other crossings will be provided at this intersection and the Intersection Concept Plans and TCS plans do not require updating.
<u>Recommendation:</u> The Applicant should address the above matters and provide TfNSW an amended concept plan. TfNSW requires this to ensure that the proposed amelioration works is satisfactory.	The applicant has addressed the matters above and provided amended concept plans for the TCS.
Travel Demand Management (TDM) <u>Comment:</u> To encourage sustainable transport options for future users of the development, TfNSW recommends that the Applicant address the following matters as part of the Travel Demand Management (TDM) strategy for the development: A parking management strategy should be included as part of the Implementation Plan.	A parking management strategy will be prepared to manage the 946 car parking spaces provided across the four warehouses and provide for the efficient movement of cars and service vehicles through the site. Objectives for the parking management strategy and standards for car parking across the site are included in the Traffic Response Memorandum and can be embellished prior to occupation.

Issue	Response
Travel Access Guide (TAG) should be prepared and include the details of End-of-Trip (EoT) facilities onsite including showers, change rooms and lockers for staff/visitors and the clear location of these facilities and bicycle parking as well as the promotion measures.	A Travel Access Guide (TAG) will be prepared for the site in accordance with the conditions of consent. The TAG will be tailored for the site's location, public transport infrastructure and surrounding land uses. It will be developed to encourage the use of public transport by providing information and resources to employees and visitors. For the bicycle parking and end-of-trip (EOT) facilities, they will be incorporated into the TAG for the four separate warehouse buildings. The location of the bicycle parking and EOT facilities are shown on the architectural plans, with bicycle parking being conveniently located adjacent to the main entrance lobbies for the office areas. A sample TAG has been attached with the Traffic Response Memorandum for reference.
A mode share table should be included in the Green Travel Plan (GTP) providing long- and short-term target mode shares for increased sustainable transport journeys for staff and visitors.	At a meeting with TfNSW on Monday 22 April 2024, it was agreed that given the limited access to public transport, significant changes to travel mode splits would be difficult to achieve. Public transport operators should consider providing new/improved services to encourage public transport use, including linking the site to Blacktown and Mount Druitt Railway Stations or diverting existing bus routes 722 and 723 to better services the site.
The Implementation Plan should be prepared and includes a table of initiatives and measures to be applied in the GTP to increase sustainable journey mode shares and all initiatives and incentives, timing, and completion dates to ensure the overall effectiveness of the GTP.	A Green Travel Plan (GTP) will be prepared as a consent condition including site-specific measures and initiatives to promote and maximise the use of sustainable travel modes. It will include a review of existing transport options available and an implementation plan. The GTP will be prepared in consultation with Council, TfNSW, public transport operators and other stakeholders. Measures and action strategies beyond the GTP objectives within the TAIA have been included in the Traffic Response Memorandum. The future



Issue	Response
<u>Recommendation:</u> The Applicant should consider the above matters in preparing the TDM strategy for the development.	tenants of the warehouses will be responsible for preparing and implementing the GTP. Any GTP should be prepared in tandem with these measures and action strategies. The applicant has considered the matters above and has updated the TAIA to provide additional details on TDM requirements as the GTP and TAG are developed with occupation of the proposal.