

18 April 2024

TfNSW Reference: SYD24-00199/03
DPHI's Reference: SSD-36138263



Ms. Kiersten Fishburn
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: Shaun Williams

RESPONSE TO SUBMISSIONS (Rts) – SSD-36138263
PROPOSED AUGUSTA STREET WAREHOUSE AND DISTRIBUTION CENTRE
AUGUSTA STREET, HUNTINGWOOD

Dear Ms. Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the Response to Submission (**RtS**) for the proposed Warehouse and Distribution Centre at Augusta Street, Huntingwood.

TfNSW has reviewed the RtS and provides advisory comments in **TAB A** for the Department's consideration. As the proposed development will require separate approval and concurrence under sections 87 (4) and 138 of the *Roads Act, 1993*, TfNSW recommends that the Applicant addresses the matters in **TAB A** prior to any determination issued by the Department.

Should you have any questions regarding the above matter, please contact Felix Liu, Land Use Planner, via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "B. Pegg".

Brendan Pegg
Senior Manager Land Use Assessment Central and Western
Planning and Programs, Greater Sydney Division

TAB A – TfNSW advisory comments

Transport and Accessibility Impact Assessment report (TAIA)

Comment:

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.
- The adopted traffic generation rates are significantly lower (50%) than the traffic generation rates set out in the TfNSW Technical Direction *TD2013/04a – Guide to Traffic Generating Development Updated Traffic Surveys*. Separate traffic generation rates should be applied to warehouse facilities and offices land use.
- 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.

Recommendation:

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.

Proposed Great Western Highway / Flushcombe Road intersection upgrade

Comment:

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.
- Footpath Connections between the proposed kerb ramps should be provided at northwestern, northeastern and southwestern corners of the intersection.
- Swept path diagram for the straight through movements along Great Western Highway (**classified road**) should be provided demonstrating the vehicles are 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.

Recommendation:

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.

Proposed Great Western Highway / Prospect Highway On-ramp intersection upgrade

Comment:

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.
- 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.
- 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.
- 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.
- 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.

- 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.

Recommendation:

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.

Travel Demand Management (TDM)

Comment:

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.
- 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 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.
- 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.

Recommendation:

The Applicant should consider the above matters in preparing the TDM strategy for the development.