

31 October 2023



TfNSW Reference: SYD22/00197/10

DPE's Reference: SSD-36138263

Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

Attention: Shaun Williams

**Re: EXHIBITION OF EIS - INDUSTRIAL WAREHOUSE AND
DISTRIBUTION CENTRE - AUGUSTA STREET, HUNTINGWOOD**

Dear Sir/Madam,

Reference is made to Department of Planning and Environment (DPE)'s correspondence dated 6 October 2023, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for review.

The proposed new traffic signals at the site access, modifications to the signalised intersections and civil works along Great Western Highway require consent and concurrence from TfNSW in accordance with Section 87 and Section 138 of the *Roads Act 1993*.

TfNSW has reviewed the submitted application and requests the following additional information for further assessment prior to the determination of the application:

1. Concept design drawings in accordance with AUSTROADS for the proposed modification to Great Western Highway (GWH)/Flushcombe Road signalised intersection and the GWH/Prospect Highway Off-ramp signalised intersection should be provided to TfNSW for review and approval.
2. The concept plans should include the proposed left turn arrangement to the site from GWH and investigation on land dedication requirements.
3. The Traffic Control Signal (TCS) plans for the upgrade to both proposed signalised intersections should be submitted to TfNSW for review and approval.
4. Swept path analysis should be undertaken for all movements and the simultaneous opposing movements per signal phase and to demonstrate that the proposed layouts of both intersections are able to accommodate the manoeuvres of all vehicles travelling through the intersections without encroachment.
5. The Traffic Impact Assessment (TIA) reports that the traffic survey was undertaken in 2022, which is still within the period impacted by COVID pandemic. Therefore, a factor should be identified to adjust the traffic volumes to a typical traffic condition. Please note that traffic survey undertaken in the second half of 2023, as new normal / post COVID, is not required any adjustment.

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6. The TIA indicates that the traffic generation rates for warehouse are in accordance with *the Guide to Traffic Generating Developments*. The updated traffic generation rates set out in the Technical Direction TDT2013/04a should be used for business parks and industrial estates. The traffic survey raw data should be provided to TfNSW for verification.
7. No information is provided to support the heavy vehicle proportion assumptions in the TIA. Further information and data to support this assumption should be submitted to TfNSW for review and endorsement.
8. No information is provided to support the assumptions in Table 7.2 of the TIA. Further information and data to support these assumptions should be submitted to TfNSW for review and endorsement.
9. No information is provided to support the assumptions in Section 7.18 of the TIA. Further information and data to support the trip distribution assumptions should be submitted to TfNSW for review and endorsement.
10. The TIA assesses 2 scenarios, which is inadequate to identify the potential impact of the proposed development on existing and future classified road network. The following scenario should be included in the TIA:
 - Existing traffic condition;
 - Future base - Future years for the completion of each stage without development traffic;
 - Future base(s) with development traffic without proposed intersection upgrade;
 - Future base(s) with development traffic with proposed intersection upgrade; and
 - Ten years after the completion of the full development with development traffic.
11. Network SIDRA modelling should be undertaken due to traffic signal coordination along Great Western Highway intersection.
12. Variable traffic cycle times have been used in SIDRA model, which does not reflect the typical condition. A cycle time of 140 seconds should be used.
13. SIDRA modelling file should be submitted to TfNSW for review.
14. Stormwater management plan and hydraulic calculation for the upgrade of both intersections should be provided to TfNSW for review.

Upon receipt of the abovementioned information, TfNSW will undertake an assessment and provide a response accordingly.

Furthermore, TfNSW provides the following comments to the development application:

1. It is a good engineering practice of providing clear explanation to the scenarios being considered in the TIA. This will provide better understanding to the audients who is reading the report.

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2. The subject property shares a common boundary with the Great Western Highway which is a Controlled Access Road by notification in Government Gazette No. 123 of 11 October 1974; Folio 3976 and shown by grey colour and orange hatching on the below Aerial. Access restrictions are in place across this boundary.
3. The subject property shares a common boundary with the Western Motorway which is a Declared Tollway by notification in Government Gazette No. 60 of 15 May 1992; Folio 3368 and shown by blue colour and purple hatching on the below Aerial. Access is denied across this boundary.
4. Further comments to the Green Travel Plan are provided in the attachment.

If you have any further questions, please contact Felix Liu by email development.sydney@transport.nsw.gov.au.

Yours sincerely,

Zhaleh Alamouti

Senior Land Use Planner

Land Use Assessment Western and Central,
Greater Sydney

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Attachment – Comments to Green Travel Plan

Car parking: It is understood that 951 spaces are proposed for provision in response to a minimum requirement of 944 spaces under the Blacktown City Council, *Huntingwood Precinct Development Control Plan*, August 2011 (HPDCP) and 591 under the RTA, *Guide to Traffic Generating Developments*, Version 2.2, October 2002.

TfNSW request that the parking be reduced to the minimum requirement of 944 and the occupancy be monitored over time, as oversupply of car parking will encourage use of single occupant private vehicles over other sustainable modes of public transport and active transport. This is particularly important given the site is located within 5 minutes walking distance of a bus stop that has services every 15 minutes to Blacktown Station/CBD during peaks periods. Additionally, the site currently has good cycleway connectivity via current and proposed infrastructure.

Parking Management: TfNSW recommend that management of the parking be considered including prioritising parking on a needs basis, for example, priority parking spaces are to be reserved, and well located, for those who carpool, for visitors, and for those working shifts outside normal business/office hours.

Bicycle parking and End of Trip Facilities (EoT): It is noted that 85 bicycle parking spaces are proposed for provision, exceeding the minimum requirement of 69 spaces under Austroads Guidelines. This parking should be located at safe and convenient locations on the site and have safe connectivity provided with external bicycle infrastructure in accordance with AS 2890.3:2015 and Austroads, *Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management*, 2016.

The TAIA states that end of trip facilities (EoT) will be provided. However, details are not clear on the drawings and therefore, the quantum and suitability cannot be assessed. The TAIA also states that “the end user/tenant of the building is not known” and they “should be made aware of the GTP action strategies that have been agreed for the site, to achieve the mode split targets and the process of monitoring and reviewing the GTP.” This must be mandatory and a condition of the tenancy, not a suggestion. Additionally, no future mode share targets have been provided and must be included in the GTP when it is written.

The EoT must also be documented in the GTP and the Travel Access Guide (TAG) and include information such as the amount of bicycle parking and amount and type of EoT. TfNSW ask that any bicycle parking and EoT – including its provision – should be monitored over time to ensure sufficient supply to encourage active transport to/from and around the site. Some further guidance on bicycle parking and end of trip facilities can be found in the [cycleway design toolkit](#).

Mode share targets: With consideration of the forecast traffic generation of the site and resulting pressure on the Great Western Highway/Flushcombe Road intersection and operation near capacity (LoS D) by 2033, the TDM team ask that ambitious, but achievable, mode share targets – both short and long term – be included in the full GTP.

Monitoring and measuring the GTP: TfNSW appreciates that a final GTP is proposed to be monitored to ensure it is achieving the desired mode share targets and benefits. However, given

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that no targets have been specified and no tenant has been identified, there is effectively no mechanism in place to ensure that this happens. Additionally, it's not clear who is responsible for the commitment to the appointment of a Travel Plan Coordinator (Section 4.10).

TfNSW asks that the surveys be conducted as part of the monitoring and review process and include questions to obtain data such as employee and visitor residential postcodes to identify the travel origin and destination patterns, as well as modes of the trips. Please see this [link](#) for more helpful information on developing a travel plan including surveys etc.

Travel Access Guide - TfNSW requests that a Travel Access Guide (TAG) will be developed for the site as part of the GTP. The TAG will need to be updated on a regular basis to accommodate any relevant changes such as new infrastructure and tenancy changes. For further information please see the Travel Access Guide documentation [here](#). The TAG should also:

- Provide information advising employees and visitors about service routes and timetables for buses is available on the Trip Planner at transportnsw.info/
- Provide information advising employees and visitors that additional information about current cycling routes is available on the Trip Planner at transportnsw.info/
- Promote and provide information any car-pooling options, or parking management options.

Submission: A fully developed GTP and TAG should be submitted to TfNSW for review prior to occupation.

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