



4 February 2022

TfNSW Reference: SYD21/00412/03
DPIE Reference SSD-17161650

Department of Planning, Industry and Environmental
GPO Box 39
SYDNEY NSW 2001

Attention: David Koppers

Dear Sir/Madam,

EXHIBITION OF EIS - HORSLEY DRIVE BUSINESS PARK STAGE 2 BUILDINGS 2 & 3 - CNR COWPASTURE ROAD & TRIVET STREET, WETHERILL PARK

Reference is made to the Department of Planning, Industry and Environment (DPIE) correspondence dated 9 December 2021, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted documents and provides the following comments at Attachment A.

If you have any further inquiries in relation to this development application Mr Simon Turner would be pleased to take your call on 8265 6363 or e: development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Z. Alamouti'.

Ms Zhaleh Alamouti
A/Senior Manager Land Use Assessment (West&Central)

Attachment A

Construction Traffic Management Plan

A Construction Traffic and Pedestrian Management Plan (CTMP) must be prepared prior to the issue of the construction certificate with details of predicted construction traffic movements, routes and access arrangements, and outline how construction traffic impacts on existing traffic, pedestrian and cycle networks would be appropriately managed and mitigated.

TfNSW would welcome further discussions with the proponent regarding the preparation the CTMP and can be contacted directly at Development.Sydney@transport.nsw.gov.au.

Access and Manoeuvring

The proposed access and manoeuvring arrangements must be in accordance with the following requirements:

- a. The swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTRROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
- b. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004, AS2890.6-2009 and AS 2890.2-2018 for heavy vehicle usage. Parking Restrictions may be required to maintain the required sight distances at the driveway.
- c. All vehicles are to enter and leave the site in a forward direction.
- d. All vehicles are to be wholly contained on site before being required to stop.
- e. The proposed development will generate additional pedestrian movements in the area. Pedestrian safety is to be considered in the vicinity.

Operational Traffic Management Plan (OTMP)

An Operational Traffic Management Plan (OTMP) is required to be prepared prior to occupancy.

The OTAMP is to be prepared for the site by a suitably qualified person, in consultation with Transport for NSW.

TfNSW would welcome further discussions with the proponent regarding the preparation the OTAMP and can be contacted directly at Development.Sydney@transport.nsw.gov.au.

Green Travel Plan (GTP)

A Green Travel Plan (GTP) is required to be prepared prior to occupancy.

The GTP must consider the following matters in its preparation:

- (a) objectives and modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;
- (b) specific tools and actions to help achieve the objectives and mode share targets;
- (c) measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP;
- (d) quantification and analysis of staff shift times and numbers on the Site and analysis of workforce residential post code data to properly understand public transport and car parking demand and develop effective strategies in response, as well as help to inform service planning considerations;
- (e) consideration of a staff travel survey and workforce data analysis to inform likely staff travel patterns and resultant travel plan strategies to / from the Site;
- (f) strategies for promoting higher mode share targets for alternate transport use, particularly amongst day shift and administrative staff;
- (g) identification of a responsible party (or Committee) for the ongoing implementation of the Travel Plan and its initiatives;
- (h) confirmation of extent and nature of end of trip facilities and bike parking, including their location, and how they will be promoted to staff;
- (i) encourages the use of carpooling through the implementation of a carpooling scheme for staff;
- (j) considers the potential for fleet bikes to be used for travel within the site and its surrounds;
- (k) identification of a communications strategy for conveying Travel Plan information to staff, and visitors, including for the Travel Access Guide;
- (l) consideration of car parking management strategies that may be required to encourage sustainable transport use / mode share targets (such as pricing, prioritisation for those that carpool, use of wait lists, etc);
- (m) a detailed action plan comprising specific tasks needed to complete the proposed actions, the person/s responsible for completion of the task, completion date and anticipated costs;
- (n) an implementation checklist to achieve the proposed initiatives;
- (o) alternative actions to undertake where targets are not achieved;
- (p) the set-up of a steering group or committee of relevant internal and external stakeholders to inform future targets and the ongoing monitoring and revision of the GTP for five years; and
- (q) details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development.

TfNSW would welcome further discussions with the proponent regarding the preparation the GTP and can be contacted directly at development.sco@transport.nsw.gov.au.