

6 May 2022

TfNSW Reference: SYD22/00339/01

Client Reference: SSD-30923027

Director
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Giles Bloxham

**EXHIBITION OF EIS - COMPASS 2 WAREHOUSE & DISTRIBUTION CENTRE - LOT 1
EASTERN CREEK DRIVE, EASTERN CREEK**

Dear Sir/Madam,

Reference is made to Department of Planning and Environment (DPE)'s correspondence dated 23 March 2022, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for review.

TfNSW has reviewed the submitted information and notes that the developments traffic generation is consistent with the Eastern Creek Precinct planning proposal. Therefore TfNSW raises no objections to the proposed development subject to the DPE's approval and the following requirements being included in the consent issued to the application:

1. Prior to the issue of the Construction Certificate, the Construction Traffic Management Plan should be updated with further details and submitted to TfNSW and Council for endorsement and approval.
2. Prior to the issue of the Occupation Certificate, the Green Travel Plan (GTP) should be updated and submitted to TfNSW for review and endorsement.

TfNSW would provide the following advisory comments to DPE for consideration in its determination of the development application:

3. The intersection layout for Old Wallgrove Road/Eastern Creek Drive in SIDRA models does not match the existing intersection configuration.
4. Considering its location within Western Sydney Employment Area and the Gross Floor Area of the warehouse, the proponent should consider the use of a 30m PBS Level 2B (e.g. PBS A-double or Super B-double) as the design vehicle. For instance, a PBS 2B vehicle can carry two 40-foot containers. Using PBS 2B vehicles will increase heavy vehicle productivity and reduce heavy vehicle movements to and from the site.

5. Please refer the attachment for the detailed commentary regarding the Green Travel Plan.

If you have any further questions, Mr. Felix Liu would be pleased to take your call on 8849 2113 or email development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'LVP', with a long horizontal flourish extending to the right.

Laura Van putten

A/Senior Land Use Assessment Coordinator

Attachment – Detailed comments to Green Travel Plan

- **Mode share targets:** TfNSW recommends that the mode share targets, and the GTP be reviewed annually to ensure the mode share targets are being met and revisit some of the initiatives as part of this, to encourage modes other than the private vehicle. Mode shares for sustainable public and active transport journeys can be allocated into short term; shuttles, carpooling and longer term goals (once any future public and active transport improvements have been made).
- **Parking:** TfNSW recommends reducing the amount of carparking proposed as this will further encourage car driving as a preference, and reduce any incentive to harness other more sustainable modes, consistent with Future Transport 2056 in which Travel Demand Management (TDM) is one of TfNSW top priorities.
- **Parking management strategy:** TfNSW, as well as recommending reducing the amount of car parking spaces for the proposed site, TfNSW asks that a parking management strategy be incorporated into the GTP, that prioritises use by employees and visitors on a needs basis, i.e. preference for parking for employees that are car-pooling or car sharing.
- **Carpooling:** TfNSW recommends further encouraging carpooling by introducing a formalised carpooling scheme – this should be encouraged for both employees and visitors (where appropriate).
- **Bicycle parking and End of Trip (EoT):** TfNSW notes that there is to be some bicycle parking provided at the site, however the actual amount is not stated. TfNSW recommend that bicycle parking and End of Trip Facilities (EoT) should be provided to encourage cycling and active transport as a mode and also recommend that these are monitored over time to ensure sufficient supply to encourage active transport both to/from and around the site. The bicycle parking should be located throughout the site at convenient locations, be safe, secured and under cover. Some further guidance on bicycle parking and end of trip facilities can be found in the *Transport for NSW, Cycleway Design, Toolbox: Designing for cycling and micromobility*.
- **Public Transport /Shuttle buses:** TfNSW recommends that the use of shuttle buses to access the nearby (7km) Rooty Hill Train Station be considered, given the limited current provision of public and active transport options – but noting that buses 723 and 738 service the site also. Shuttle buses, as with carpooling, are also a financial saving for staff on fuel costs. It may be worth investigating if other sites have or would like to share a shuttle bus service, for example Eastern Creek Business Park.
- **Travel Access Guide (TAG):** TfNSW appreciates that the preparation of a TAG has been included in Appendix A, but ask that you provide employees and visitors additional information about service routes and timetables for buses and trains being available on Trip Planner at transportnsw.info/. The TAG should also include the following:

- Provide information on car share, car-pooling and priority parking for people that car pool.
 - Once any longer term pedestrian active and public transport infrastructure is in place, the TAG can promote these connections.
 - Provide promotion of end of trip (EoT) facilities, including any new cycling infrastructure available, and update number and location of bicycle parking and EoT facilities.
 - Provide information if a shuttle bus service is introduced, including proposed times for pick up and drop off from train stations and bus stops.
 - For further helpful information – please check TfNSW website (<https://www.mysydney.nsw.gov.au/travelchoices/resources>): Travel Access Guide (TAG): Advice to organisations about developing a Travel Access Guide
- **Flexibility for staff to work from home** – Administrative or office employees on day shift can be encouraged to work from home to reduce the amount of car use to and from the site.
 - **Travel Survey:** TfNSW recommends that employees and visitors travel surveys be undertaken and should include questions to ask obtain workforce data analysis (including staff residential postcodes) to identify the actual staff travel origin and destination patterns, to inform strategies that help to reduce car parking demand for staff and visitors to get to and from the site. The Travel Survey should also be promoting any initiatives or strategies that encourage sustainable transport routes.