

Team Leader
Department of Planning and Environment
GPO Box 39 SYDNEY NSW 2001

TfNSW Reference: SYD22/00124/03

Re: ADDITIONAL INFORMATION
OAKDALE EAST INDUSTRIAL ESTATE (SSD-37486043)
2-10 WALLGROVE ROAD, HORSLEY PARK

19 September 2022

Dear Sir/Madam,

Reference is made to the Department of Planning and Environment's correspondence dated 25 July 2022 regarding the abovementioned applications which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted SIDRA traffic modelling files and accompanying additional information and provides comment (**Attachment A**) and the modelling review (**Attachment B**) which are to be read in conjunction with each other.

Prior to TfNSW being able to offer support for the proposal it is requested that the proponent address the comments provided in the above-mentioned attachments and submit for further review.

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,



Ms Zhaleh Alamouti
Senior Land Use Planner

Attachment A – TfNSW Comment

Traffic Modelling and Access:

The proposed truck access to/from the site on Estate Road 1 is located close to the signalised intersection of Old Wallgrove Road / Millner Avenue. The access should be incorporated into the Sidra modelling demonstrating it does not have adverse impact to the operation of signalised intersection. The proposed distribution diagram should be provided with queue assessment at this location. The proponent should investigate relocating the access further to the intersection.

Any potential acquisition required for the proposed mitigation/upgrades to the intersections should be accompanied by acquisition plan and feasibility for proposed upgrades.

Green Travel Plan

TfNSW has reviewed the Green Travel Plan (GTP), June 2022 prepared by Ason Group, and can provide the following comments.

Car parking: TfNSW recommend that consideration be given to reducing the amount of car parking at the site, as this encourages private car use over other more sustainable modes such as walking cycling and public transport. This is consistent with Future Transport 2056 in which Travel Demand Management (TDM) is one of TfNSW top priorities to provide incentives to harness more sustainable modes.

Parking management: TfNSW recommends that consideration is given to providing charging stations for EVs, and a parking management plan be prepared which that prioritises use by staff and visitors on a needs basis to further reduce car use – this could include providing dedicated spaces for those who are carpooling / car sharing to encourage carpooling, which is noted in Section 2.6, car sharing.

Mode share targets: From Table 2 (Section 3.7.2) in the GTP, only 6% shift in mode is proposed from car driver/passenger to sustainable transport modes such as public transport, walking and cycling – a mode share of 88% for car driver/passenger is still high. Greater consideration will need to be given to encouraging a greater mode shift from the private vehicle, appreciating that this is an industrial estate – consistent with the 1.4 Objectives, which promotes public and active transport modes, particularly for short-medium distance journeys. TfNSW recommend that mode share targets be made for the short and longer terms, given Section 6.2 notes that *“there would be upgrades to the public and active transport infrastructure near the Site in the upcoming future”* and also changes to the public transport network, and options for carpooling and shuttle buses.

Shuttle bus: TfNSW recommends that consideration be given to a shuttle bus (Table 3, item 2.6 Lobby to Precinct wide shuttle bus) which could connect with, for example, Rooty Hill Train Station which is located 5.5km north of the site to enable greater use of the train services. This could provide a good way to move workers more sustainably, and this provides a viable option assist with movements on more sustainable modes in the shorter term.

End of Trip (EoT) facilities: TfNSW appreciates that there will be some bicycle parking provided, as well as End of Trip (EoT) facilities provided. TfNSW recommends that the provision of bicycle spaces and EoT is monitored over time to ensure there is sufficient provision to further encourage cycling as a mode – both for staff and visitors. A good supply of quality EoT and bicycle parking is considered to further encourage walking and cycling mode shares.

Location of bicycle parking and EoT should also be included in the Travel Access Guide (TAG – Appendix B). The bicycle parking should be located at 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 [cycleway design toolkit](#).

Travel Access Guide (TAG): TfNSW appreciates that a TAG has been provided in Appendix B of the GTP. TfNSW asks that the TAG caters to everyone who is using the proposed development site: employees, customers and visitors. The TAG will need to be updated on a yearly basis. The backbone of the TAG is to reduce single occupancy car use, and encourage sustainable transport journeys to and from the site using public and active transport. Therefore we would recommend that the TAG:

- Clearly prioritises public and active transport as the first part of the TAG.
- Provide additional information about service routes and timetables for buses, trains, light rail and ferries is available on the Trip Planner at transportnsw.info/.
- Provide information advising additional information about safe cycling routes available on the Trip Planner at transportnsw.info/
- Update number and location of bicycle parking and End of Trip facilities (showers, lockers, irons, ironing boards, towels, change rooms etc) and locate on the TAG via a map.

For further helpful information – please check this link [How to Create a Travel Access Guide doc here](#).

Travel Survey: TfNSW appreciates that Section 5.2 covers monitoring and undertaking annual travel surveys for staff and visitors, and an example travel survey is included in Appendix C. The survey should include questions to obtain staff and visitor residential postcodes to identify the actual travel origin and destination patterns, to inform strategies that help to reduce private vehicle 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. An example travel survey questionnaire is included [here](#).

Helpful information: Head to TfNSW Travel Demand Management website [here](https://www.mysydney.nsw.gov.au/travelchoices/tdm) for helpful tools and templates on green travel plans <https://www.mysydney.nsw.gov.au/travelchoices/tdm>

Submission: Please submit the updated GTP to TfNSW allowing sufficient time for review prior to occupancy.