

28 September 2022

TfNSW Reference: SYD21/00981/04

Departments Reference: SSD- 25725029

Attention: Rebecka Goth
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

**RESPONSE TO SUBMISSION - ARDEX WAREHOUSE & MANUFACTURING FACILITY - 657-769
MAMRE ROAD - KEMPS CREEK**

Dear Ms Goth,

Reference is made to the Department's referral to Transport for NSW (TfNSW), dated 17 August 2022, for comment with regard to the abovementioned response to submissions to the State Significant Development Application (SSD).

TfNSW has reviewed the submitted information and raises no further comments to the proposed development subject to 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.
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. Please see TfNSW updated comments in **Attachment A**.

If you have any further questions, Ms Laura van Putten would be pleased to take your call on (02) 8849 2480 or please email development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



David Rohloff
Senior Manager Land Use Assessment West & Central, Greater Sydney

OFFICIAL

Attachment A – Green Travel Plan (GTP)

Comment: TfNSW has reviewed the Green Travel Plan (GTP) prepared by Ason Group for this Warehouse & Industrial Facility, and can provide the following comments:

- **Car parking:** TfNSW recommend reducing the amount of car parking proposed as this will further encourage car driving as a preference, and reduce any incentive to harness other more sustainable modes, which is consistent with Future Transport 2056 in which Travel Demand Management (TDM) is one of TfNSW top priorities. TfNSW appreciates that there will be some provision for Fuel Efficient Parking and Electric Vehicles (EV) charging stations - which should be monitored over time to ensure sufficient supply.
- **Parking management:** TfNSW recommends that a parking management plan be prepared that prioritises use by staff and visitors on a needs basis to further reduce car use – this could include the dedicated parking spaces for those who are carpooling and car sharing. TfNSW supports the encouragement of carpooling and car sharing (Table 4, Strategy 3 carpooling).
- **Mode share targets:** TfNSW recommend using both short term and longer term mode share targets (Table 3, p 22). TfNSW recommend that the future mode share targets be monitored over time to ensure they are being met, particularly if there are future changes for active and public transport. This includes links to the passenger rail services, as well as encouraging carpooling /car sharing options, as well as potential shuttle bus connections. TfNSW therefore asks that the mode share target for car passenger (which suggests carpooling) is more ambitious than no percentage change.
- **Bicycle Parking:** TfNSW appreciates that there will be some bicycle parking provided (Table 4.2, Strategy 4.2). TfNSW recommends that the provision of bicycle spaces be 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 End of trip (EoT) facilities and bicycle parking is considered to further encourage walking and cycling mode shares. Some further guidance on bicycle parking and end of trip facilities can be found in the [cycleway design toolkit](#).
- **Shuttle bus:** TfNSW support that consideration has been given to a shuttle bus (*Strategy 2.5 Lobby to Precinct wide shuttle bus*) which could connect with, for example, 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 – this could be considered for the whole of the Mamre Road Precinct to service a number of developments which are currently underway.
- **Travel Access Guide (TAG):** TfNSW appreciates that a TAG has been provided in Appendix A 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:
 - Provide additional information about service routes and timetables for buses and trains on the Trip Planner at transportnsw.info/.
 - A more detailed diagram / map showing the location and number bicycle parking spaces and EoT (noting there is a small inset in bottom right of the TAG).
 - Provides detail of any shuttle bus services to be provided
 - For further helpful information – please check this link [How to Create a Travel Access Guide doc here.](#)
- **Travel Survey:** TfNSW appreciates a sample travel survey is provided in Appendix B, and that travel surveys will be undertaken. The survey should be distributed 3 months post-occupancy (and be included in the proposed action strategies). Staff and visitors travel surveys 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 staff and visitors driving to get to and from the site.