



Transport  
for NSW

13 April 2022

TfNSW Reference: SYD21/01257/03

Director  
Department of Planning and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Attention: Bruce Zhang

**ROOTY HILL MATERIALS RECYCLING FACILITY  
600 WOODSTOCK AVENUE, ROOTY HILLS (SSD-29999239)**

Dear Bruce,

Thank you for the opportunity to provide comment relevant to the Rooty Hill Materials Recycling Facility. TfNSW has reviewed the information and the following commentary is provided.

The existing driveway in close proximity to the roundabout should be removed to eliminate dangerous vehicle movements, noting the location of the (existing) driveway encourages vehicles accessing the site in a forward direction across the roundabout, as opposed to a left turn from Woodstock Avenue. TfNSW requests the application be amended to address this concern ensuring safety, and be submitted to TfNSW for review.

Also, please refer attached TfNSW comments relevant to the Green Travel Plan for your consideration.

Any questions relevant to the aforementioned application, please do not hesitate to contact Mr. Felix Liu, 8849 2113 or email [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely,

A blue ink signature of Muriel Maher.

**Muriel Maher**  
A/Senior Manager Land Use – Central & West

## Attachment

**Green Travel Plan:** TfNSW has asked that a Green Travel Plan be prepared for the site. It is noted in Section 10 Sustainable Travel Plan (p,54) that “*A comprehensive Green Travel Plan (GTP) can be developed for staff of the development*”. TfNSW ask that a GTP is prepared for the site prior to occupation. The GTP at minimum should include measures that ensure non-private vehicular modes of transport are the preferred mode of travel to/from the project site, based on credible data. The GTP should also include objectives to reduce the proportion of single-occupant car travel by staff and visitors to and from the site and, increase the mode share of public transport and active transport for the life of the development in addition to an implementation strategy and funding. TfNSW recommends the GTP is reviewed annually to ensure that mode share targets are being met and any necessary changes. This would include the monitoring of the GTP. Please go to TfNSW TDM website [here](#) for helpful templates and tools for developing Green Travel Plans.

**Parking management strategy:** In addition to recommending a reduction in the amount of car parking spaces for the proposed site, TfNSW asks that a parking management strategy be incorporated into the GTP prioritising use by employees and visitors on a needs basis i.e. priority parking for employees that are car-pooling or car sharing. Charging points for Electric Vehicles (EV) are also recommended.

**Carpooling:** TfNSW recommend further encouragement of carpooling by introducing a formalised carpooling scheme for both staff and visitors (where appropriate).

**Bicycle parking and End of Trip (EoT) facilities:** TfNSW notes no bicycle parking is proposed for the site. TfNSW recommends that bicycle parking and End of Trip (EoT) facilities should be provided to encourage cycling and active transport as a mode of transport and also, that these are monitored over time to ensure sufficient supply to encourage active transport both to and from and, around the site. The bicycle parking should be located throughout the site at convenient locations, be safe, secure and under cover. Further guidance on bicycle parking and end of trip facilities can be found in the [cycleway design toolkit](#).

**Public Transport /Shuttle buses:** TfNSW recommend that the use of shuttle buses to access the nearby (1.8km) Rooty Hill Train Station be considered noting the limited current provision of public and active transport options in the TIA. Shuttle buses in addition to carpooling are a financial saving for staff on fuel costs. Further, it is noted the 756 bus service (Mount Druitt to Blacktown) operates along Power Street, providing connections to Plumpton, Doonside, Woodcroft and Blacktown and this should be encouraged as another mode of transport option which includes any future service provision.

**Travel Access Guide (TAG):** TfNSW appreciates that the preparation of a TAG has been noted in Section 10.2 Travel Demand Management (p.55) and 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/](https://transportnsw.info/). The TAG should also include the following:

- Provide information on car share, car-pooling and priority parking for people that car pool.
- Until 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 the 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 refer the following link on How to Create a Travel Access Guide doc [here](#).

**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). This will help identify the actual staff travel origin and destination patterns, to inform strategies that in turn help 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.