



Transport  
for NSW

Ms Kate MacDonald  
Teal Leader  
Industry Assessments  
Department of Planning and Environment  
PO Box 39  
Sydney NSW 2001

Attention: Rebecca Sommer

Dear Ms MacDonald

**Sydney Zoo (SSD 7228) Bungaribee Park,  
Referral of Applicants Response to Submissions**

Thank you for your letter dated 19 May 2016 requesting for Transport for NSW (TfNSW) comments on the applicant's Response to Submission (RtS) for the subject proposal. TfNSW appreciates the opportunity to provide comments on the proposal and I apologise for the delay in providing a response.

Roads and Maritime Services will be providing a separate response.

TfNSW has reviewed the supporting documentation and it is advised that all matters raised by TfNSW in its letter dated have been addressed subject to suggested conditions outlined at **TAB A** being included in the Project Approval. These conditions are in relation to Operational Transport Management Plan, Swept Path Analysis, Travel Demand and Construction Traffic Management Plan.

Thank you again for the opportunity of providing advice for the above proposal. If you require further clarification regarding this matter, please don't hesitate to contact Edmond Platon, Transport Planner, Land Use Planning and Development on 8202 2557 or at [edmond.platon@transport.nsw.gov.au](mailto:edmond.platon@transport.nsw.gov.au).

Please note for future reference; when sending proposals to TfNSW via email, could you kindly use the following email address: [development@transport.nsw.gov.au](mailto:development@transport.nsw.gov.au)

Yours Sincerely

9/8/16

Mark Ozinga  
**Principal Manager Land Use Planning & Development  
Transport Strategy**

CD16/07807

## **TAB A**

The following conditions are suggested for including in the Project Approval:

### Operational Transport Management Plan

The proponent should be conditioned to prepare a detailed Operational Transport Management Plan (OTMP) in consultation with TfNSW, Roads and Maritime Services and Council.

The OTMP should detail the management of parking, traffic and transport during high visitation demand (i.e. higher than shoulder periods – 1,400-2,300 visitors/day during weekdays and 2,500 to 3,300 visitors/days during weekends).

Details of how demand for parking will be monitored and managed and if demand exceeds supply, including early advise to motorists using such means as variable message signs at appropriate locations along key routes, in liaison with Roads and Maritime Services and Transport Management Centre.

The OTMP should specify any potential impacts to general traffic, cyclists, pedestrians and bus services during these peak demands and identify traffic management measures (including traffic control) to manage the impacts.

TfNSW supports Sydney Zoo's aspiration to facilitate a mode share of up to 25% arriving public transport. Measures to achieve this mode shift target should be included in the OTMP.

The regular review and monitoring of the effectiveness of the OTMP and provision for adjustments of proposed measures should be incorporated into the plan.

### Swept Path Analysis

The proponent should be conditioned to provide additional swept path analysis demonstrating that the largest vehicle can enter exit the proposed site access, carpark and loading areas.

### Travel Demand

The proponent should be conditioned to prepare a Workplace Travel Plan encourage non-car based transport for employees. The Travel Plan should outline measures to encourage public and active transport trips including:

- provision of bicycle parking and end of trip facilities for pedestrian and bicycle riders.
- provisions of footpath and shared path to provide connectivity, safety and accessibility for pedestrians and bicycle riders to existing and future networks and public transport facilities particularly to existing bus stops along Great Western Highway;
- other travel demand measures, where practicable, such as employee incentives, flexible work times, Transport Access Guides and car share schemes.

### Construction Traffic Management Plan

The proponent should be conditioned to prepare a Construction Traffic Management Plan (CTMP) be prepared. The CTMP needs to specify any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate these should be clearly identified and included in the CTMP. Any closure of walking and/or cycling facilities would require installation of adequate safety and diversion measures to limit time delay and detour distances.