

17 November 2021

TfNSW Reference: SYD21/00469/03

Client Reference: SSD-17352813

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

Attention: David Koppers

**EXHIBITION OF EIS - HUNTINGWOOD PROCESSING EXPANSION - 65
HUNTINGWOOD DRIVE, HUNTINGWOOD**

Dear Sir/Madam,

Reference is made to Department of Planning, Industry and Environmental (the Department)'s correspondence dated 19 October 2021, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted information and requests that the following requirements are included in any consent issued to this application:

1. Transport for NSW (Roads) has previously acquired a strip of land (known as Lots 7 and 8 DP 244378) for road along the Brabham Drive frontage of the subject property, as shown by the blue colour on the attached Aerial – "X". TfNSW has also previously resumed and dedicated a strip of land as road along the Brabham Drive frontage of the subject property, as shown by the grey colour on the attached Aerial – "X".

The subject property also abuts a Declared Motorway (M4 Western Motorway) as shown by the blue colour and green hatching on attached Aerial – "Y". Access is denied across this boundary.

All buildings and structures, together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the M4 Western Motorway boundary

2. Prior to the issue of the first Occupation Certificate, the applicant should prepare an updated Green Travel Plan in consultation with and endorsed by TfNSW. The Green Travel Plan should be submitted to development.ctmp.cjp@transport.nsw.gov.au.
3. The Construction Traffic Management Plan (CTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be prepared and submitted to the Department for approval prior to the issue of a Construction Certificate. The CTMP must be in consultation with Council and be endorsed by Council and TfNSW. The document can be submitted to TfNSW via the email: development.ctmp.cjp@transport.nsw.gov.au.

TfNSW also provides the following comments for the Department's consideration in the determination of the application:

1. The proposed "KEEP CLEAR" marking at the driveway does not meet the requirements set out in the Transport Delineation Guidelines, and should not be used for private driveway / access.
2. To encourage the use of active transport and public transport, the following mitigation measures could be considered:
 - Improvement of bus stop amenities by providing shelter and seating at the bus stops in close vicinity to the subject along Huntingwood Drive.
 - Provision of shared path infrastructure along Brabham Drive.
 - Provision of pedestrian refuge and pram ramp for the north and east legs of the Brabham Drive and Huntingwood Drive intersection.
3. According to the construction staging plan, the existing staff car park would become unavailable during construction. Further parking study should be required to identify the potential parking shortfall during construction.
4. It is understood that the traffic to and from the site mainly use the Great Western Highway intersections with Brabham Drive and Huntingwood Drive. Therefore, further assessment should be undertaken to gain the appreciation of the performance of these key intersections along Great Western Highway intersections and the impact of the proposed development on the classified road network.
5. The outbound construction vehicle haulage route in Figure 14 of the Transport Impact Assessment is incorrect. It should be noted that there is no southbound on-ramp from Great Western Highway into Westlink M7. The diagram should be updated with proper haulage route.
6. The updated GTP should be updated to include the following improvements be made to increase the efficiency of the GTP to promote sustainable transport options for staff and visitors to and from the proposed development:
 - **Objectives:** The updated GTP should be updated to implement both short and long term measures that will ensure non-private vehicular modes of transport are the preferred mode of travel to/from the project site. The final GTP should include objectives to reduce the proportion of single-occupant car travel by staff and visitors to and from the site. TfNSW recognises the GTP has a car-pooling initiative and would recommend this be extended to visitors on the site. TfNSW also recommends a shuttle service from Blacktown Station be considered (there may need to be several shuttles operating at once to move increased staff 24/7). The aim of the GTP objectives should be to increase active and public transport mode share for the life of the development.
 - **Mode share targets:** TfNSW recommends that the GTP adopt mode share targets for sustainable transport active and public transport that should be determined by a qualified traffic consultant for the GTP. Car-pooling and shuttle bus services to and from train stations have also been proposed here as well as bus + train options.

Mode type – Proposed	Current mode share	TfNSW proposed mode share
Private vehicle as driver	90%	70%
Car as passenger	4.4%	10%
Bus + train	0%	10%
Shuttle bus	0%	10%

- The proposed mode shares above should be used in the **Implementation Strategy**. The other longer term goals in this section should be implemented in the GTP just prior to and during public and active transport infrastructure being made available.
- **Travel Coordinator and committee:** TfNSW advises you that often the Travel Plan Coordinator will need a team or committee to ensure all of the actions of the STP are done. The GTP cannot be at the discretion of site management to get the responsibilities of the GTP implemented. The applicant will need to determine a strategy for the tenant(s) to take over the ongoing responsibilities for the GTP, making it clear to the tenants that there are requirements to try and achieve sustainable transport mode shares for the site, as a condition of the development, for its lifecycle.
- **Travel Access Guide (TAG):** A TAG document should be included as part of the GTP. The TAG should include the short term initiatives discussed earlier (shuttle and car pooling), and removes the cycling option as it is currently unsafe. The longer term TAG can be updated once public and active transport infrastructure are upgraded. The TAG will need the following:
 - Provide information on the TAG advising staff and visitors that additional information about bus and train routes and timetables are available on the Trip Planner at transportnsw.info/
 - Provide location of bike parking facilities, change rooms and showers for staff and locate on TAG.
 - Provide details on car-pooling how staff can get involved, and also shuttle bus times and stop location on TAG map.
- **Travel Survey:** A travel survey should be undertaken to identify the current travel behaviour and the goal to promote these options of the shuttle and the car pooling scheme. And the travel survey should be updated longer term to reflect changes to public and active transport.
- **Parking management strategy** – A parking management strategy should be implemented in the updated GTP to prioritise the parking spaces by staff and visitors on a need basis, and actively encourages staff and visitors using sustainable transport options that are available to and from the site. This will include how car parking onsite will be limited and managed at the site.
- **Funding the GTP:** The GTP should be appropriately funded and otherwise resourced, by the proponent, for a period of at least 5 years, or via an appropriate appointed entity, such as a body corporate. This will include ongoing travel demand initiatives that will require resourcing. This is in recognition that any travel demand management interventions will need to be significant in scale to be effective. This should be covered in the updated GTP Implementation Strategy.
- **Implementation Strategy:** The implementation strategy should be prepared, including all of your initiatives and incentives, timing and completion dates, your communications tasks to promote the initiatives, and who will do the tasks, timing

of tasks to be completed; this will ensure the overall effectiveness of the GTP. The **Implementation Strategy** should:

- Identify the party or parties responsible for delivery and implementation of each element of the updated GTP throughout various stages of the development lifecycle, including for its ongoing implementation, monitoring and review, for a period of at least 5 years post-OC;
- Be updated both on an annual basis, and when future transport services and pathways eventuate. Your stakeholder engagement strategy will be included in this (including all of your stakeholders, key messages and the channels you will use to engage your stakeholders) – please find our link for **Potential engagement techniques** that may be useful to you.
- **Strategies and initiatives:** The updated GTP will need to identify and implement planned strategies and initiatives in your **Implementation Strategy** that will reduce the proportion of single occupant car travel to/from the site and increase the use of public and active transport by staff to and from the site. These include options of shuttle buses to and from the site (24/7) a car-pooling scheme, as well as promoting buses within walking distance of the site, making sure the initiatives are updated longer term in the GTP to reflect changes to public and active transport. Some additional **incentives (both long and short term) are provided here:**
 - Pre-loaded opal cards when staff first occupy the site.
 - Staff that are committed to public transport receive subsidised panniers or backpacks.
 - Wayfinding at the site for End of Trip facilities such as bicycle facilities, change rooms and showers.
 - Incorporating a role for a GTP sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport.
 - Implementing a car-pooling scheme with guaranteed ride home. Online car sharing systems for staff, operating across an entire precinct to maximise access to possible rides and build community spirit. This could include discounted membership of car share clubs.
- **Data** – The GTP must be updated to include available data that identifies the travel behaviours of site users to measure and monitor the effectiveness of the objectives and mode share targets of the GTP. These include:
 - Weekly rates of car pooling
 - Weekly car park usage rates
 - Shuttle trips to and from the site
 - An additional weekly report of patronage be included in the GTP using Opal data to and from the site.
 - Traffic volumes can also be assessed on the road network within the site area, before and after work. These could be monitored to assess whether:
 - Staff and visitors are re-moding private vehicles to public transport.
 - Parking and pedestrian counts

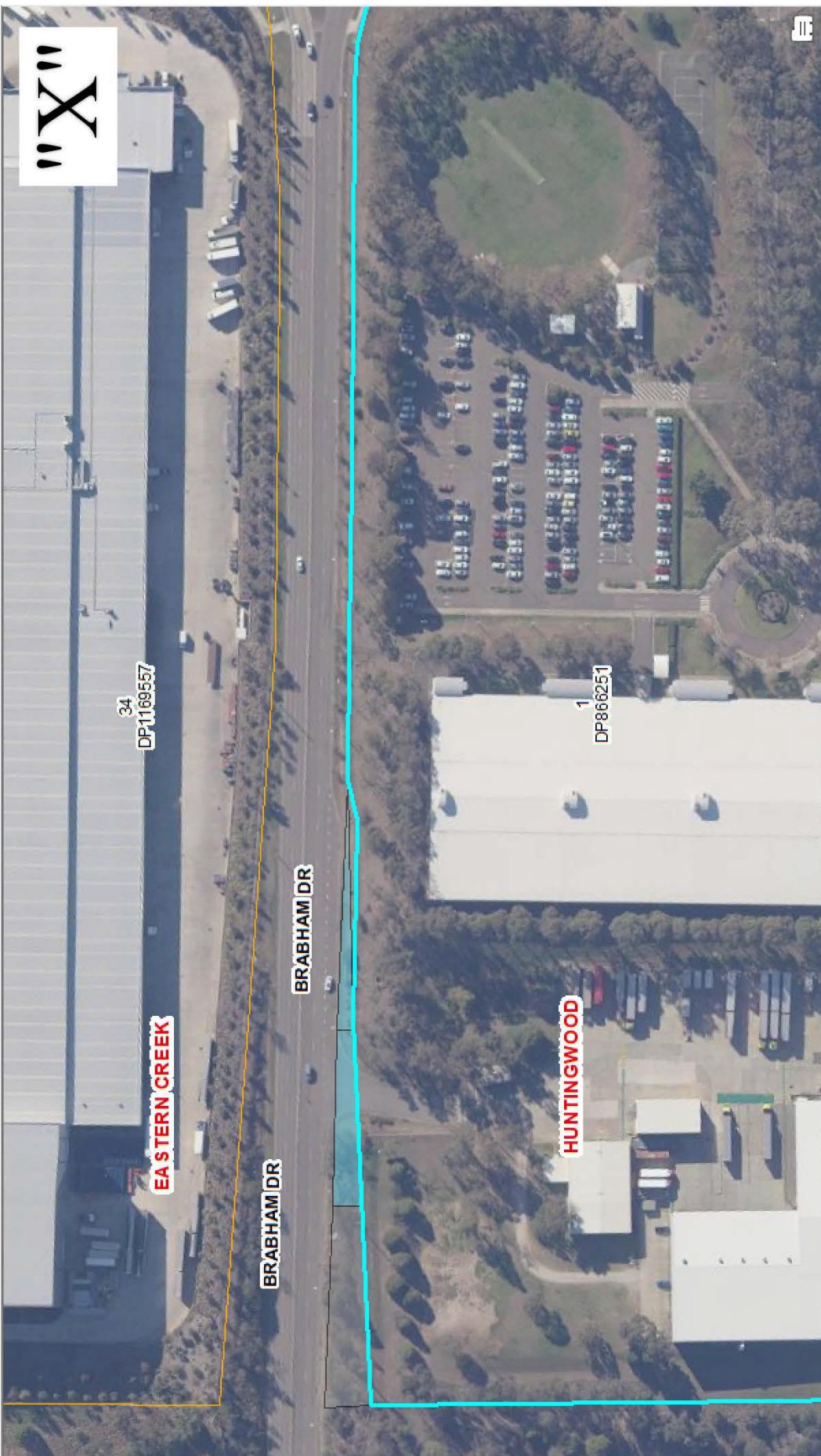
If you have any further questions, Mr. Felix Liu would be pleased to take your call on 8849 2113 or email development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

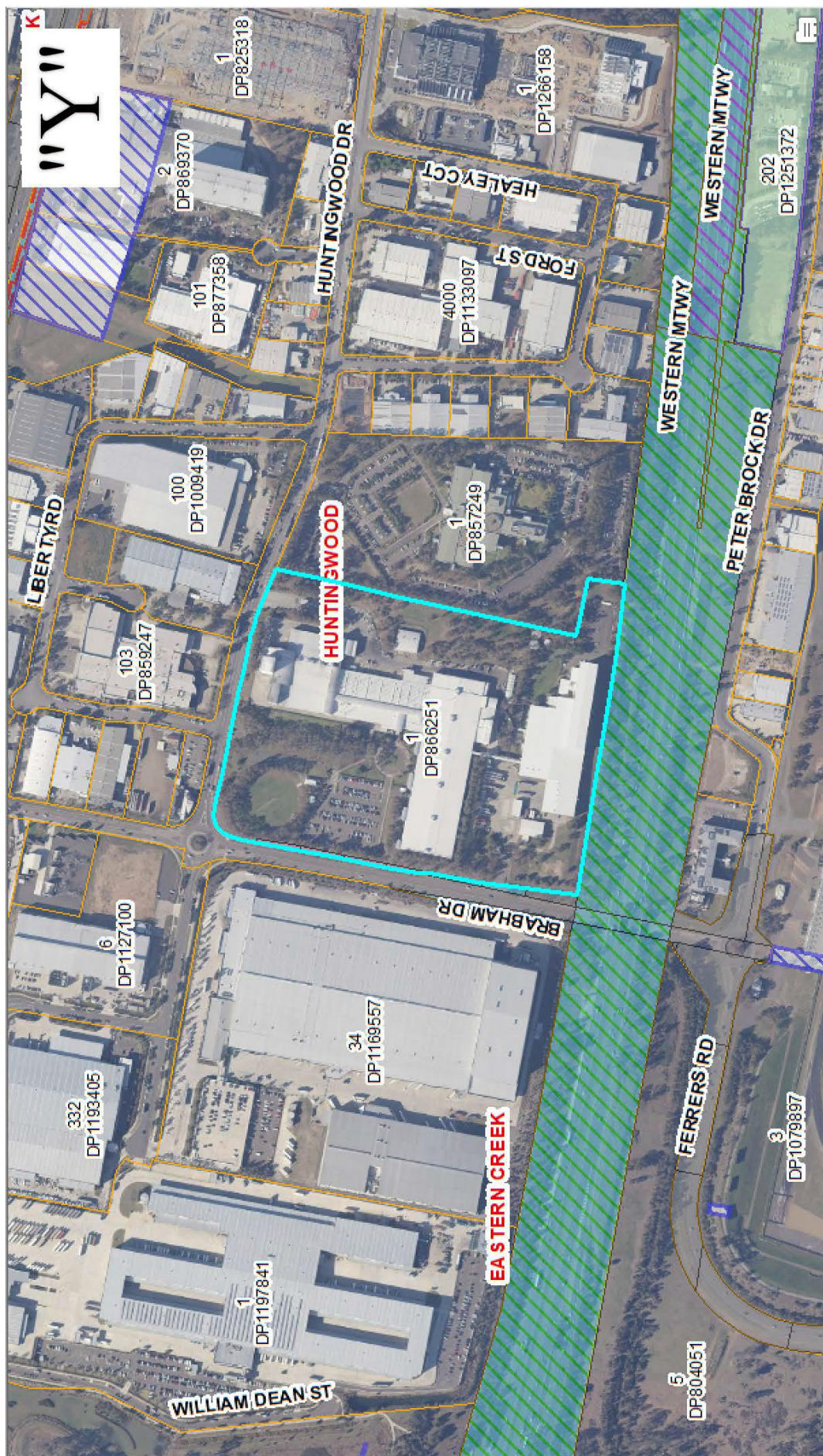
Yours sincerely,

A handwritten signature in black ink, appearing to read 'Malgy'.

Malgy Coman

Senior Land Use Planner





"Y"

LIBERTY RD

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DP1266158

DP1251372

DP1079897

DP804051

HUNTINGWOOD DR

HUNTINGWOOD

BRABHAM DR

EASTERN CREEK

FERRERS RD

WESTERN MTWY

PETER BROCK DR

WILLIAM DEAN ST