



Heather Warton
Director
Metropolitan and Regional Projects North
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Ben Eveleigh

Dear Ms Warton,

**WET 'N' WILD SYDNEY, RESERVOIR ROAD, PROSPECT
ENVIRONMENTAL ASSESSMENT (MP10_0190)**

I refer to your letter dated 18 February 2010 seeking advice on the Environmental Assessment for the above mentioned project. Transport NSW (TNSW) appreciates the opportunity to comment.

TNSW has reviewed the Environmental Assessment and supporting Transport and Accessibility Study and has provided the following comments. The RTA will provide specific advice on traffic management and road safety matters in a separate submission to the Department of Planning.

TNSW appreciates the consideration given to reducing travel demand and improving the travel characteristics of the site, and supports efforts to increase sustainable means of travel, including such measures as:

- Providing free shuttle bus services to Blacktown Station for patrons and staff;
- Bicycle parking facilities within the site;
- Encouraging increased vehicle occupancy and peak-spreading; and
- Preparing a Travel Access Guide (TAG) and Workplace Travel Plan (WTP) for visitors and workers of the site.

TNSW is seeking further clarification regarding the number of visitors to the subject site. It is unclear from Table 5.5 of the transport report whether trip generation includes events noted in Section 3 of the report including live concerts, drive in movies and other events. How these special events will be accommodated, from a transport perspective requires further clarification.

TNSW strongly encourages the facilitation of a sustainable transport culture on site from the outset of development, as practicable. Given the relative isolation of the site from public transport, the provision of shuttle bus services to Blacktown Station for workers and visitors would be integral to reducing private vehicle trips to the subject proposal in line with traffic generation figures that assume a 10% mode share to non-

care modes. The conditions of consent should include a commitment to the continued operation and promotion of this service prior to commencement.

Preparation of a detailed Operational Environmental Management Plan (OEMP) in consultation with Transport NSW is also advised, detailing how the need for seasonal shuttle bus services for non-car users will be determined, how the bus services will be procured, implemented, monitored and adjusted to suit variations in demand, and how availability of the service will be advised to customers in advance.

The OEMP should include details of how demand for parking will be monitored and managed, and by whom, if demand exceeds supply, including early advice to motorists using such means as variable message signs at appropriate locations enroute, in liaison with the RTA's Transport Management Centre.

In addition, the preparation of both a Travel Access Guide (TAG) and Workplace Travel Plan (WTP) for visitors and workers of the site should be included in the conditions of consent to further support the use of sustainable means of transport.

The WTP should outline measures to minimise traffic generation by staff, including measures such as providing a shuttle bus service, implementing a car pooling scheme or providing incentives for travel by alternative means to single-occupancy private vehicle travel.

The TAG should provide information on the non-car travel options available and support optimal driving routes for access to the proposed development, having regard to minimising traffic generation impacts on the wider road network, in consultation with the RTA.

It is noted, bus route 812 is designed principally as a link between Fairfield and Blacktown bus/rail interchanges for residents and employees along the route. To maintain consistency and quality of service for regular customers it is not expected that the route would be altered in response to the proposed development, unless demand warranted. TNSW will monitor regular demand generated by the development and the impact on the bus network as part of its Annual Service Reviews.

TNSW also notes that the RTA has provided a detailed review of the proposal and specific comments regarding pedestrians and cyclists are further supported.

I trust these comments are of assistance. For further information, please contact Chris Walsh on 8202 2520 or Chris.Walsh@transport.nsw.gov.au.

Yours sincerely

 31-3-11

David Hartmann
A/ Principal Manager, Transport Planning
Centre for Transport Planning