

5 July 2023



TfNSW Reference: SYD23/00683/01  
DPE's Reference: SSD-47320208

Department of Planning and Environment  
Locked Bag 5022  
Parramatta NSW 2124

Attention: Shaun Williams

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**ADVICE ON EIS - PROJECT ECHIDNA DATA CENTRE  
10 EASTERN CREEK DRIVE, EASTERN CREEK**

Dear Sir/Madam,

Reference is made to Department of Planning and Environment (DPE)'s correspondence dated 7 June 2023, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted information and raises no objection to the application, noting that the proposed development is consistent with the approved concept plan. TfNSW requires the following conditions to be included in any consent issued to the development application:

1. TfNSW has previously acquired land for widening of Eastern Creek Drive along the Old Wallgrove Road frontage of the subject property, as shown by blue colour on the attached Aerial map. The subject property is also affected by a proposed easement for drainage as shown on DP 1206129.

Therefore, all buildings and structures together with any improvements integral to the future use of the site should be clear of the land acquired for road and proposed easement (unlimited in height or depth) along the Eastern Creek Drive boundary.

2. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.
3. Prior to the issue of an Occupation Certificate, a Green Travel Plan, incorporating the comments at **Attachment A**, should be submitted to TfNSW for endorsement.
4. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows on Old Wallgrove Road during construction activities
5. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.

In addition to the above, TfNSW provides the following advisory comments to Council for consideration in its determination of the development application:

6. It is recommended Shared path be provided on Eastern Creek Drive frontage of the subject site,

which allows the shared path to be connected to the Old Wallgrove Road shared path network.

7. The swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
8. DPE and Council should be satisfied that the proposed secondary entry does not have any adverse impact on the road network efficiency in the vicinity.

If you have any further questions, please contact Felix Liu by email [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely,

A handwritten signature in black ink, appearing to read "Zhaleh Alamouti".

**Zhaleh Alamouti**  
Senior Land Use Planner  
Land Use Assessment Western and Central,  
Greater Sydney



## Attachment A

### Comments to Green Travel Plan (GTP)

- **Shuttle bus:** Given the current lack of public and active transport in the area, it is recommended that the applicant should strongly consider using 24/7 shuttle buses to move workers to and from the nearest train station. This will be a viable way to move workers more sustainably.
- **Bicycle parking and End of Trip (EoT) facilities:** Given the number of staff, it is recommended that the number of bicycle parking and EoT facilities should be increased, to encourage more cycling use, particularly as the cycling infrastructure is improved in the future. This may include providing incentives, such as charging points, for e-bikes for longer distances. TfNSW recommend that this bicycle parking and any EoT be monitored over time to ensure sufficient supply to encourage active transport both to/from the site, for employees and visitors. Bicycle parking should be located at convenient locations, be safe, secured and under cover. Some further guidance on bicycle parking and end of trip facilities can be found in the following website - [Cycleway Design Toolbox – Designing for cycling and micromobility. December 2020. Version 0.1 \(nsw.gov.au\)](#).
- **Parking management:** TfNSW recommends that the applicant considers providing more charging stations for EVs, and a parking management plan that prioritises use by staff on a needs basis to further reduce car use – this could include providing dedicated spaces for those who are carpooling / car sharing to encourage carpooling. These car-pooling, car-sharing initiatives can be promoted below in the Travel Access Guide (TAG).
- **Mode share:** TfNSW recommends that actual numerical future mode share targets are advised in the GTP, for staff and visitors, for both the short and longer terms. The proposed mode share of car as driver in the current existing mode shares included in the STP are considered too high. Shuttle bus and car-pooling mode shares could be considered here as short-term goals.
- **Implementation Plan:** TfNSW recommends that the GTP includes an implementation plan. The Implementation Plan should include all initiatives and incentives within the GTP, timing and completion dates to ensure the overall effectiveness of the GTP as an implementation strategy. It is recommended that the Implementation Plan should be managed overall by a Travel Plan Coordinator/Steering Committee, not just by a developer or operator. The Implementation Plan 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 are upgraded.
  - Include current communication strategies and initiatives.
  - Please refer to TfNSW proven sustainable transport initiatives here [soft activities](#) and [hard activities](#) on the TfNSW website.
- **Travel Plan Coordinator:** TfNSW advises that the Travel Plan Coordinator should form a team or committee to ensure all actions of the GTP are achieved. The GTP cannot be at the discretion of site management to get the responsibilities of the GTP implemented. TfNSW recommends the applicant to design a strategy within the GTP for the tenant(s)/owners 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.

- **Funding the GTP:** The GTP will need to be appropriately funded and otherwise resourced, by the applicant, 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 Implementation Plan.
- **Travel Access Guide (TAG):** TfNSW recommends that a Travel Access Guide be prepared as part of the GTP. The TAG should also include an overall map with the following:
  - Key information to employees and visitors about service routes and timetables for buses and trains being available on Trip Planner at [transportnsw.info/](http://transportnsw.info/).
  - Shuttle bus timetable including proposed times for pick up and drop off from train stations and bus stops.
  - Information on car share, car-pooling and priority parking for carpooling.
  - The promotion of active transport amenities and public transport service, once they are in place.
  - Promotion of EOT facilities, including any new cycling infrastructure available, and update number and location of bike parking facilities and EoT facilities, and locate on TAG.
- **Travel Survey:** TfNSW recommends that a following-up travel survey to be undertaken after 3 months post-occupancy (this will need to be included in the proposed Implementation Plan). Employees 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 encourage more sustainable transport choices to/from the site. The Travel Survey should be promoted and included in the implementation plan. The Travel Survey should also be promoting any initiatives or strategies that encourage sustainable transport routes.